

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.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 17, 2013

Item 1, CW(PH) Report No. 37 – Page 2

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 17, 2013

Item 1, CW(PH) Report No. 37 – Page 3

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;

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 17, 2013

Item 1, CW(PH) Report No. 37 – Page 4

- 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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 17, 2013

Item 1, CW(PH) Report No. 37 – Page 5

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.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 17, 2013

Item 1, CW(PH) Report No. 37 – Page 6

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;

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 17, 2013

Item 1, CW(PH) Report No. 37 – Page 7

- 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;

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 17, 2013

Item 1, CW(PH) Report No. 37 – Page 8

- 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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 17, 2013

Item 1, CW(PH) Report No. 37 – Page 9

- 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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 17, 2013

Item 1, CW(PH) Report No. 37 – Page 10

- 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

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 17, 2013

Item 1, CW(PH) Report No. 37 – Page 11

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);

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 17, 2013

Item 1, CW(PH) Report No. 37 – Page 12

- 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.

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 17, 2013

Item 1, CW(PH) Report No. 37 – Page 13

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)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 17, 2013

Item 1, CW(PH) Report No. 37 – Page 14

- 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.

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 17, 2013

Item 1, CW(PH) Report No. 37 – Page 15

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 17, 2013

Item 1, CW(PH) Report No. 37 – Page 16

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.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 17, 2013

Item 1, CW(PH) Report No. 37 – Page 17

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 17, 2013

Item 1, CW(PH) Report No. 37 – Page 18

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.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 17, 2013

Item 1, CW(PH) Report No. 37 – Page 19

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.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 17, 2013

Item 1, CW(PH) Report No. 37 – Page 20

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

Report prepared by:

Melissa Rossi, Senior Policy Planner – Ext. 8320
Roy McQuillin, Manager of Policy Planning – Ext. 8211

(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.)

Subject: FW: Vaughan Healthcare Centre Precinct Plan

C	<u>2</u>
Item #	<u>1</u>
Report No.	<u>37 (PH)</u>
Council -	<u>Sept 17 / 13</u>

From: Nancy Van Kessel [<mailto:nancyvankessel@rogers.com>]

Sent: Monday, September 09, 2013 1:46 PM

To: Clerks@vaughan.ca

Cc: nancyvankessel@rogers.com

Subject: Vaughan Healthcare Centre Precinct Plan

Hello,

Further to the Committee of the Whole Meeting of September 3, 2013, I am writing to express my concerns about some elements of the precinct plan.

As a resident of the subdivision that abuts the north end of the precinct, I share Councillor Iafrate concern about the height of the buildings on the north end of the precinct (20 metres) , as well as the potential height of 75 metres in other areas of the precinct. It was not clearly explained in the presentation why this vertical height is required, and what other planning options were explored. It appears that the Mackenzie Richmond Hill hospital takes up a smaller acreage footprint, but does not reach this height, so question why it is required and recommended at the new sit?

Another of my concerns is the proposed municipal roadway, the rationale for which, is not fully explained, particularly in light of the detrimental effect of future hospital expansion and required acreage. Does the current plan recommend a plan with above-needed heights in order to negate the need for the additional acreage taken up by the proposed municipal road? Why is the road required? Mr. Stationwala explained the potential negative impact of including the road in the initial plan, but the corresponding impact of not including it was not presented by the City, and believe this context is important in determining the most efficient plan for the site.

I trust that these factors will be considered by Council when reviewing and debating proposed plan options.

Thank you,

Nancy Van Kessel



Mackenzie
Health

10 Trench Street
Richmond Hill, ON
Canada L4C 4Z3

T: (905) 883-1212
F: (905) 883-2455
www.mackenziehealth.ca

C 23
COMMUNICATION
CW (PH) - <u>SEPT. 3/13</u>
ITEM - <u>1</u>

August 30, 2013

Mayor Bevilacqua and Members of Council
Attention: City Clerk's Office
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Dear Mayor Bevilacqua and Members of Council:

RE: Public Meeting (Hearing) – September 3, 2013
Vaughan Healthcare Centre Precinct Plan
City File 15.107.3

Pursuant to the Notice of Public Meeting (Hearing) regarding this matter, Mackenzie Health has carefully considered the draft Precinct Plan prepared by the City of Vaughan (the "City") and makes this submission as a response.

On August 29, 2013, Mackenzie Health's Board met and passed the following resolution:

BASED ON THE REPORT FROM THE CEO ON THE STATUS OF DISCUSSIONS WITH THE CITY OF VAUGHAN REGARDING AN ALTERNATE ROAD ARRANGEMENT OR APPROACH FOR THE PRECINCT PLAN, AND THAT THE CITY'S DRAFT PRECINCT PLAN DOES NOT ENSURE CONTIGUOUS 50 ACRES FOR THE HOSPITAL, THE BOARD OF DIRECTORS HEREBY AUTHORIZES AND DIRECTS THE HOSPITAL THROUGH ITS CEO TO TABLE WITH THE CITY A WRITTEN SUBMISSION WHICH DETAILS MACKENZIE HEALTH'S OBJECTION TO STREET F, AND TO WORK WITH THE CITY ADMINISTRATION TO ARRIVE AT A MUTUALLY AGREEABLE RESOLUTION.

This written submission is necessary in order to ensure that the Precinct Plan is amended appropriately to support a hospital development which maximizes significant government and community investment as well as sound planning for future patient care delivery.

Our concerns are as follows:

Fifty (50) Contiguous Acres for Hospital Development

An acute care hospital is a very specialized and unique facility and operation. The site requires adequate usable land area for efficient and effective operations and also sufficient capacity and flexibility to meet service delivery changes and growing population needs, especially in an area with extreme growth, such as Vaughan.

Mackenzie Health has always been clear that the Vaughan hospital requires 50 contiguous acres of land, based on Ministry of Health and Long-Term Care (Ministry) direction, which states:

“Based on the ministry’s previous experience in hospital construction and operation of a similar size and scope built on a green field site, the ministry has seen a site size of approximately 50 acres as suitable to ensure there is potential for cost-effective future redevelopment.”

However, in order to work constructively with the City, Mackenzie Health has accepted that this could be accomplished through obtaining 40 acres for the initial hospital project and an additional 10 contiguous acres in the future to enable future redevelopment.

Council has recognized the 50 acre (40 + 10) requirement through a resolution passed in December 2012.

Road Network Impact on 50 Contiguous Acres

Over the past several months, the City has developed road network plans for the entire Precinct. However, the road network, as set out by the City, has significant impact on the hospital’s ability to develop a plan that meets the Ministry’s hospital planning objectives. For example, the proposed Street F physically separates the hospital area into two, non-contiguous blocks, one for the initial new hospital development and the second to allow for future redevelopment.

The Ministry has been apprised of the Precinct Plan and conveyed its concerns through recent written commentary. Key Ministry comments include:

- “...it is clear that site limitations are emerging which the ministry is concerned will prevent the hospital from achieving optimum planning and preservation of flexibility for growth, adaptation and progressive regeneration of the hospital. For example, there is a proposed north-south public/municipal road which separates the 40 acre parcel from the 10 acre parcel...”
- “The proposed site plan with the North – South public road does not support the ministry’s fundamental planning and design objectives of: operational efficiency, accessibility, safety and sustainability.”
- “To reiterate, a public road confines future hospital service expansion and development, presents foreseeable site/property management conflicts, and further limits the hospital’s ability to leverage that land for future access or modification for hospital purposes.”

- “The ministry is concerned if Mackenzie Health is unable to maximize the significant government and community investment.”
- “...the planning context for the Vaughan new hospital project is new and unprecedented. There is a unique convergence of factors including: new hospital in a new location and municipality (i.e., not a replacement of an existing site); high growth area with significant existing population base and major infrastructure and intensification plans (e.g., subway); reconfiguration of services of a single organization to a two site model; emerging best practices on patient based design; new patient access patterns based on health system funding reform implementation during project planning and implementation. No other hospital, including the new Humber and Oakville hospitals, will experience all of these factors.”
- “Please work to ensure that site planning enables an optimal plan for a highly effective and efficient new hospital development with clear flexibility for future growth of services and infrastructure to support a rapidly growing community.”

Mackenzie Health requires Ministry support and planning stage approvals to continue to advance the project.

Mackenzie Health’s most significant concern with the Precinct Plan is that it does not guarantee the provision of 50 contiguous acres for the new hospital project and future hospital redevelopment, within the 82 acre site acquired by the City for the primary purpose of a hospital. The inability to satisfy Ministry direction and its documented concerns with the site plan pose a significant risk.

Although the Precinct Plan refers to removal of Street F in the future, its removal is stated to be conditional on future traffic and servicing studies. Further, the City has been unable to provide an actual legal commitment for its future removal. The result is that the hospital does not have the certainty that it will have the necessary 50 contiguous acres.

Additionally, the manner in which Street F is incorporated in the Precinct Plan includes several requirements/features that make its future removal costly and disruptive.

The Precinct Plan provides for:

- Street F as a public street;
- the width of Street F to be four lanes rather than two lanes;
- major infrastructure such as sanitary and storm sewers and water mains to be located beneath Street F; and,

- Street F designated as a “gateway” and includes three “key connection” points, which confers prominence and importance within the overall precinct.

To resolve the issue of Street F’s impact on land contiguity, and avoid a foreseeable and major problem for future decision makers, we suggest that Council consider an alternative to Street F that meets the needs of the hospital and the Precinct.

Conclusion

Mackenzie Health has worked diligently to advance the new hospital project with the Ministry at an unprecedented pace. It is completely reasonable that the community’s investment in the new hospital be consistent with the province’s expectations and requirements for new hospital planning and operation. It is important that the Precinct Plan is set up for success. Ongoing flexibility in the City’s planning process is important as the project will evolve through the province’s Alternative Financing and Procurement approach which promotes flexibility for innovation.

Mackenzie Health is working diligently to advance through the Ministry and Infrastructure Ontario’s capital planning and procurement/transaction processes. We foresee significant project risk should the City’s site planning guidelines conflict with the provincial government’s new hospital planning requirements.

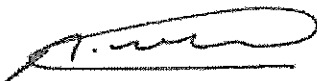
Through the Joint Coordinating Committee, Mackenzie Health has highlighted its concerns and has even shared the Ministry’s detailed review comments. However, the Precinct Plan does not bring resolution to many of the key issues.

The City needs to change the Precinct Plan so that Mackenzie Health can meet the Ministry’s planning requirements for current and long term needs and achieve Infrastructure Ontario’s project delivery schedule.

Our shared interest is ensuring a Precinct Plan that will enable us to bring a hospital to Vaughan for the benefit of its citizens.

We trust this submission will be seriously considered by the City, and that continued mutual cooperation will ensure a positive resolution to these matters for our mutual benefit.

Yours very truly,



Altaf Stationwala
President and CEO

1. **VAUGHAN HEALTHCARE CENTRE PRECINCT PLAN (THE “VHCP PLAN”)** **P.2013.30**
NORTHWEST QUADRANT OF JANE STREET AND MAJOR MACKENZIE DRIVE
CITY OF VAUGHAN
FILE: 15.107.3
WARD 1

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.

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

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;
- 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 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.

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 water mains.

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;
- 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;
- 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
- 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
- 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 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);
- 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.

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)
- 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.

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

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.

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 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.

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.

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

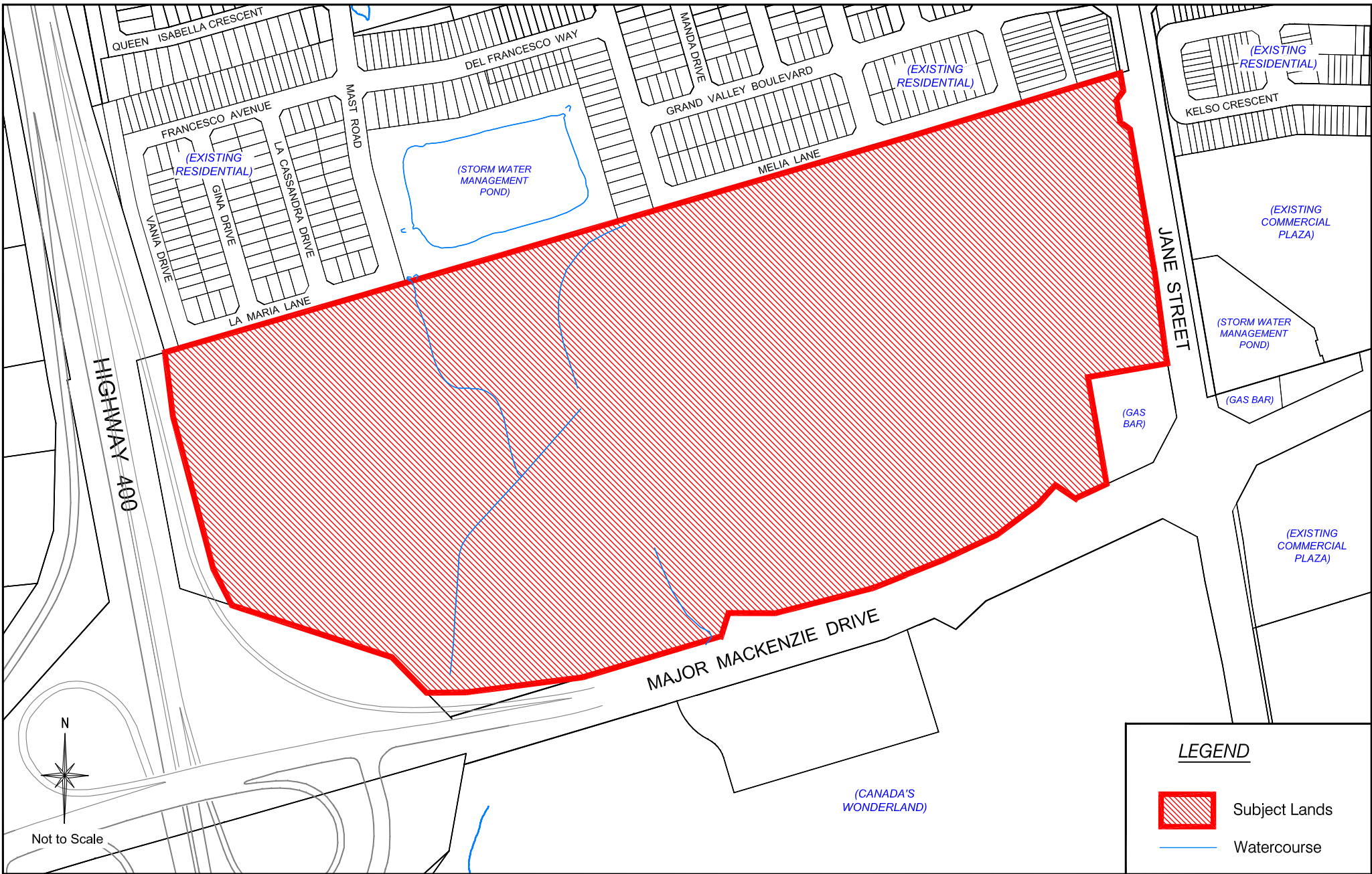
Report prepared by:

Melissa Rossi, Senior Policy Planner – Ext. 8320
Roy McQuillin, Manager of Policy Planning – Ext. 8211

Respectfully submitted,

JOHN MACKENZIE,
Commissioner of Planning

/lm



Location Map

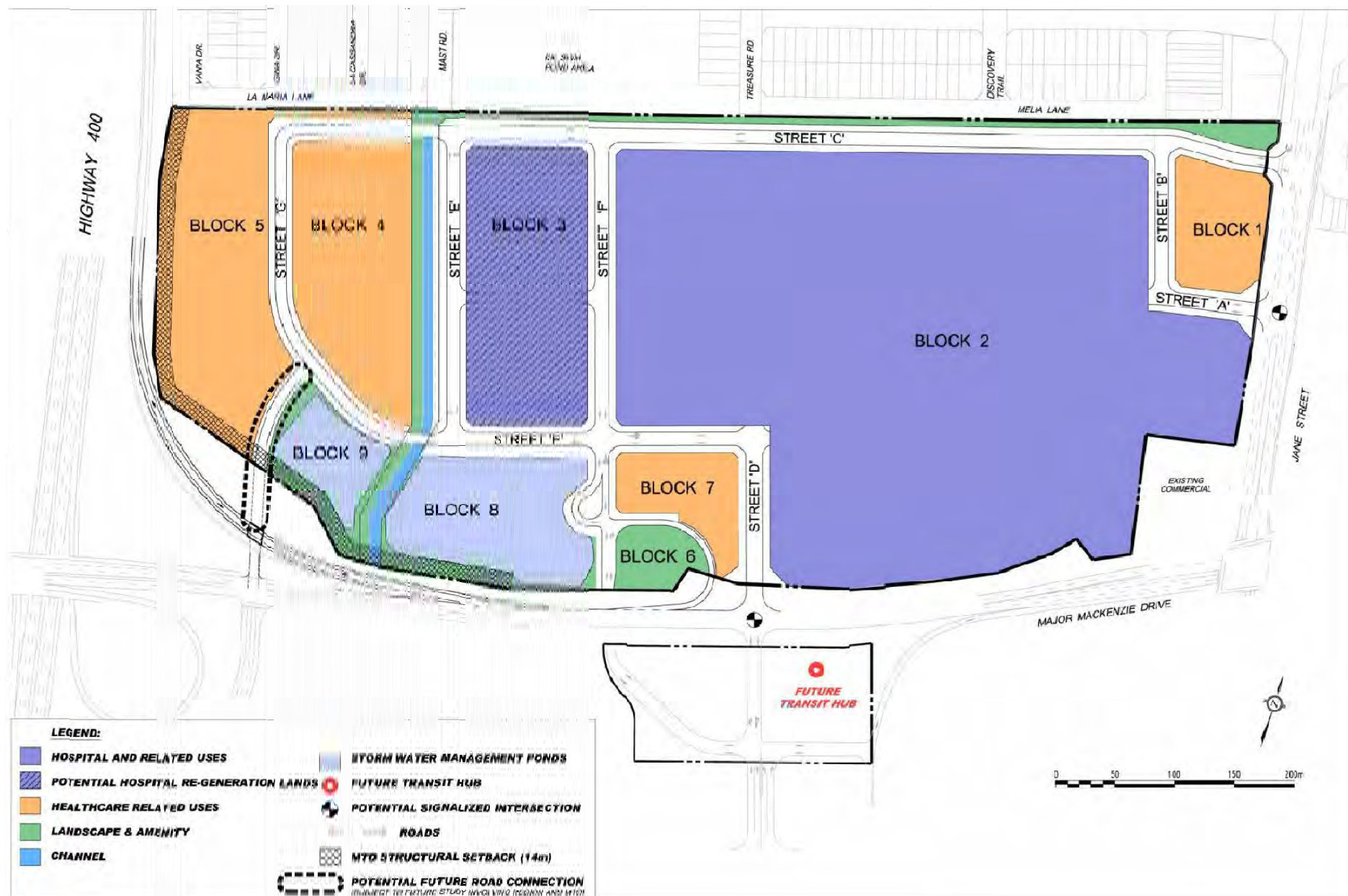
Location: Part of Lot 6,
Concession 2



Attachment

File: 15.107.3
Date:
September 3, 2013

1



Vaughan Healthcare Centre Precinct Plan - Land Use & Road Network

Location: Part of Lot 6,
Concession 2

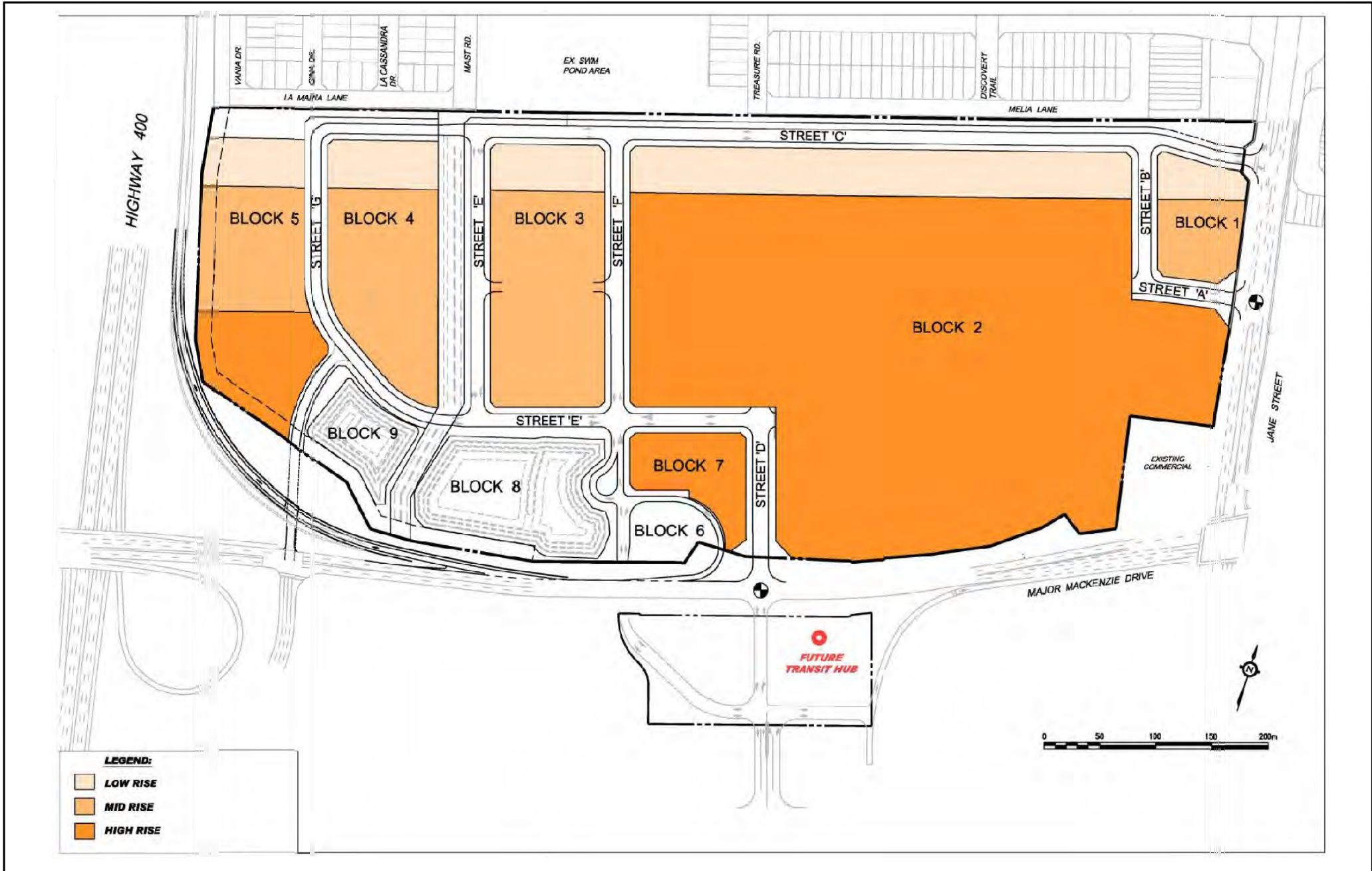


Attachment

File: 15.107.3

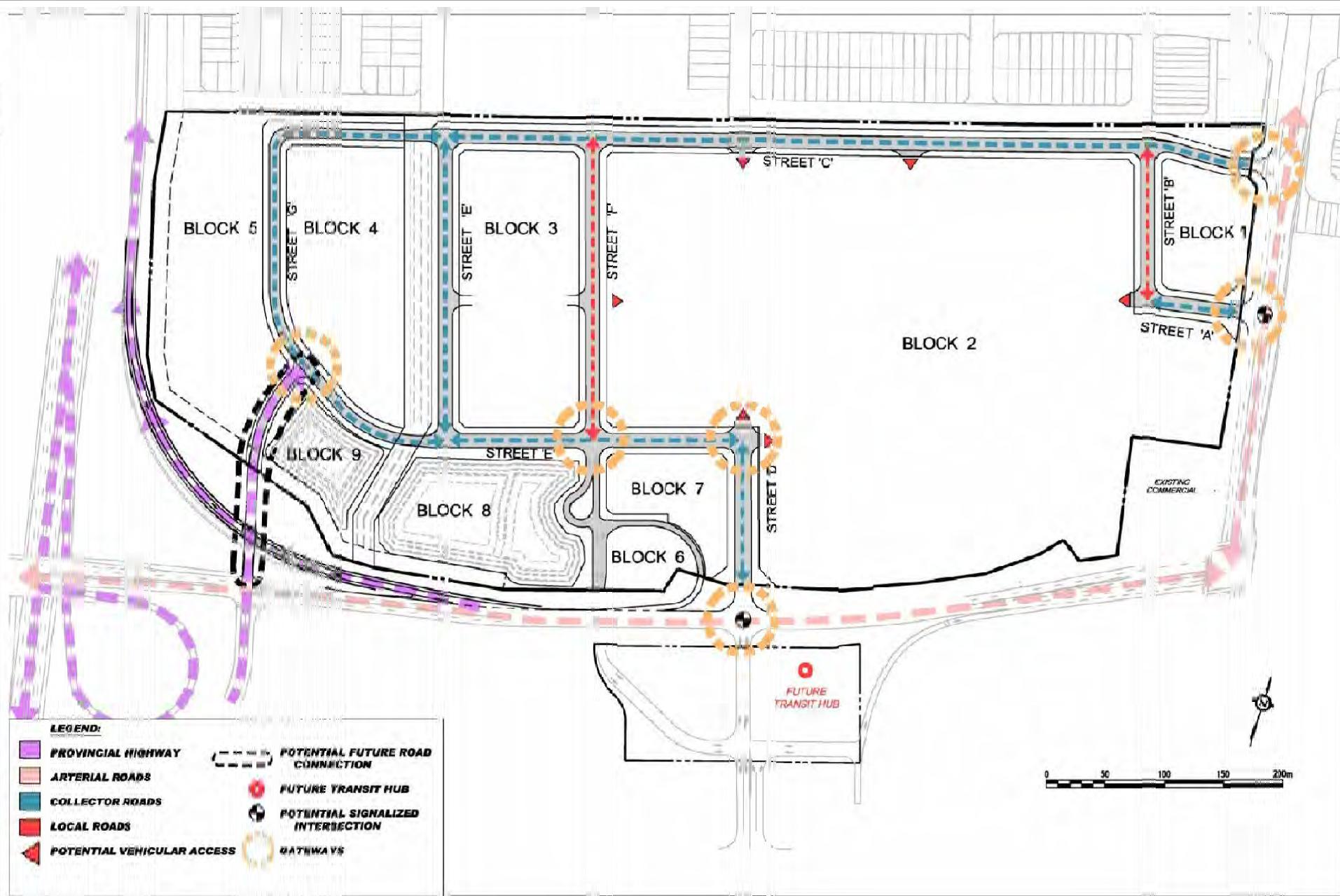
Date:
September 3, 2013

2



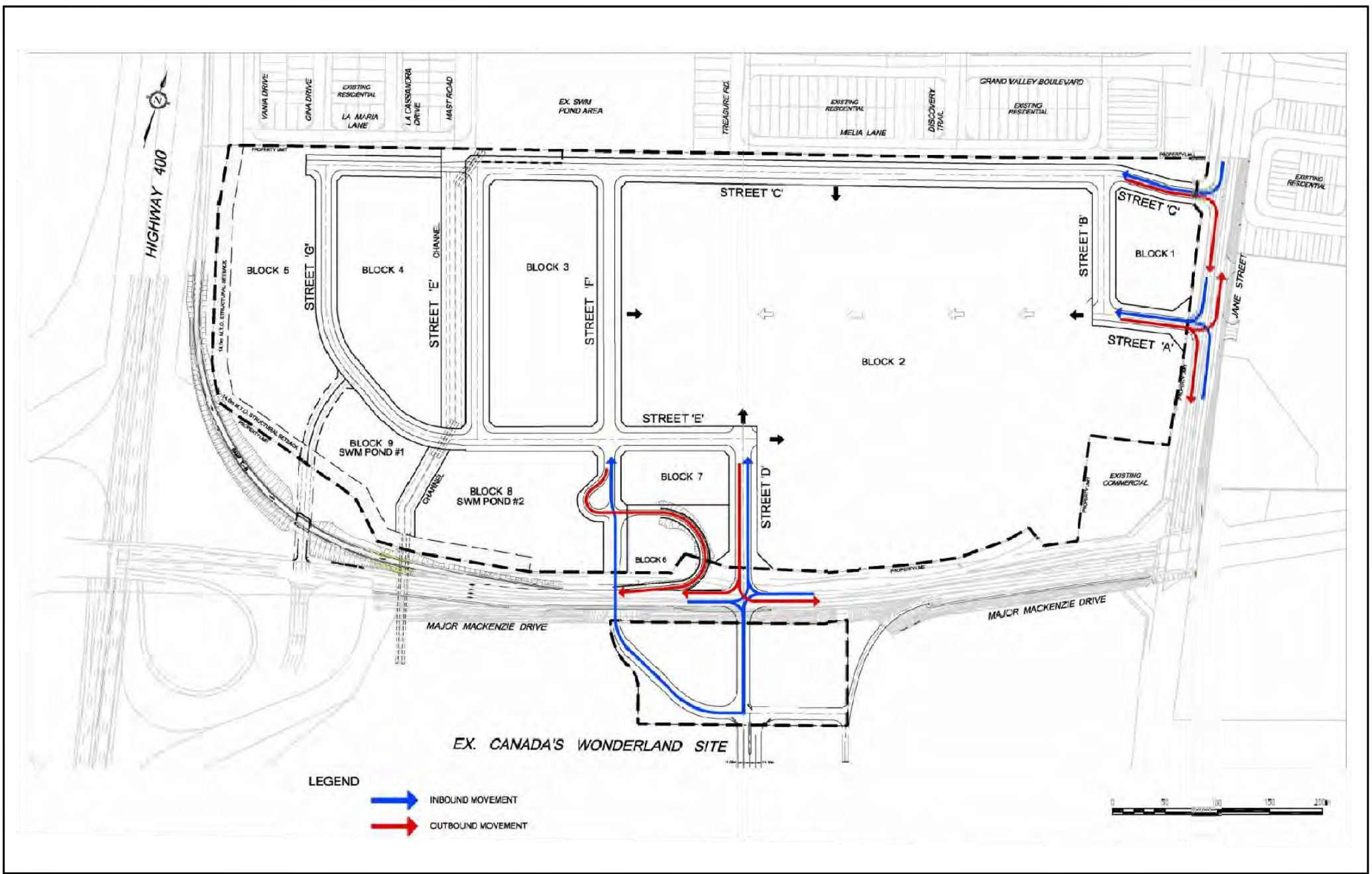
Heights Schedule

Location: Part of Lot 6,
Concession 2



Street Hierarchy Schedule

Location: Part of Lot 6,
Concession 2



Access Schedule

Location: Part of Lot 6,
Concession 2

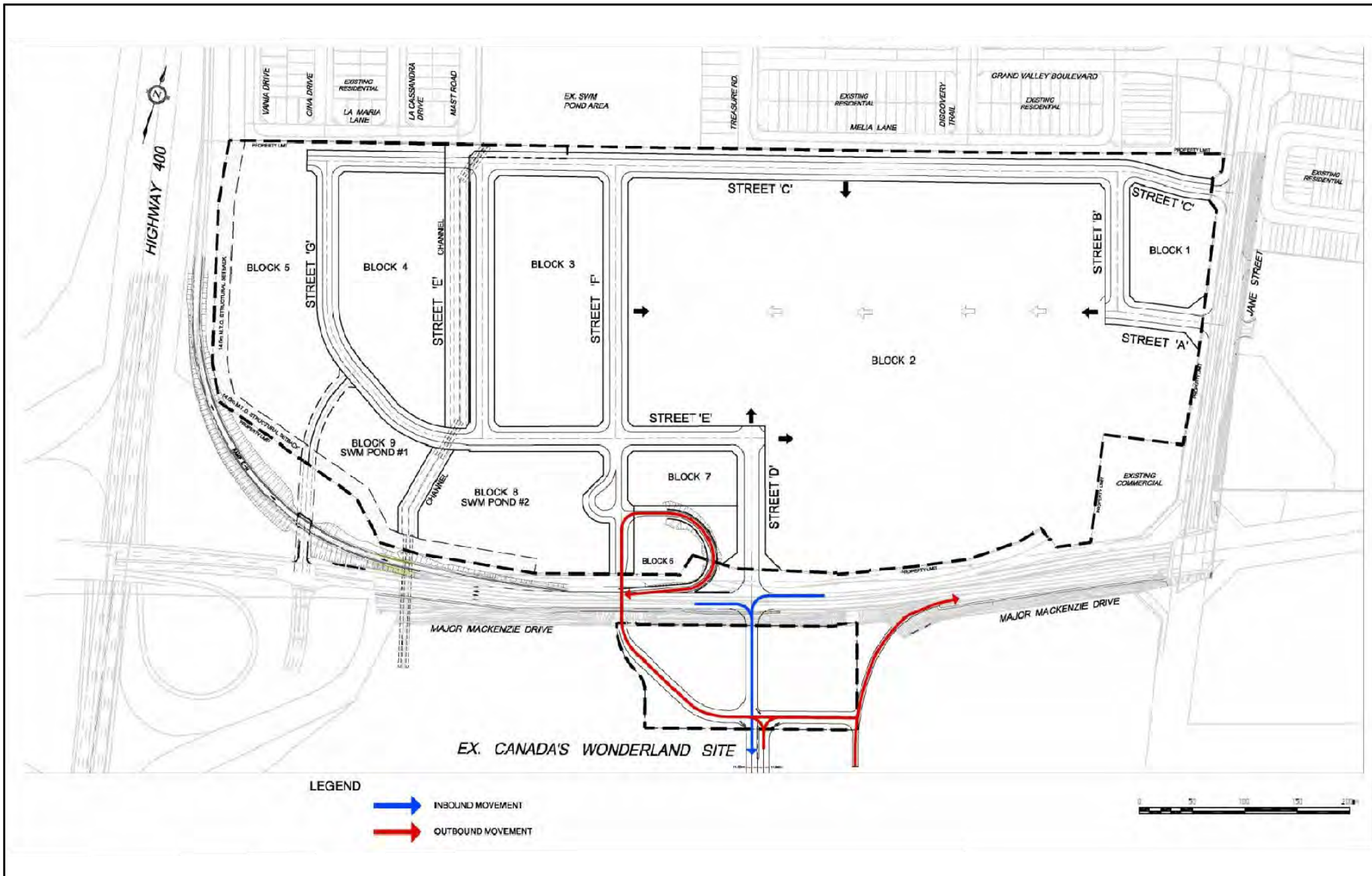


Attachment

File: 15.107.3

Date:
September 3, 2013

5



Canada's Wonderland Access Schedule

Location: Part of Lot 6,
Concession 2

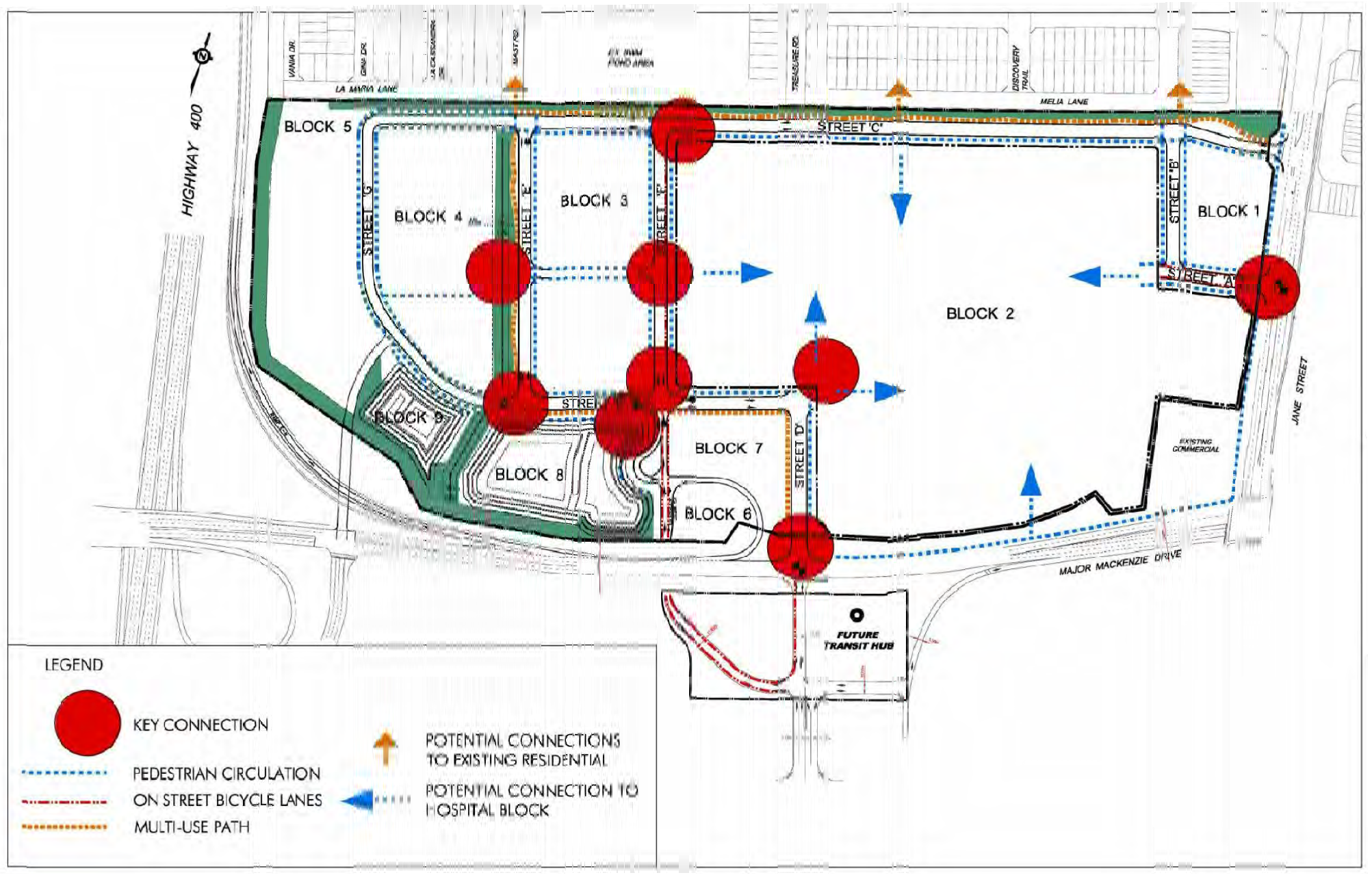


Attachment

File: 15.107.3

Date:
September 3, 2013

6



Pedestrian and Bicycle Circulation and Connections Plan

Location: Part of Lot 6,
Concession 2



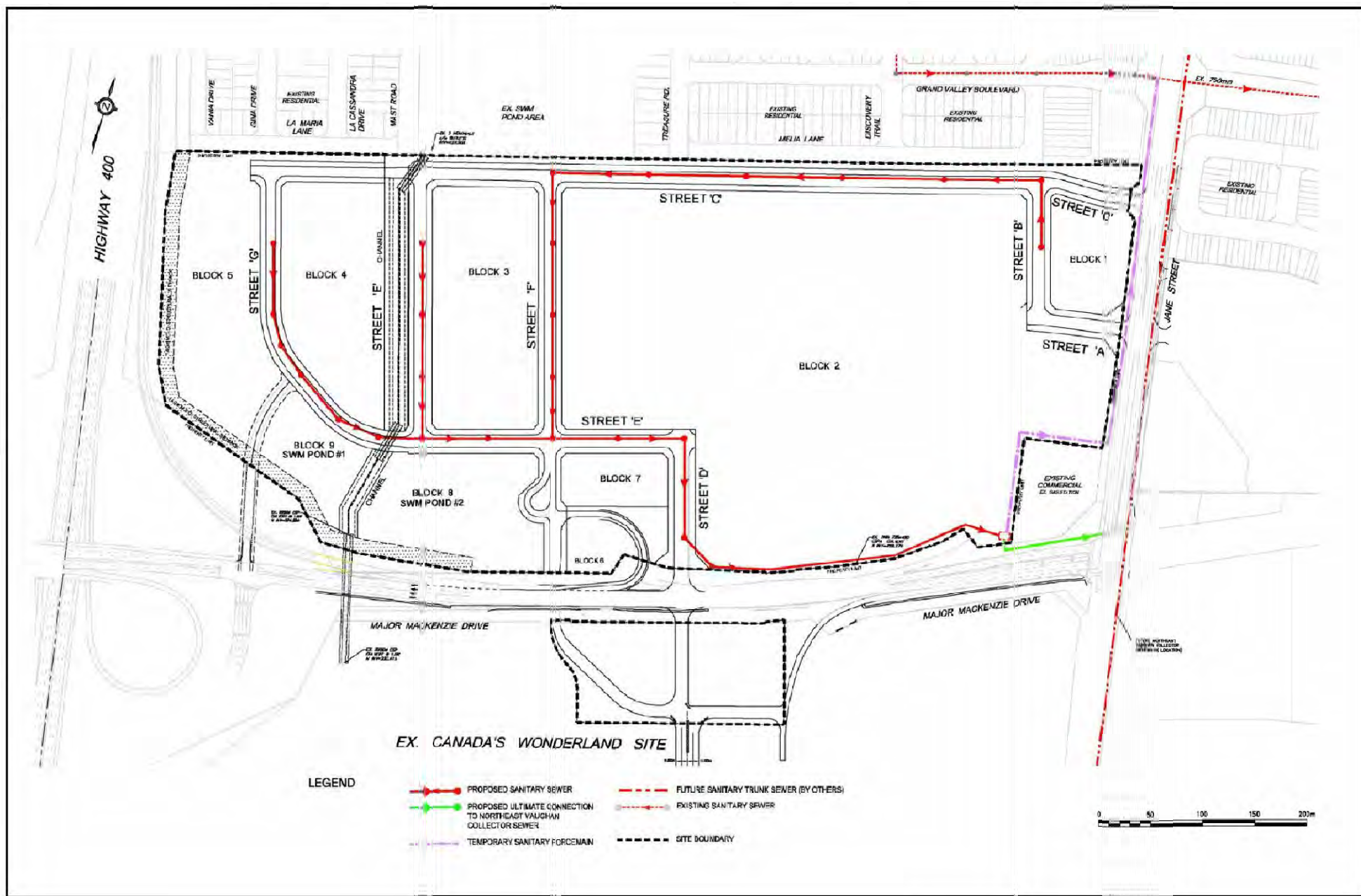
Policy Planning Department

Attachment

File: 15.107.3

Date:
September 3, 2013

7



Option 1: Sanitary Sewer System Schedule

Location: Part of Lot 6,
Concession 2

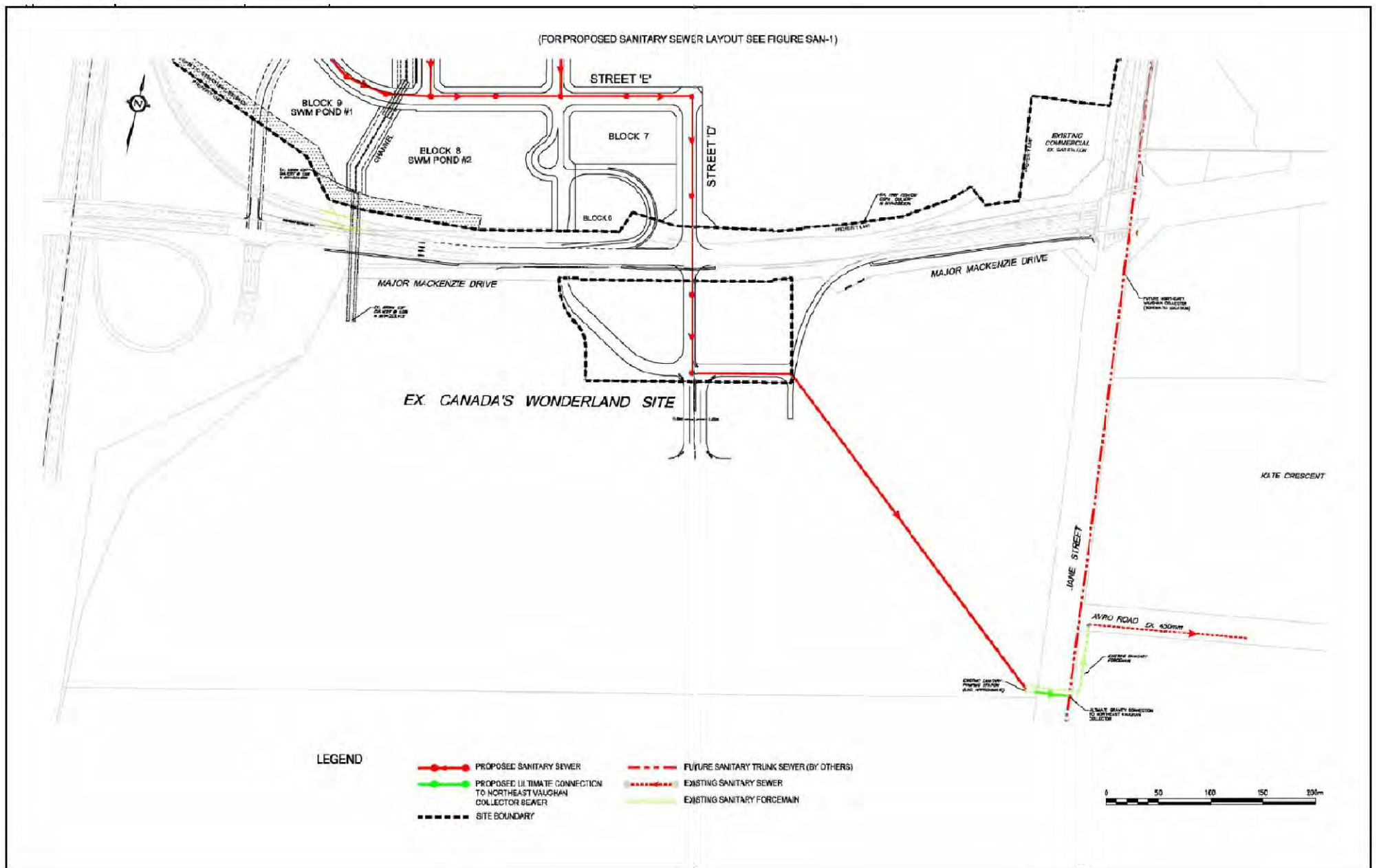


Attachment

File: 15.107.3

Date:
September 3, 2013

8



Option 2: Sanitary Sewer System Schedule

Location: Part of Lot 6,
Concession 2

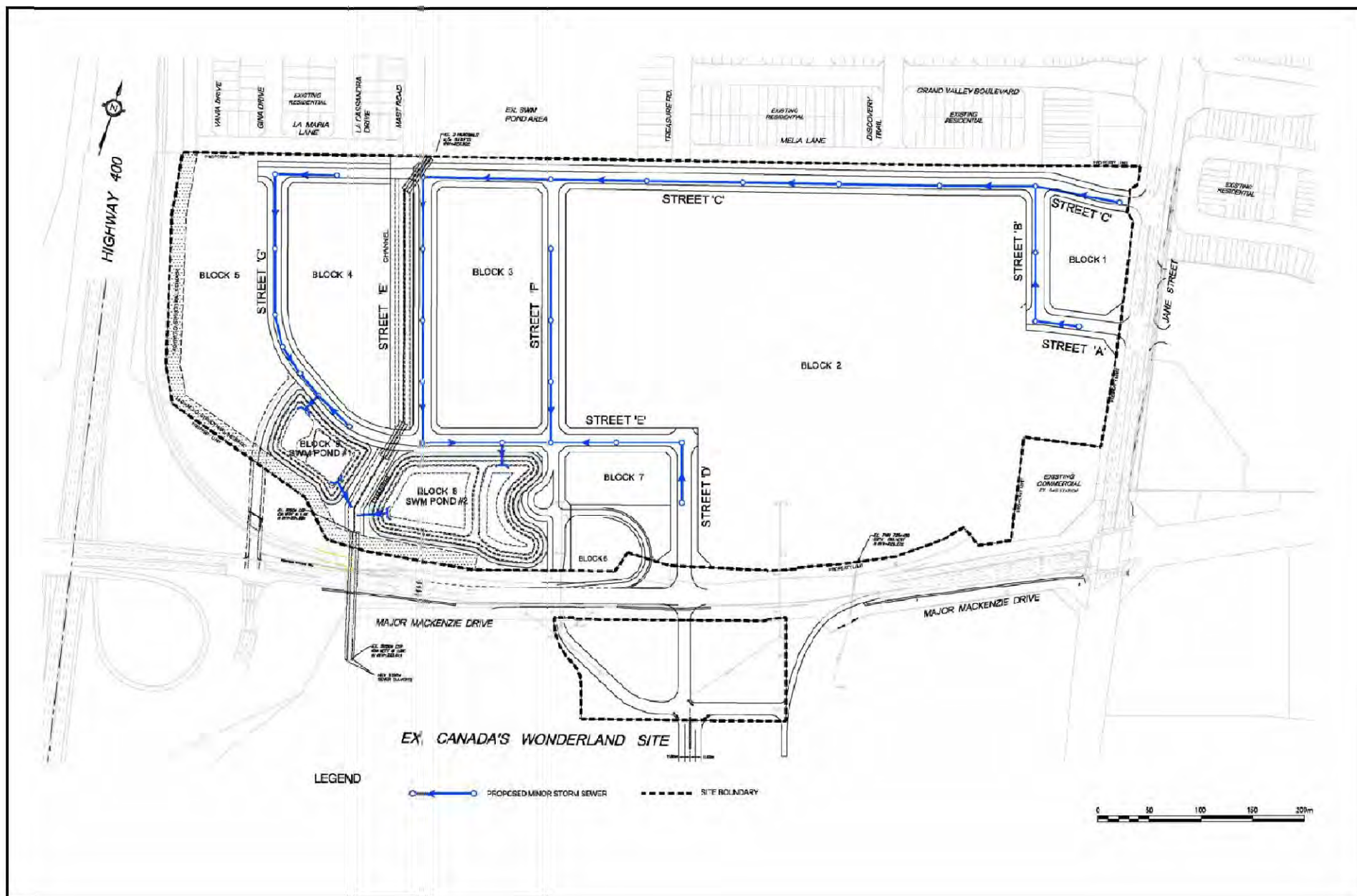


Attachment

File: 15.107.3

Date:
September 3, 2013

9



Proposed Stormwater Sewer and Pond Layout Schedule

Location: Part of Lot 6,
Concession 2

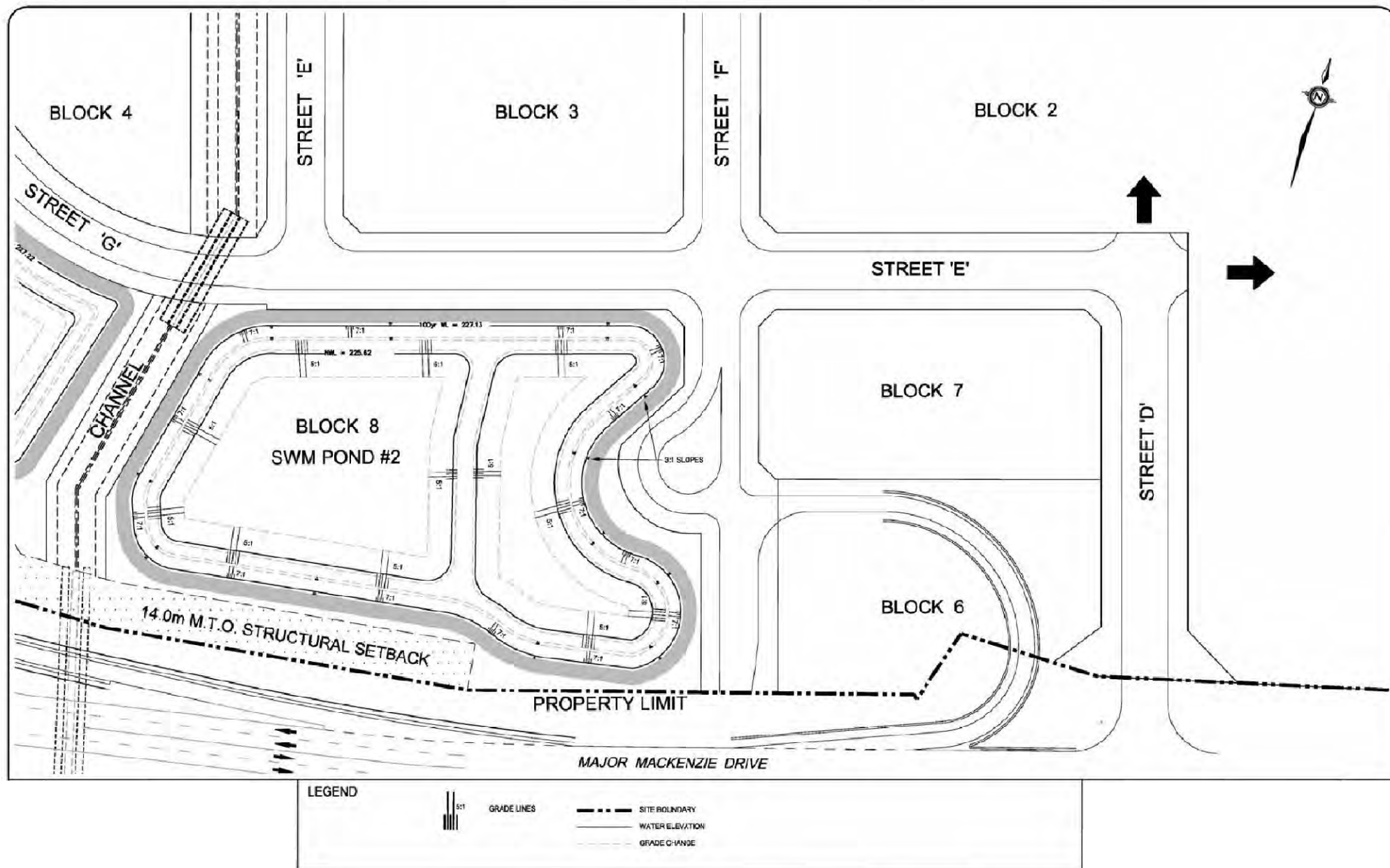


Attachment

File: 15.107.3

Date:
September 3, 2013

10



Stormwater Management Pond 2 Design Schematic

Location: Part of Lot 6,
Concession 2

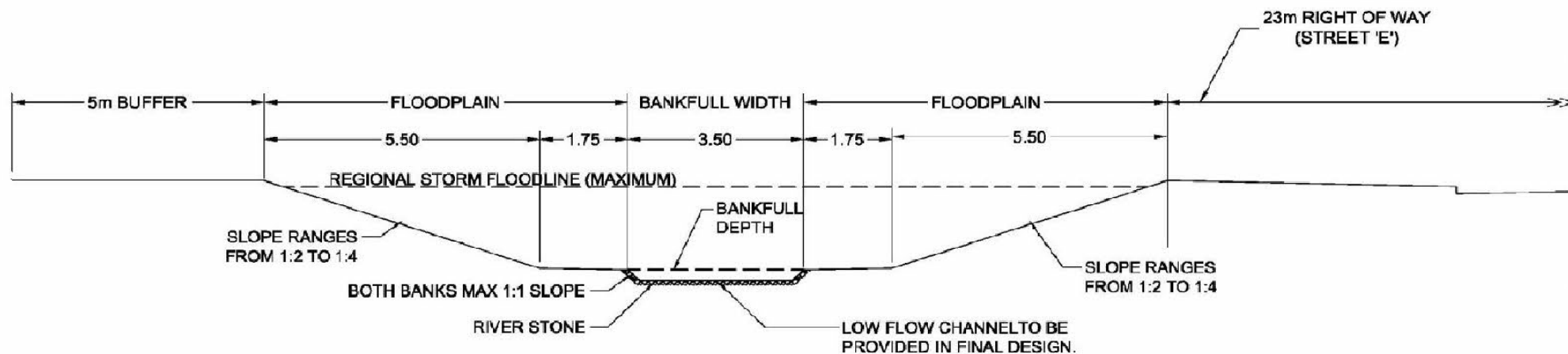


Attachment

File: 15.107.3

Date:
September 3, 2013

12



Channel Design Cross Section

Location: Part of Lot 6,
Concession 2



Attachment

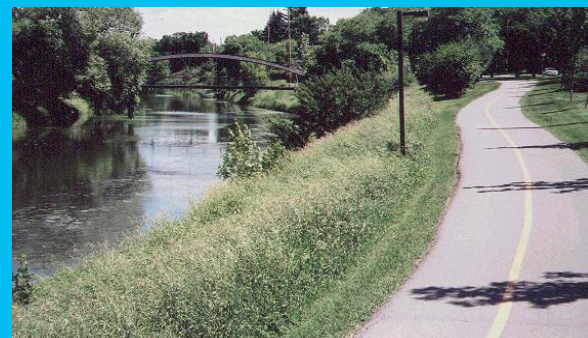
File: 15.107.3

Date:
September 3, 2013

13



Vaughan Healthcare Centre **PRECINCT PLAN**



DRAFT REPORT - AUGUST 2013

Prepared by:

Malone Given Parsons Ltd.

Contact Details:

Jim Kirk

Partner

Phone: 905 513 0170

Email: jkirk@mgp.ca

Cole Engineering

Contact details:

Gerry Lynch

Senior Project Manager

Phone: 905 940 6161

Email: glynch@ColeEngineering.ca

The Ventin Group Ltd.

Contact Details:

Peter Burton

Partner

Phone: 416 588-6370

Email: pberton@plusvg.com

Stephen Popovich and Associates

Contact Details:

Stephen Popovich

Principal

Phone: 905 270 2229

Email: spopovich@popovich.ca

TABLE OF CONTENTS

1.0	INTRODUCTION	5
1.1	Purpose	5
1.2	The Precinct Plan	7
1.2.1	Overview of the Precinct Plan	9
1.3	The Hospital Blocks	11
1.4	Report Structure	12
2.0	PLANNING CONTEXT AND SITE CONDITIONS	15
2.1	Location and Characteristics	15
2.2	Surrounding Land Uses	19
2.3	Opportunities and Constraints Analysis	19
2.3.1	Surrounding Land Use	19
2.3.2	The Hospital Development Block	20
2.3.3	Access and Connectivity	20
2.3.4	Existing Underpasses and Westbound Ramp to Major Mackenzie Drive	21
2.3.5	Structural Setback Requirement from Highway 400	21
2.3.6	Natural Features and Stormwater Management	22
2.4	Planning Policy Context	24
2.4.1	Provincial	24
2.4.2	Region of York Official Plan	26
2.4.3	City of Vaughan Official Plan Amendment 715 (as amended by Official Plan Amendment 725)	27
2.4.4	Green Directions Vaughan	29
2.4.5	City of Vaughan Official Plan (2010)	30
2.4.6	Regulations	33
2.4.7	Regional Transportation Management Plans	34
3.0	VISION AND GUIDING PRINCIPLES	37
3.1	The Vision	37
3.2	Guiding Principles	37
3.2.1	Sustainability	37
3.2.2	Land Use and Transition	39
3.2.3	Urban Design	39

	3.2.4	Transportation	40
	3.2.5	Municipal Services and Stormwater Management.....	41
4.0		THE PRECINCT PLAN.....	43
	4.1	Overview of Land Uses	47
	4.1.1	Floor Space	47
	4.2	Public Realm.....	49
	4.2.1	Street Hierarchy	49
	4.2.1.1	Gateways.....	52
	4.2.1.2	Arterial Roads.....	52
	4.2.1.3	Collector and Local Roads.....	52
	4.2.2	Connections	53
	4.2.3	Pedestrian and Bicycle Circulation.....	55
	4.2.4	Public Art	57
	4.2.5	Parking.....	58
	4.3	Built Form.....	59
	4.3.1	Height and Massing.....	59
	4.3.2	Transition and Buffering	62
	4.3.3	Views and Vistas	63
	4.4	Landscape and Open Space.....	65
	4.4.1	Open Space: Types, Form and Function.....	65
	4.4.2	Natural Areas: Drainage Channel and Stormwater Management Ponds.....	67
5.0		SUSTAINABILITY.....	69
	5.1	Community Energy Strategy	69
	5.1.1	Objectives	69
	5.1.2	Strategic Measures	70
	5.1.2.1	The District Energy System.....	70
	5.1.2.2	Building Design and Construction.....	71
	5.1.2.3	Transportation Measures	72
	5.1.3	Implementation	73
6.0		TRANSPORTATION.....	75
	6.1	Access and Traffic	75

6.1.1	Existing Conditions	75
6.1.2	Future Vaughan Healthcare Centre Precinct	75
6.1.3	Canada's Wonderland	78
6.2	Public Transit	81
6.3	Parking	81
6.4	Transportation Demand Management.....	82
7.0	SERVICING STRATEGY	83
7.1	Sanitary Sewers	83
7.1.1	Option 1- Connect to Existing Sanitary Sewer at Jane/Grand Valley	83
7.1.2	Option 2- Connect to Existing Pumping Station on Canada's Wonderland Property	86
7.2	Stormwater Management	88
7.2.1	Existing Conditions	88
7.2.2	Proposed Stormwater Management Plan	88
7.2.3	Stormwater Management Ponds	91
7.2.4	Channel.....	91
7.2.5	Water Balance and Erosion Control	91
7.2.6	Water Supply	92
7.3	Utilities	95
8.0	IMPLEMENTATION	97
8.1	Zoning Bylaw	97
8.2	Subdivision Plan	97
8.3	Cost Sharing Agreement	98
8.4	Infrastructure	98
8.5	Other Approvals and Consultations	98
APPENDIX A: URBAN DESIGN GUIDELINES		101
APPENDIX B: DEMONSTRATION PLAN, LAND USE AND MASSING MODEL...		113
APPENDIX C: STREET CROSS SECTIONS		117
APPENDIX D: ENGINEERING PLANS		125

LIST OF FIGURES

Figure 1: The Vaughan Healthcare Centre Precinct Plan- Land Use and Road Network	8
Figure 2: Precinct Location	17
Figure 3: Site Characteristics	18
Figure 4: Opportunities and Constraints	23
Figure 5: Vaughan Official Plan- Urban Structure	32
Figure 6: Street Hierarchy.....	51
Figure 7: Pedestrian and Bicycle Circulation and Connections Plan	54
Figure 8: Heights	61
Figure 9: Angular Plane	62
Figure 10: Views and Vistas	64
Figure 11 Access.....	77
Figure 12: Canada's Wonderland Access.....	79
Figure 13: Option 1- Sanitary Sewer System	85
Figure 14: Option 2: Sanitary Sewer System	87
Figure 15: Proposed Storm Sewer and Pond Layout	90
Figure 16: Water Supply System	94
Figure 17: Demonstration Plan	114
Figure 18: Land Use.....	115
Figure 19: Massing Model	116
Figure 20: Stormwater Management Pond #1	126
Figure 21: Stormwater Management Pond #2	127
Figure 22: Channel Cross Section.....	128

1.0

INTRODUCTION

1.1 Purpose

The City of Vaughan acquired an 82 acre parcel located in the northwest quadrant of Major Mackenzie Drive and Jane Street to create an urban healthcare Precinct anchored by a new healthcare hospital (the Mackenzie Vaughan Hospital). For the purposes of this report, this area is referred to as the Vaughan Healthcare Centre Precinct (VHCP).

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 20/20* 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 planning for a 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 more urban municipality and are important city-building measures.

The site is close to Vaughan's geographic centre and is prominently located on Highway 400 at a major arterial intersection. It provides the opportunity for a signature development that will reflect a dual role as a gateway into the Maple Community and as a provider of healthcare services and employment to the residents of the City and beyond. In order to ensure that the development of the site is optimized, Official Plan Amendment No. 715 (as amended) requires the preparation of a

Precinct Plan. The Precinct Plan will ensure that development throughout the site is coordinated, both functionally and aesthetically, to ensure that the area functions well, is an attractive and supportive environment for patients, employees and visitors and addresses its close relationship to the Maple Community.

In respect of its importance, the Precinct Plan will provide the foundation for an iconic civic presence that both reflects and integrates into the broader community. This will be achieved through excellence in both urban design and architecture, consistent with this Plan and the policies of OPA 715 (as amended).

This report provides a detailed description of the VHCP which reflects the preliminary findings and requirements of the multi-disciplinary studies that serve as its foundation (the Master Servicing Strategy, Functional Transportation Plan, Community Energy Plan, Wind and Microclimate Analysis and Noise Impact Assessment). It also includes a review of the policy and regulatory context and establishes development principles and urban design guidelines related to land use, built form, building height, streetscape and other characteristics.

The Precinct Plan also benefits from consultations with the community and nearby landowners including Cedar Fair (Canada's Wonderland).

The Precinct Plan establishes a detailed development framework and requirements for the VHCP, which builds on the guiding principles and objectives outlined in Official Plan Amendment 715 (as amended). It presents a conceptual representation of development and outlines land use, major structural and built form elements, building heights, a street network and streetscape components, open space areas and other characteristics.

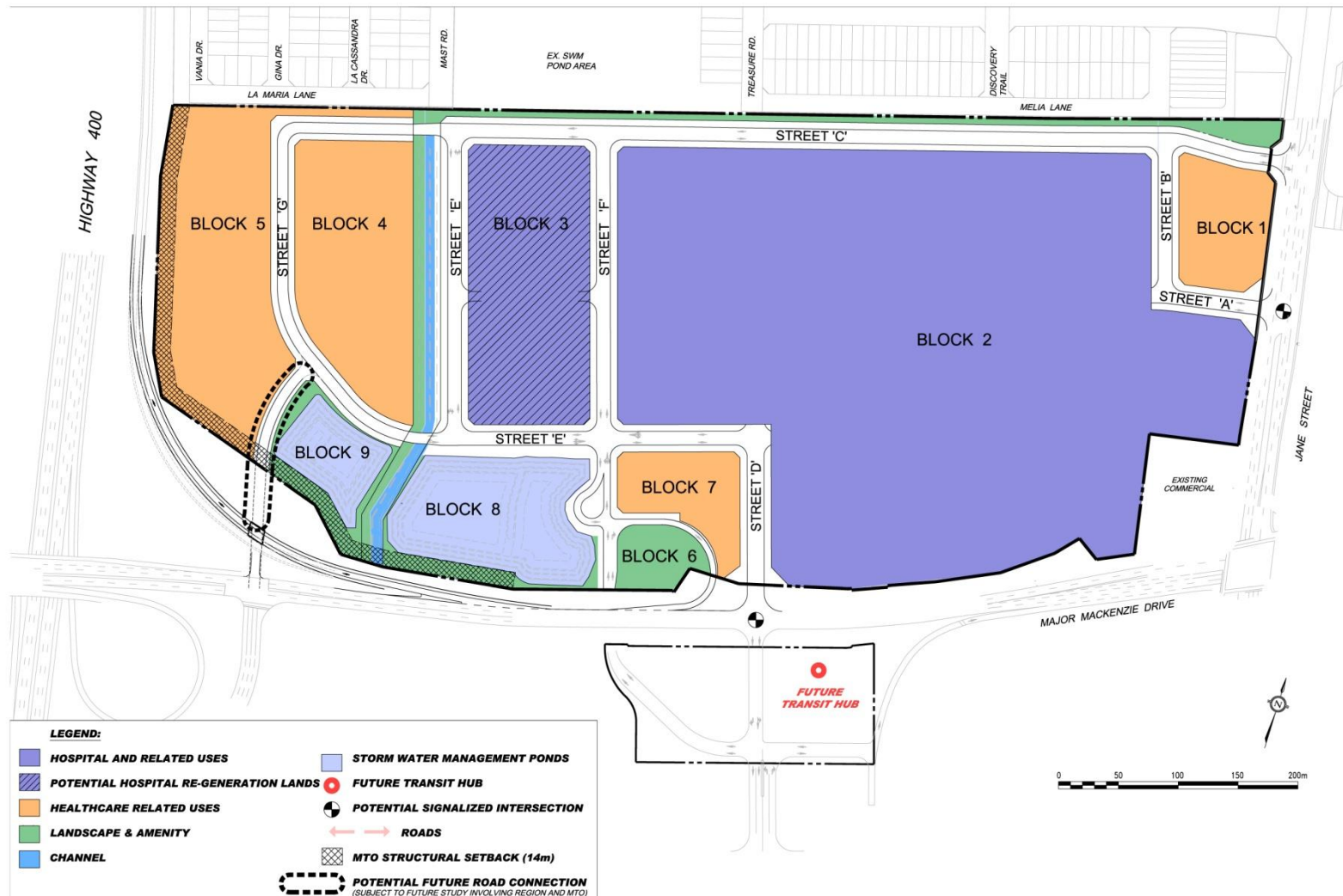
The development of the Precinct will be guided by this Plan and the Urban Design Guidelines (Appendix A). The Precinct Plan will be the foundation for a plan of subdivision and implementing zoning bylaw and will inform future site plan submissions.

1.2 The Precinct Plan

The Vaughan Healthcare Centre Precinct is located in the northwest quadrant of Major Mackenzie Drive and Jane Street, bounded by Highway 400 to the west, a residential community to the north, Jane Street to the east and Major Mackenzie Drive to the south.

This Precinct Plan has been prepared to illustrate and guide development which is expected to occur over an extended period of time. The Precinct Plan as shown on Figure 1 has been prepared in conformity with the vision, principles and policies established by Official Plan Amendment 715 (as amended).

Figure 1: The Vaughan Healthcare Centre Precinct Plan- Land Use and Road Network



Source: +VG Architects

1.2.1 Overview of the Precinct Plan

The defining structural elements of the Precinct Plan include:

1. **Healthcare and related uses.** The Precinct Plan intends to accommodate a range of healthcare and related uses in addition to the principle use of the Mackenzie Vaughan Hospital. Complementary healthcare related uses such as a long term care facility, supportive community housing, a medical mall, research, education and training facilities, community health uses and medical office space are intended for the westerly portion of the site.
2. **Street network and access.** The Plan includes a grid-like network of collector and local roads to support permeability and logical development blocks.

Other transportation elements such as connectivity to surrounding arterials are necessary to support the operation of the Precinct: A roadway from Canada's Wonderland under Major Mackenzie Drive provides a connection to a loop road to westbound Major Mackenzie Drive. In addition, a roadway south of Major Mackenzie Drive (through a five acre parcel opposite of Street D) and northbound into the Precinct is also planned.

Two signalized intersections are proposed, one at each arterial road (Major Mackenzie Drive and Jane Street).

The Precinct Plan further encourages vehicular and cycling connections into the hospital block from all streets.

Mackenzie Health may require the use of Block 3 to enable future redevelopment contiguous to the initial phases of the hospital. The Precinct Plan will be amended to allow the removal of Street F based on supporting traffic and servicing studies and the replacement of its function subject to satisfactory agreements between Mackenzie Health and the City.

3. **An urban streetscape and public realm.** The Precinct Plan promotes minimal built form setback along all streets to define the public realm. The Plan reinforces the importance of built form prominence by prioritizing the use of structured parking and by proposing that surface parking be located away from street frontages. Surface parking when allowed would ultimately be minimized and/or replaced over time by structured and underground parking.

Connectivity and permeability through and in the Precinct. The City encourages permeability and way-finding into and through the Precinct through well-designed travel paths, signage, view corridors and other measures to facilitate pedestrian circulation.

The Precinct Plan includes a network of pedestrian and bicycle routes to extend through and beyond the Precinct. All collector roads can be designed to include bike lanes and pedestrian walkways. A multi-use pathway is shown along the north edge (Street C), in the buffer area of the drainage channel, and along the south side of Street E and the west side of Street D.

4. **Gradation of heights.** The Precinct Plan responds to surrounding land uses by promoting an upward gradation of heights from north to south to minimize impacts on the residential community to the north. The Plan generally directs the tallest buildings to the east half of the Precinct, close to Major Mackenzie Drive, to give visual prominence and exposure for the hospital. Lower heights (maximum of five storeys) are directed to lands within 70 metres of the north property line and are subject to compliance with a 30 degree angular plane to respond to concerns expressed about height from the low density residential community to the north.
5. **Protect for a potential future road connection.** The Precinct Plan protects for a potential road connection into the Precinct from the Highway 400 northbound exit ramp at Major Mackenzie Drive. The details of this road would be confirmed through future study involving the Region of York and Ministry of Transportation.

6. **Stormwater Management Ponds.** Two stormwater management ponds are required and are located in the west half of the Precinct, adjacent to Major Mackenzie Drive.
7. **Re-alignment of the drainage channel.** The Precinct Plan structure assumes a re-aligned drainage channel in the western half. The channel is also intended to function as an amenity feature including a multi-use pathway in the buffer adjacent to the channel.

1.3 The Hospital Blocks

The Precinct Plan identifies a 40 acre (gross) Hospital block (Block 2) in the eastern portion of the Precinct, with significant frontage on Major Mackenzie Drive and Jane Street. The location offers optimal prominence and visibility within the Precinct and beyond.

The Precinct Plan identifies up to 10 additional acres (gross) (Block 3) for the hospital to enable long-term redevelopment and potential regeneration “subject to the City’s ability to commit such land to productive interim uses for economic development” (December 11, 2012 Vaughan City Council Resolution). The Precinct Plan identifies these lands as “Potential Hospital Regeneration Lands” as shown on Figure 1.

Mackenzie Health may require the use of Block 3 to enable the potential for future redevelopment contiguous to the initial phases of the hospital. The Precinct Plan will be amended to allow the removal of Street F based on supporting traffic and servicing studies and the replacement of its function subject to satisfactory agreements between Mackenzie Health and the City.

The design of the Hospital blocks will be developed by Mackenzie Health in conformity with the City’s zoning bylaw and having regard to the urban design principles and guidelines established through this Precinct Plan.

1.4 Report Structure

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 - 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 Vaughan's Official Plan.

Section Four: The Precinct Plan- Provides a summary of 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.

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) policies. This includes discussion on Community Energy Plans.

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 Plan and Massing Model to illustrate the potential 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.

1.0 INTRODUCTION

2.0

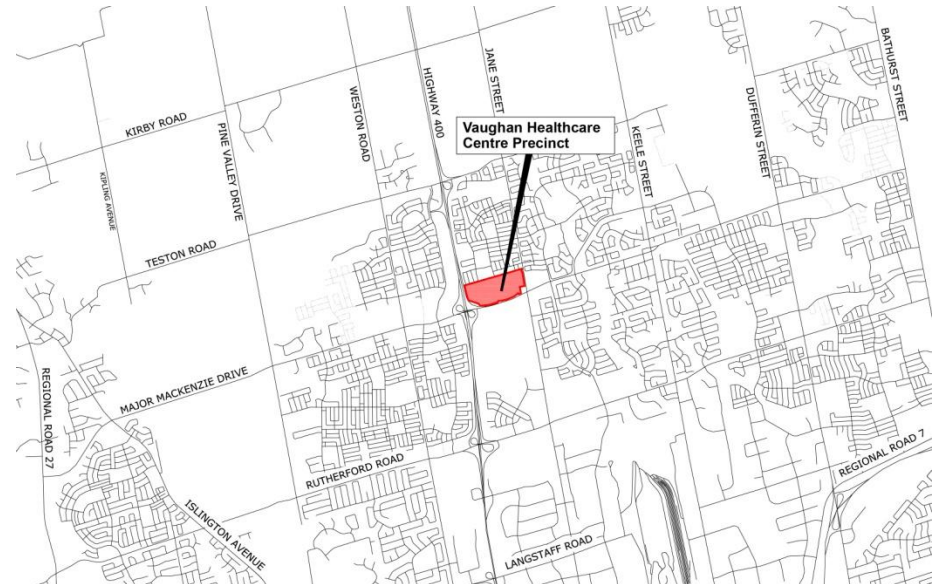
PLANNING CONTEXT AND SITE CONDITIONS

2.1 Location and Characteristics

The VHCP is bounded by Highway 400 to the west, Major Mackenzie Drive to the south, Jane Street to the east and an existing residential neighbourhood to the north as shown on Figure 2. The VHCP is 82 acres in size.

The lands were previously owned by Cedar Fair (Canada's Wonderland) and contain a network of service roads that provide access to Canada's Wonderland (south of Major Mackenzie Drive, west of Jane Street). The Precinct has significant frontage on two arterial roads, Major Mackenzie Drive and Jane Street, and direct visibility from Highway 400.

The location provides opportunities to create active frontages along the Jane Street and Major Mackenzie Drive. Visual exposure to Highway 400 also presents opportunities to create high profile development parcels.





The Precinct's proximity to Highway 400 also presents challenges such as noise pollution and the imposition of a structural setback as required by the Ministry of Transportation (MTO).

The City is committed to maintaining access for Canada's Wonderland to Major Mackenzie Drive through instruments including land use regulations and easements. The Precinct Plan illustrates the road network to fulfill this commitment. This enables removal of the existing large loop roads on the property.

The Precinct is generally flat but does slope downward from north-east to south-west. The west part of the Precinct is lower than Major Mackenzie Drive. Combined with the existing underpass to

Canada's Wonderland, the grade difference in some parts is as much as 6.0 metres.

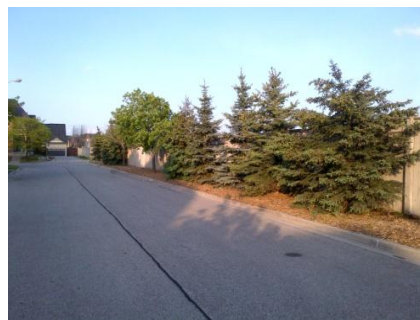
A drainage channel traverses the Precinct generally north to south and conveys runoff from the Precinct and the stormwater management pond north of the Precinct to a culvert under Major Mackenzie Drive (see Figure 3). The drainage channel function must be retained for stormwater management purposes; however it can be re-aligned.

The site contains access roads for Canada's Wonderland via long loop roads through the precinct. Two existing underpasses connect Canada's Wonderland to the Precinct Plan area. The eastern most underpass provides westbound access to Major Mackenzie. The westbound underpass provides access north and east to Jane Street.

North of the loop is green space and a high board-on-board and chain link fence which provides a buffer between the Precinct and the residential community. A berm is located along the northwest edge of the Precinct and along the west edge adjacent to the Highway. The berm is approximately three metres high. A grouping of trees is located on the north edge of the berm and along the western portion of the property.



Board on board fence along north edge of the Precinct



View of board on board fence from Melia Lane

Figure 2: Precinct Location



Prepared by: Malone Given Parsons Ltd. Source: Google Earth, 2012

Figure 3: Site Characteristics



Prepared by: Malone Given Parsons Ltd. Source: Google Earth, 2012

2.2 Surrounding Land Uses

There is a service station at the northwest corner of Major Mackenzie Drive and Jane Street; it is not part of the Precinct Plan area but has been considered as part of this study.

There are commercial plazas east of Jane Street, both north and south of Major Mackenzie Drive. Further east are residential neighbourhoods.

Canada's Wonderland theme park is located on the south side of Major Mackenzie Drive.

A residential neighbourhood and City owned stormwater management pond are the abutting uses to the north and across Jane Street opposite the north part of the Precinct.

Highway 400 is located to the west. Further west are employment, commercial lands and a residential communities including Vellore Woods.

2.3 Opportunities and Constraints Analysis

The following elements constitute the basis for the structure of the Precinct Plan:

2.3.1 Surrounding Land Use

The residential neighbourhood, adjacent the north edge creates both opportunities and constraints. Development in the precinct can be designed to mitigate noise from Canada's Wonderland and Highway 400 by careful building placement and heights. On the other hand, the residential neighbourhood is a sensitive land use and consideration must be given to establishing an appropriate transition or interface including elements such as distance separation, buffers, building height and mass.

Major Mackenzie Drive is located to the immediate south and further south is Canada's Wonderland. To the east is a commercial plaza with direct access to Jane Street and to the west is Highway 400.

Development in the precinct is an opportunity to create an improved public realm adjacent to Jane Street and Major Mackenzie Drive. The Precinct Plan encourages high quality urban built form along these streets to create an urban edge.

The five-acre parcel on the south side of Major Mackenzie Drive is a site for a potential transit hub for several service providers that already service Canada's Wonderland. This is an opportunity to optimize transit use in the Precinct by providing strong pedestrian and cycling connections to both the VHCP, Canada's Wonderland and the surrounding community.

2.3.2 The Hospital Development Block

In accordance with the Vaughan City Council resolution, the Precinct Plan provides a contiguous 40-acre (gross) parcel for the new hospital building and related functions with maximized frontage on Major Mackenzie Drive and Jane Street (Block 2).

Up to 10 additional acres is also provided for the hospital's future regeneration and redevelopment (Block 3).

The Precinct Plan implements Council's direction, to permit related development and uses on the remainder of the Precinct (Blocks 1, 4, 5 and 7).

2.3.3 Access and Connectivity

The location of existing intersections and opportunities for new intersections create fixed access points in the road structure.

A new signalized intersection is proposed at grade at Major Mackenzie between Jane Street and Highway 400 and will form a central access and a gateway to the Precinct.

A second signalized intersection will be located at Jane Street, aligned with the existing access to the commercial plaza on the east side.

The most northern intersection at Jane Street is intended for right-in/right-out movements due to its proximity to the signalized intersection to the north (Grand Valley Boulevard).

The OPA 715 (as amended) requires the Precinct Plan to:

- Protect for a possible future grade separated access into the site from northbound Highway 400 if required in the future;
- Plan for east-west and north-south corridors (which may be in the form of public streets, visual corridors, pedestrian corridors or private driveways); and
- To explore appropriate connections linking the Precinct with nearby residential communities north and nearby businesses.

The Precinct Plan meets these requirements.

2.3.4 Existing Underpasses and Westbound Ramp to Major Mackenzie Drive

Two existing underpasses connect Canada's Wonderland to Jane Street and to Major Mackenzie Drive. The westerly underpass will be retained to maintain continuous vehicular access from Canada Wonderland's to Major Mackenzie Drive westbound and to provide another access into the precinct. The easterly underpass will be reviewed as an opportunity for pedestrian access to and from the possible transit hub.

2.3.5 Structural Setback Requirement from Highway 400

The Precinct abuts Highway 400. The Ministry of Transportation does not permit structures or elements essential to the operation of a site within 14 metres of the highway property.

Careful consideration was given to block sizes and building placement to ensure lands adjacent to the Highway can be appropriately developed and accessed.

2.3.6 Natural Features and Stormwater Management

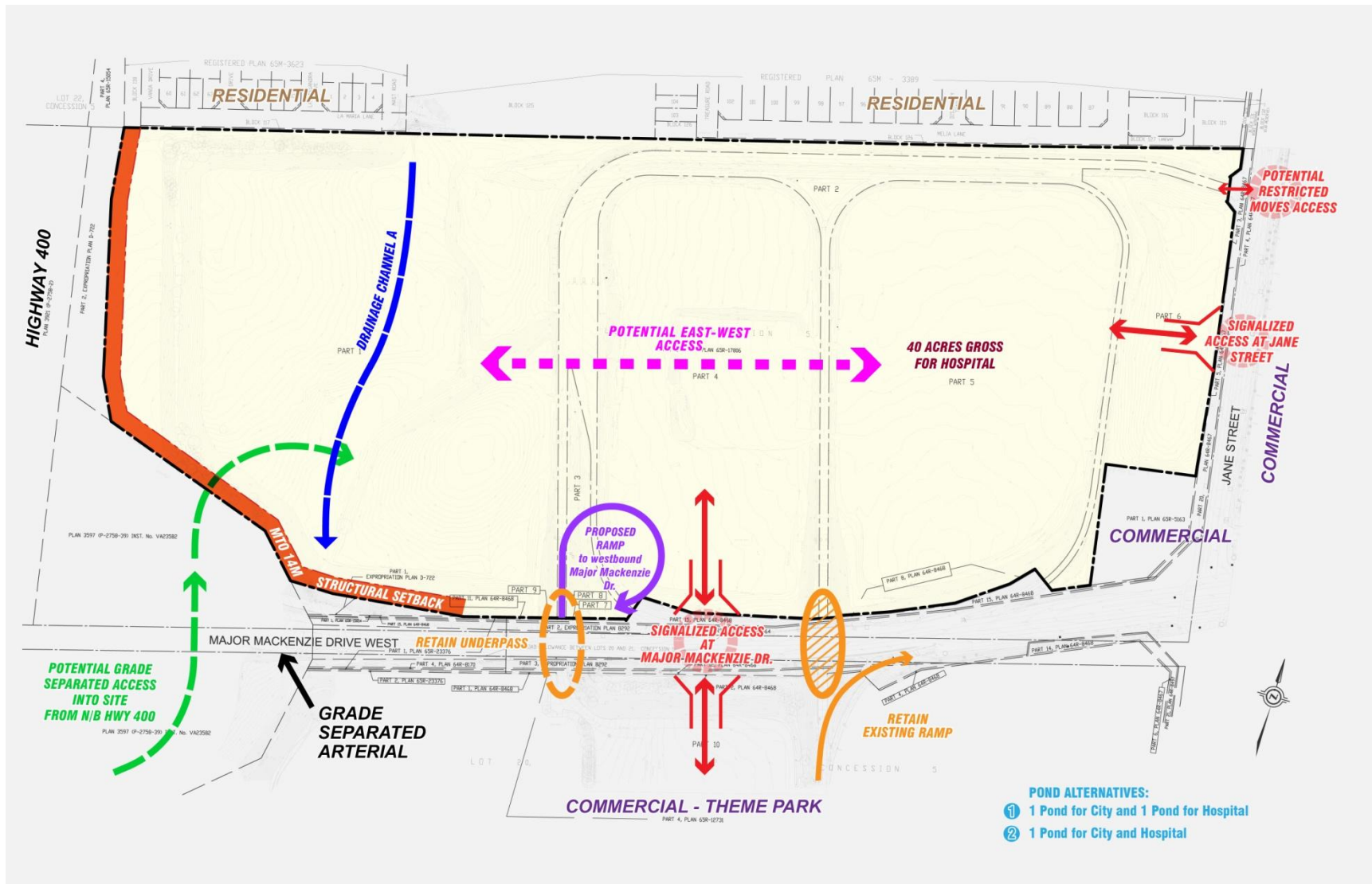
Stormwater management can be accommodated through several measures including detention, on-site controls and the use of Low Impact Development techniques.

Appropriate placement and sizing of the stormwater management ponds will maximize the area served and serve a dual purpose as an active amenity area.

The Precinct Plan promotes re-alignment of the drainage channel and enhancement as an amenity area.

The opportunity to provide combined stormwater management ponds for the hospital blocks and the remaining Precinct lands results in decreasing the overall footprint for multiple ponds, reduces maintenance costs and provides additional lands for development.

Figure 4: Opportunities and Constraints



Prepared by: Malone Given Parsons Ltd.

2.4 Planning Policy Context

The City of Vaughan has adopted policies relating to the development of more sustainable cities and communities. Sustainable initiatives, such as Green Directions Vaughan, the City's community sustainability and Environmental Master Plan, aim to reduce energy consumption and emissions, provide balanced transportation systems, protect and restore environmental features, improve quality of life and liveability of communities and strengthen economic competitiveness. The Vaughan Healthcare Centre Precinct Plan is intended to fulfill these policy directions by achieving more sustainable approaches to planning and design to help achieve the notion of a "complete community" as defined in the Growth Plan for the Greater Golden Horseshoe.

Green Directions Vaughan recognizes the role of a healthcare and hospital Precinct in achieving the goal of creating a vibrant community where citizens, businesses and visitors thrive.

2.4.1 Provincial

Provincial Policy Statement

The Provincial Policy Statement 2005 (PPS) is the highest level of guidance on matters of Provincial interest related to land use planning and development. It provides a "framework for comprehensive, integrated and long-term planning that supports and integrates the principles of strong communities, a clean and healthy environment and economic growth, for the long term" (PPS).

The PPS specifically encourages densities and the efficient use land, that take into account environmental and health and safety policies and which support the use of public transit. (Section 1.3.2 a) and 1.1.1 c)).

The PPS emphasizes intensification. Municipalities are required to identify and promote opportunities for intensification, using appropriate development standards in a compact form, while maintaining



appropriate levels of health and safety, in order to most efficiently use existing infrastructure and public services (Section 1.1.3).

The PPS further requires that the necessary infrastructure and public service facilities are available or will be available to meet current and projected needs (Section 1.1.1(g); strategically located to support the effective and efficient delivery of emergency medical services (Section 1.6).

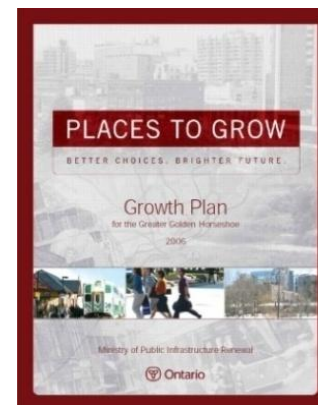
The Vaughan Healthcare Centre Precinct Plan fulfills these policies by:

- Providing opportunities for a mix of high intensity uses generating a variety of employment opportunities within a compact urban area;
- Providing necessary public service facilities, specifically a hospital and associated medical and healthcare related uses;
- Providing opportunities for increased densities and efficiency for services and infrastructure by optimizing the use of municipal services and public transit; and
- The Precinct is centrally located and provides opportunity for the location of a wide range of healthcare and health related uses.

Places to Grow

Places to Grow (PTG), the Provincial Growth Plan for the Greater Golden Horseshoe came into effect in 2006 and defines the vision and policies for managing growth in the Greater Toronto Area and Hamilton (GTAH) area to the year 2031. Prepared under the Places to Grow Act, 2005 and taking direction from the PPS 2005, the Growth Plan guides decisions on a wide range of issues – transportation, infrastructure planning, land-use planning, urban form, housing, natural heritage and resource protection – in the interest of promoting economic prosperity and more sustainable development.

The VHCP is within the Built-Up Area of Vaughan. PTG directs a significant portion of new population and employment growth to the built up areas of the community through intensification (2.2.2.1(a)).



The Precinct Plan Area is strategically located adjacent to a major highway and along two regional arterial roads with existing and planned improvements to transit service. The PTG plan encourages intensification of lands in the built-up area with a focus on Urban Growth Centres, Intensification Corridors and Major Transit Station Areas as priorities.

The PTG plan states that Intensification Corridors shall be planned to achieve “increased residential and employment densities that support and ensure the viability of existing and planned transit service levels”.

The Precinct Plan assists in achieving the goals of PTG in the following ways:

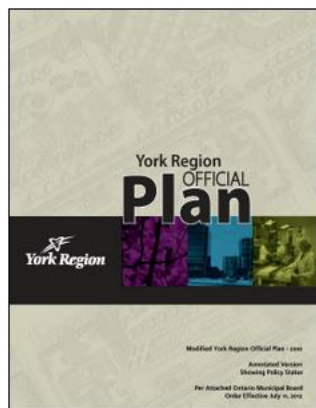
- It accommodates new employment growth within the built up area and along Major Mackenzie Drive and Jane Street, both Intensification Corridors; and
- It facilitates the delivery of community infrastructure by providing healthcare services.
- It is located along existing and planned transit corridors (Major Mackenzie Drive and Jane Street), creating efficiency for existing and future infrastructure and services.

2.4.2 Region of York Official Plan

The Region of York Official Plan includes the subject lands within its Urban Area designation which is intended to accommodate a wide range of land uses.

Major Mackenzie Drive and Jane Street are identified as Regional Rapid Transit Corridors where it is intended that higher density uses in a compact, mixed use urban form be encouraged to support higher levels of transit service.

The Region has assigned a projected employment population target of 266,100 jobs to Vaughan by 2031. Vaughan is expected to accommodate the employment population on existing and planned employment lands.



The Precinct Plan Area complies with the Region of York Official Plan in the following ways:

- The development of the Precinct will further support Vaughan's initiative to accommodate additional employment (estimated at a minimum of 3,000 jobs).
- It is expected to provide healthcare related uses including a hospital and associated uses in keeping with the policies of the Urban Area designation.
- It will develop at higher densities in keeping with the principles of the Regional Rapid Transit Corridors to support existing and planned transit infrastructure.
- The development of the Precinct will assist Vaughan in meeting its employment target as established in the Regional Official Plan and Council adopted and Region of York endorsed Vaughan Official Plan, 2010.

2.4.3 City of Vaughan Official Plan Amendment 715 (as amended by Official Plan Amendment 725)

Official Plan Amendment (OPA) 715 (as amended) provides the parent framework for the future development of these lands. OPA 715 was approved by York Region on September 2, 2010. OPA 715 was subsequently amended to bring all lands under the "Hospital Precinct Plan" designation through OPA 725 and approved by the Region on April 16, 2013. OPA 715 (as amended) provides policies to guide development of the Precinct into an urban centre focused on delivering a hospital and related healthcare uses to serve Vaughan and the broader region.

Schedule A of OPA 715 (as amended) identifies the lands as requiring a "Hospital Precinct Plan". The lands are subject to the "Major Institutional" and "Natural Area" designations which permit the following uses:

1. Major Institutional Designation

Permitted uses include:

- A hospital with a full range of care;
- Rehabilitation facilities and long term care and other forms of residential uses 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;
- Business of health facilities that promote wellness;
- 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.

2. Natural Area Designation

Permitted uses include:

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

The land uses identified in the Precinct Plan conform to the Council approved Vaughan Official Plan 2010.

2.4.4 Green Directions Vaughan

Green Directions, the City's first Community Sustainability and Environmental Master Plan, contains a framework of initiatives to improve the City's operational and regulatory functions. The Plan is designed to guide the community towards a more sustainable future by addressing environment, cultural, social and economic issues.

The Plan identifies goals and objectives and a series of actions which describe how each of the goals can be achieved. The categories and goals include:

Goal 1: What We Use

- To significantly reduce our use of natural resources and the amount of waste we generate.

Goal 2: How and Where we Grow

- To ensure sustainable development and redevelopment.

Goal 3: How We Get Around

To ensure that Vaughan is a city that is easy to get around with low environmental impact.

Goal 4: How We Live

- To create a vibrant community where citizens, businesses and visitors thrive.

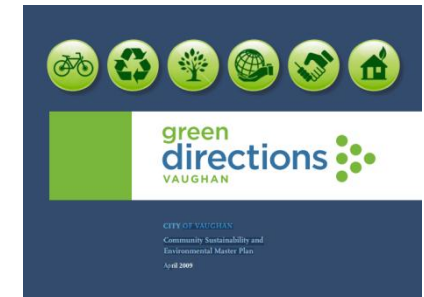
Goal 5: How we Lead

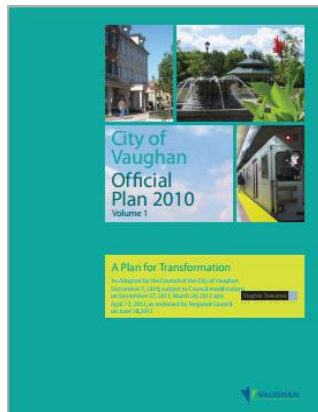
- To be leaders in advocacy and education on sustainability issues.

Goal 6: How we Operate

- To ensure a supportive system for the implementation of Green Directions.

The plan establishes the principles of sustainability, which will then be used in the development of other plans and master plans to achieve a healthy natural environment, vibrant communities and a





strong economy. Action 4.1.8 in Green Directions Vaughan provides for the City's continuing support for the development of a future hospital.

Green Directions builds upon and complements existing sustainability measures in Vaughan's current policies and plans. The goals, objectives and action items of Green Directions are considered in the preparation of the VHCP Plan.

2.4.5 City of Vaughan Official Plan (2010)

The Vaughan Official Plan (2010) identifies the VHCP as a "Primary Centre". The VHCP is intended to develop as a healthcare centre anchored by the new Mackenzie Vaughan Hospital with associated medical related community facilities and business uses.

Primary Centres are locations that will accommodate intensification at an intensity that supports public transit with tall buildings as well as lower ones to facilitate an appropriate transition to neighbouring areas.

The Official Plan supports the creation of a significant medical health cluster and the development of a new hospital in the northwest quadrant of Jane Street and Major Mackenzie Drive. The policies encourage healthcare and related uses to form a cluster of medical health industries and a wide variety of jobs in healthcare, health research, health education, medical laboratory and other related industries (Section 5.2.4).

The policies further encourage the early implementation of the planned Jane Street and Major Mackenzie Drive rapid transit services such that they can be operational at the time of occupancy of the hospital.

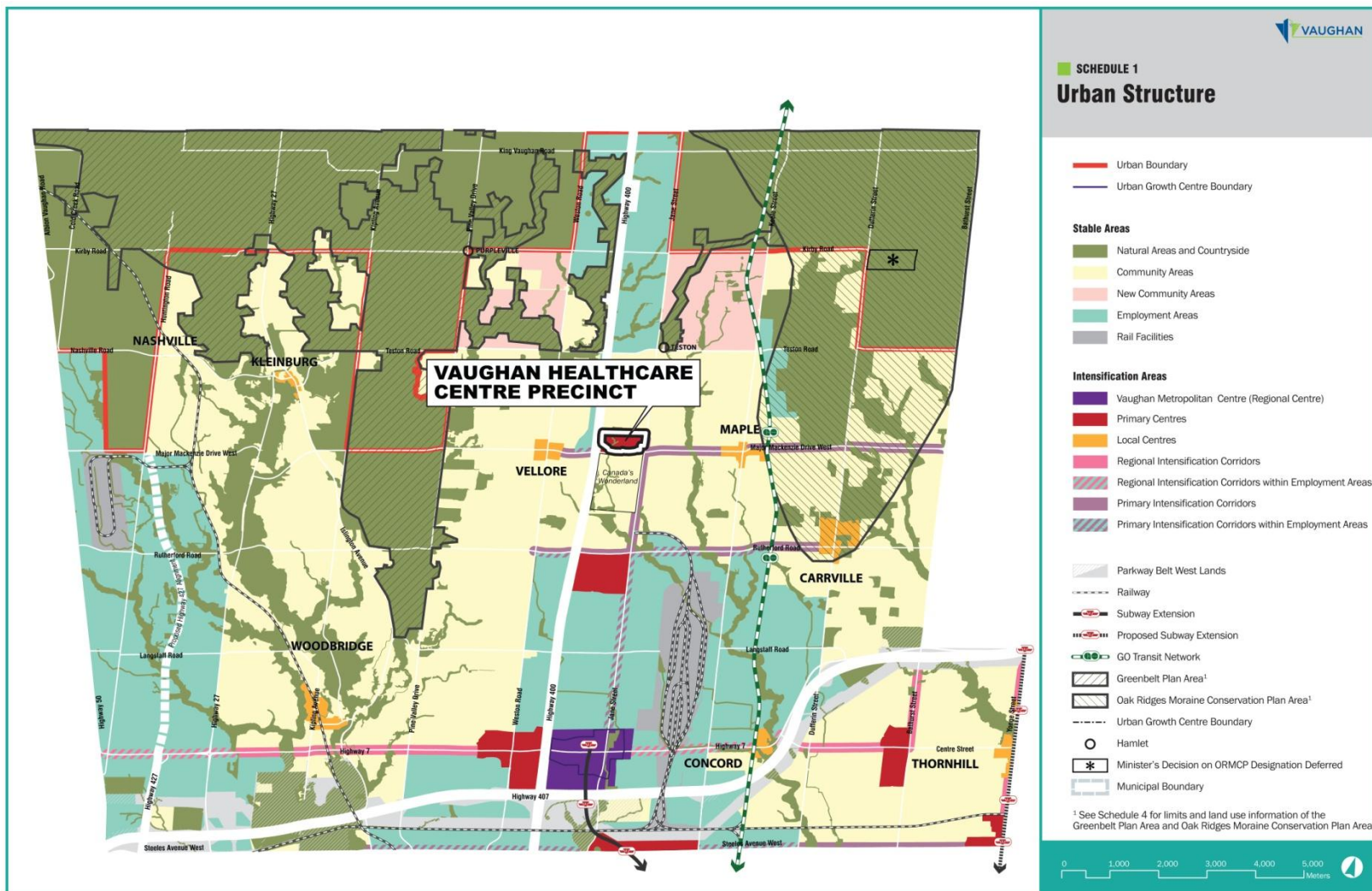
The City of Vaughan Official Plan designates the VHCP "Major Institutional" and "Natural Area" which is consistent with the land use policies of OPA 715 (as amended).

It is intended that the policies of OPA 715 (as amended) be carried forwarded into Volume 2 of the Vaughan Official Plan (2010). In accordance with the Vaughan Official Plan 2010, these policies will prevail over policies provided in Volume 1 in the event of conflicts.

The Vaughan Official Plan further supports active forms of transportation and infrastructure such as sidewalks, trails and bicycle lanes. Facilities and infrastructure should be planned for universal accessibility, meaning the design of buildings and public space and environments so they may be used by all people. The Precinct Plan will comply with Vaughan's Accessibility Policy (2013) to implement the Accessibility for Ontarians with Disability Act (2005).

The Vaughan Official Plan is currently under appeal at the Ontario Municipal Board and is partially approved. An OMB order was issued to approve those sections of the document not under appeal. All sections relating to the hospital are in full force and effect.

Figure 5: Vaughan Official Plan- Urban Structure



Prepared by: Malone Given Parsons Ltd. Source: City of Vaughan Official Plan (2010)

2.4.6 Regulations

City of Vaughan Zoning By-law

The VHCP is currently zoned “Theme Park Commercial” in Zoning By-law 1-88 and is subject to a site specific exception related to permitted uses, height and built form setbacks.

The current zone permissions and standards reflect those of a theme park which are no longer appropriate for the Precinct Plan Area nor are they reflective of the urban environment envisioned for these lands.

Following Council’s endorsement of the Precinct Plan, the City intends to initiate a Zoning By-law Amendment process to bring the zoning into conformity with the Official Plan and to establish appropriate zone standards.

Ministry of Transportation

The development of lands adjacent to Provincial Highways is subject to MTO policies. Construction on or adjacent to a provincial highway (within 800 metres) requires a permit from the Ministry of Transportation (MTO) under the *Public Transportation and Highways Improvement Act*. MTO does not permit any structures or features which are essential to the operation of a site to be within a 14.0 metre non structural setback adjacent to its highway corridors. Some elements can be located within the setback area provided they are not essential to the overall viability of the development and can be removed or relocated in the future.

The Precinct plan reflects MTO’s requirements including the 14 metre non structural setback which are depicted in all illustrations and plan configurations. Future site specific applications will be required to demonstrate compliance with MTO’s restrictions.



Toronto and Region Conservation Authority

Development proposals adjacent to the regulated natural areas or greater than five hectares in size are subject to review and approval by the TRCA for protection and regeneration of natural systems and to prevent, eliminate or reduce the risk to life and property from flooding, erosion of riverbanks and slope instability. TRCA will be involved in the review and approval of the stormwater management system and the proposed re-configuration of the drainage channel running north-south on the western part of the lands.

2.4.7 Regional Transportation Management Plans

The Big Move- Transforming Transportation in the Greater Toronto and Hamilton Area, 2008

The Big Move is the Regional Transportation Plan for the Greater Toronto and Hamilton Area for the next 25 years. It identifies a series of transit and rapid transit initiatives designed to meet the current and projected transportation challenges that will be faced over the next planning horizon. The Big Move initiatives are projected to be in place at the 15 year and 25 year horizons and beyond.

On January 29, 2013 Vaughan Council approved a resolution to request Metrolinx “consider the inclusion of the following transit projects and initiatives in the Big Move”:

- Extension of the Spadina subway northwards from Vaughan Metropolitan Station along Jane Street to Major Mackenzie Drive;
- Rapid transit along Major Mackenzie Drive; and
- A designated gateway hub at Major Mackenzie Drive and Jane Street.

The City’s request will be considered by Metrolinx in their 2016 review of the Big Move.

The Precinct Plan establishes principles and guidelines that support transit and encourage the use of existing, planned and future transit initiatives. A number of Mobility Hub guidelines are reflected in the Precinct Plan and associated design guidelines.

Region of York Master Transportation Plan (2009)

An update to the York Region Transportation Master Plan (YRTMP) was adopted by York Region Council on November 19, 2009. The TMP serves as the blueprint for all major transportation initiatives in the Region to the year 2031.

Jane Street and Major Mackenzie Drive are identified as “Rapid Transit Corridors”. A significant increase in ridership is expected along the Major Mackenzie Drive corridor as a result of considerable employment and population growth. The YRTMP recommends that rapid transit service along Major Mackenzie Drive should be considered by 2021. In addition, rapid transit along the Jane Street corridor by 2031 is recommended to provide a direct connection to the Spadina subway extension at the Vaughan Metropolitan Centre.

The intersection of Jane and Major Mackenzie Drive is also conceptually identified as “Local Gateway to Transit Network”. These locations are major entry points to the Region and the York Region Transit system and should be the focus of transit oriented development.

The Region of York supports the development of a transit terminal at Major Mackenzie Drive and Jane Street and has identified the City-owned five acre parcel on the south side of major Mackenzie Drive as a potential location. Preparation of this Precinct Plan included consultation with Region of York Transportation Department staff to identify opportunities and requirements for the area and the terminal.

The YRTMP further supports enhancements to the pedestrian and cycling network. Bicycle lanes along Major Mackenzie Drive and Jane Street and a sidewalk along the one side of Major Mackenzie Drive are recommended to be in place by 2031.



3.0

VISION AND GUIDING PRINCIPLES

3.1 The Vision

The vision for the Vaughan Healthcare Centre Precinct is to transform these underutilized lands 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 health care related uses.

The Vaughan Healthcare Centre Precinct is intended to develop at higher densities to support existing and planned transit along the arterial roads and within the Precinct while respecting the lower density residential community to the north.

A pedestrian-friendly and attractive built form is envisioned with active uses at grade to animate the street. A network of streets, pedestrian walkways, bicycle lanes and a multi-use pathway are also envisioned to support accessibility and provide clear way-finding through the Precinct.

3.2 Guiding Principles

Official Plan Amendment 715 (as amended) outlines five guiding principles that provide direction for the precinct's development. The guiding principles represent the fundamental objectives preparing the Precinct Plan and in making planning related decisions.

3.2.1 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



approved policies of the City such as those contained in "Green Directions" Vaughan Community Sustainability and Environmental Master Plan.

- Development should be compact and arranged in a manner that encourages pedestrian activity including accessibility for the elderly or disabled, cycling, and the use of transit in order to reduce energy consumption, reliance on the automobile, and the production of greenhouse gases or other harmful emissions.
- 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 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 Hospital 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 and residents to walk and support a safe, vibrant streetscape while reducing reliance on the automobile. Public safety will be fostered through such measures as the application of Community Policing Through Environmental Design (CPTED) principles.
- 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.

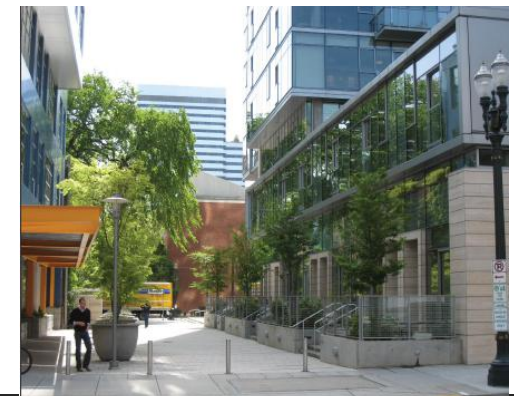
3.2.2 Land Use and Transition

- Higher densities and heights will generally be focused in locations that are best served by transit.
- A sensitive transition in 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.
- Land uses that may create noise, odour or reflected light should be separated from sensitive residential land uses or effectively screened and buffered, so that no adverse affect is created on a residential or other, sensitive use.

3.2.3 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 a distinctive sense of place. These elements also will be promoted in private spaces that are publicly accessible such as internal roadways, walkways, public squares or courtyards and in the streetscape facade of buildings.

- Transit-supportive development will be strongly encouraged through the arrangement of uses and 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.
- Public safety, accessibility and aesthetics will be considered in the arrangement of land uses and design of building elements such as lighting, walkways, parking areas and open areas.
- Focal points of a high standard of design will be encouraged at the terminus of a street or private roadway, at a significant intersection or at a key transit stop or facility. Particular visual prominence should be given to the hospital so that visitors to the site can easily identify it. This may be achieved through the building design as well as by creating view corridors from the arterial roads and highway, along prime access roads or driveways or from key pedestrian and open space corridors.





- 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.
- All development shall be subject to site plan control and reviewed by the City's Design Review Panel.

3.2.4 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, in order 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 the single-occupant vehicle usage and to promote other modes of transportation such as walking, cycling, and public transit to and from the Precinct.
- Development in excess of predetermined thresholds will be subject to further transportation analysis.

3.2.5 Municipal Services and Stormwater 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 proposed levels of development.
- Stormwater management will be designed to minimize runoff, enhance water quality and to 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.
- 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.

Section 4 of this report describes the Precinct Plan and how these principles are implemented. Appendix A contains a set of urban design guidelines for each element.



3.0 VISION AND GUIDING PRINCIPLES

4.0

THE PRECINCT PLAN

The Vaughan Healthcare Centre Precinct Plan provides a framework for development to implement the vision and principles of this Plan as set out in Section 3. The structural fabric is created by a network of public and private streets, development blocks and an open space network connected to the surrounding community.

The Precinct Plan is the result of consultation with the public and between the City and public agencies, Cedar Fair (Canada's Wonderland) and Mackenzie Health. The Precinct Plan accommodates the specific 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 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 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 six-metre 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; and
- Establishes appropriate land use designations in the Precinct and minimizes surface parking; and
- Provides for the replacement of existing easements for Cedar Fair in accordance with the agreement between Cedar Fair and the City of Vaughan (dated November 22, 2012).

The Precinct Plan is structured by a grid-like street network. A north-south collector road (Street D) provides direct access to the Precinct from Major Mackenzie Drive and intersects with a principal east-west road (Street E). The Precinct Plan encourages the study of connections from Street D through the hospital block to increase connectivity and permeability for cars, transit, pedestrians and cyclists.

Streets A, B, C, E and F are established to contribute to the grid-like street network and to create appropriately sized development blocks and optimize the transportation network. Street G provides access to the west half of the Precinct and connects Streets C and E.

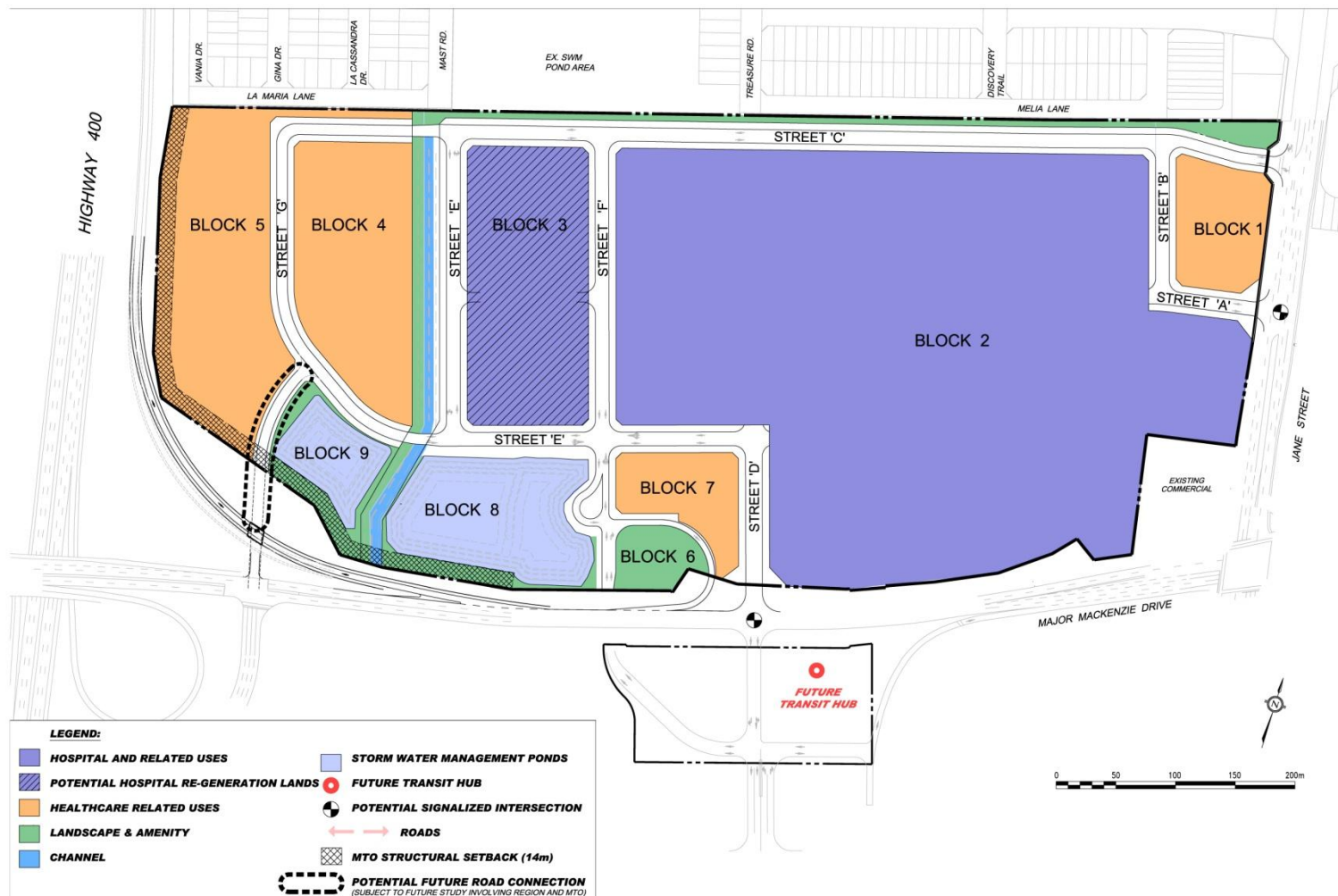
The existing drainage channel in the west part of the Precinct will be re-aligned next to Street E. It is intended to serve also as an amenity feature.

A key theme is connectivity. Bicycle lanes are intended for all collector streets either on-street or in a multi-use pathway to encourage active transportation and assist in creating the precinct as a destination. Walkways will also be provided to connect the precinct to the arterial roads.

The Precinct Plan encourages placement of buildings and ground floor uses to create an active and animated public realm.

The Plan establishes a gradation of building heights. Low Rise buildings are prescribed for the corridor within 70 metres of the north edge of the Precinct (up to five storeys). Mid rise built forms (up to twelve storeys) are directed to the west part of the precinct and the Jane Street block (Block 1) south of the low rise corridor. High-rise buildings (up to 75 metres) are generally directed to the hospital block, extending north from Major Mackenzie Drive to 70 metres south of the north edge of the Precinct, and east-west through the Precinct to Highway 400.

The Vaughan Healthcare Centre Precinct Plan- Land Use and Road Network



Prepared by: +VG Architects

4.1 Overview of Land Uses

The Precinct Plan provides for healthcare and related uses such as a hospital, research and laboratory facilities, medical office space, long term care, accessory retail uses, supportive housing, a medical mall and community health facility and other uses such as green space, (active and passive recreational uses) and new roads.

The general distribution of land uses is shown in Appendix B. These uses are based on current knowledge and expectations of the marketplace within the land use limits of the Official Plan. Other healthcare related uses may locate in the precinct in future. This plan is not intended to prohibit the development of other uses provided they are permitted by OPA 715 (as amended).

4.1.1 Floor Space

Land uses and their respective floor areas were estimated by a market analysis and capacity of the planned transportation network. Future additional development will be determined as and when capacity increases are confirmed.

Appendix B contains a Demonstration Plan and Massing Model which illustrate the potential development of the VHCP. The current projected floor space is 183,948 sq.m (1,980,000 sq.ft) comprised of the following uses as determined by current market and economic factors and transportation capacity:

- A hospital, medical office building and other hospital related uses in the 40 acre block. The hospital and associated buildings are projected to have a gross floor area of approximately 111,483 sq.m (1,200,000 sq.ft) (Block 2);
- A long term care facility with approximately 250 beds and an approximate gross floor area of 24,154 sq.m (260,000 sq.ft) (Block 4);
- A medical office building adjacent to Jane Street at 4,645 sq.m (50,000 sq.ft) (Block 1);
- A 2,787 sq.m (30,000 sq.ft) medical mall (Block 7);
- A 8,361 sq.m (90,000 sq.ft) community health facility (Block 4);

- A supportive housing facility at 10,219 sq.m (110,000 sq.ft) (Block 4); and
- 22,296 sq.m (240,000 sq.ft) of Innovation Incubator Space – offices (Block 5).

The projected floor spaces are preliminary, based on information provided by stakeholders in the first half of 2013. The balance of floor space was provided by the consulting team and not intended to inhibit the development of other medical related uses in the VHCP.

4.2 Public Realm

4.2.1 Street Hierarchy

The Precinct is comprised of three street types: Arterial, Collector and Local Roads.

Arterial Roads

Major Mackenzie Drive and Jane Street are arterial roads dominated by fast moving traffic. The Region of York recommends a 43 metre right-of-way width for both roads. Both roads meet or exceed this width.

Collector Roads

Collector roads are intended to collect and distribute traffic within the Precinct and provide a supportive role to arterial roads. Collector roads may be serviced by transit. Streets A, C, D, E and G are designed as collector roads.

The VHCP Plan proposes a right-of-way width of 23 to 26 metres and includes 2 to 4 travel lanes, pedestrian sidewalks and bicycle lanes (either in the right-of-way width or within the multi-use pathway).

Local Roads

Streets B and F are intended to be local roads with a low operating speed to provide access to development blocks. Local roads are intended to have a right-of-way width of 23 metres (without dedicated bike lanes). These streets are intended to have sidewalks and discourage heavy traffic flows.

The appearance of the streetscape and adjoining buildings greatly influence the quality of the public realm. The primary streetscape objectives are:

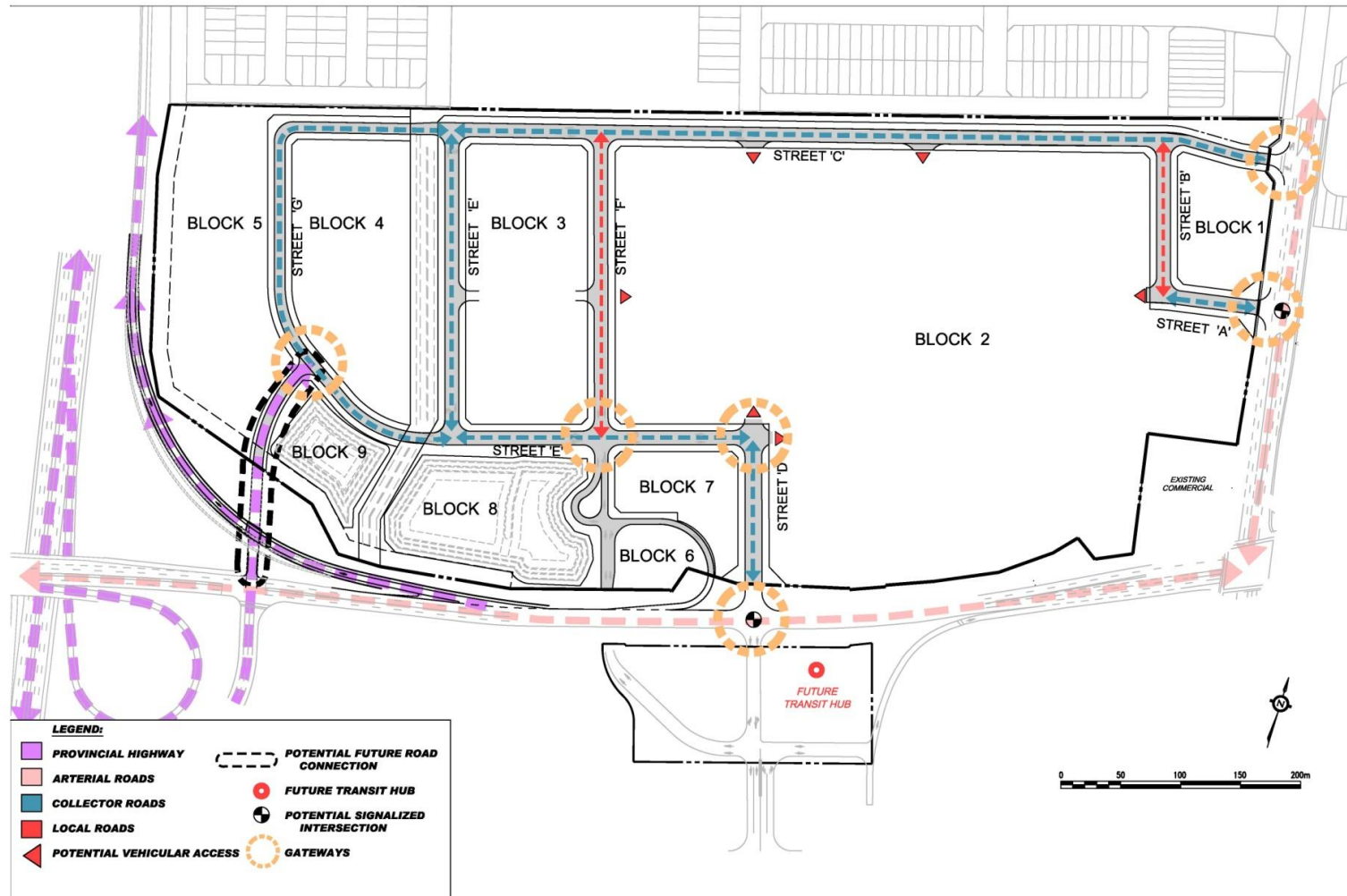
- To develop an attractive, comfortable and safe street system, especially for pedestrians and cyclists;
- To create a permeable and connected public street system which extends and connects, as appropriate, to the surrounding community;
- To develop appropriate built forms that address the street;
- To achieve a healthcare Precinct identity and character.

Appendix C contains Street cross sections that illustrate the proposed street conditions. These are intended to guide the placement of streetscape elements in the public boulevard on both sides of the road, including street trees and landscaping, street furniture, lighting and walkways. Way finding, signage, pavement markings, audio crossing cues and other measures will be put in place in the design of the Precinct to achieve the City's accessibility objectives.



Built form can create an attractive public realm and enhance pedestrian comfort and safety.

Figure 6: Street Hierarchy



Prepared by: +VG Architects

4.2.1.1 Gateways

Gateway locations are identified in the VHCP and shown on Figure 6. Gateways are high profile locations at road intersections. Development at these locations should create a sense of entrance and arrival, contribute to the healthcare image and identity of the Precinct, be human scaled and incorporate appropriate architectural materials and treatments. The inclusion of entrance signage and enhanced landscape features should be explored through the development approvals process to create a defined signal of entry.

4.2.1.2 Arterial Roads

Major Mackenzie Drive and Jane Street are regional roads with wide rights-of-way, limited access points and high vehicular traffic. Urban design considerations and streetscape features are used to create a high quality public realm. Both Major Mackenzie Drive and Jane Street are envisioned to transform to a more urban type condition and accommodate large pedestrian walkways, transit stops, bicycle lanes and street trees.

4.2.1.3 Collector and Local Roads

Collector and local roads are to have an urban character with reduced building setbacks, wide paved walkways and street trees in each boulevard.

Street 'C' will be an exception where a more urban character is promoted along the south side of the street. The north side will have a meandering multi-use path and buffer plantings.

4.2.2 Connections

Connections to and from the Precinct are encouraged and may be in the form of pedestrian, cycling or vehicular routes and will provide a broader comprehensive connection with the surrounding community as shown on Figure 7.

A comprehensive system of connections are proposed for the Precinct's collector and local road network. Connections from all streets into the hospital block should be explored to provide connectivity throughout the precinct. In addition, the plan protects for greater connectivity to communities to the west recognizing the barriers posed by the existing Highway 400 ramp. Measures such as protective barriers and accessible sidewalks will be explored when the Region commences Environmental Assessment work for Major Mackenzie Drive.

The Precinct Plan identifies three connections to the residential community to the north, intended to be in the form of a three metre multi-use pathway for pedestrian and cycling activities and connect the residential area and the Precinct. The multi-use pathway is intended to be multi-seasonal and accommodate walking, hiking, and cycling. Furthermore, the multi-use pathway is intended for use by people of all ages and levels of ability, including people with disabilities.



Multi-use pathway (Toronto)

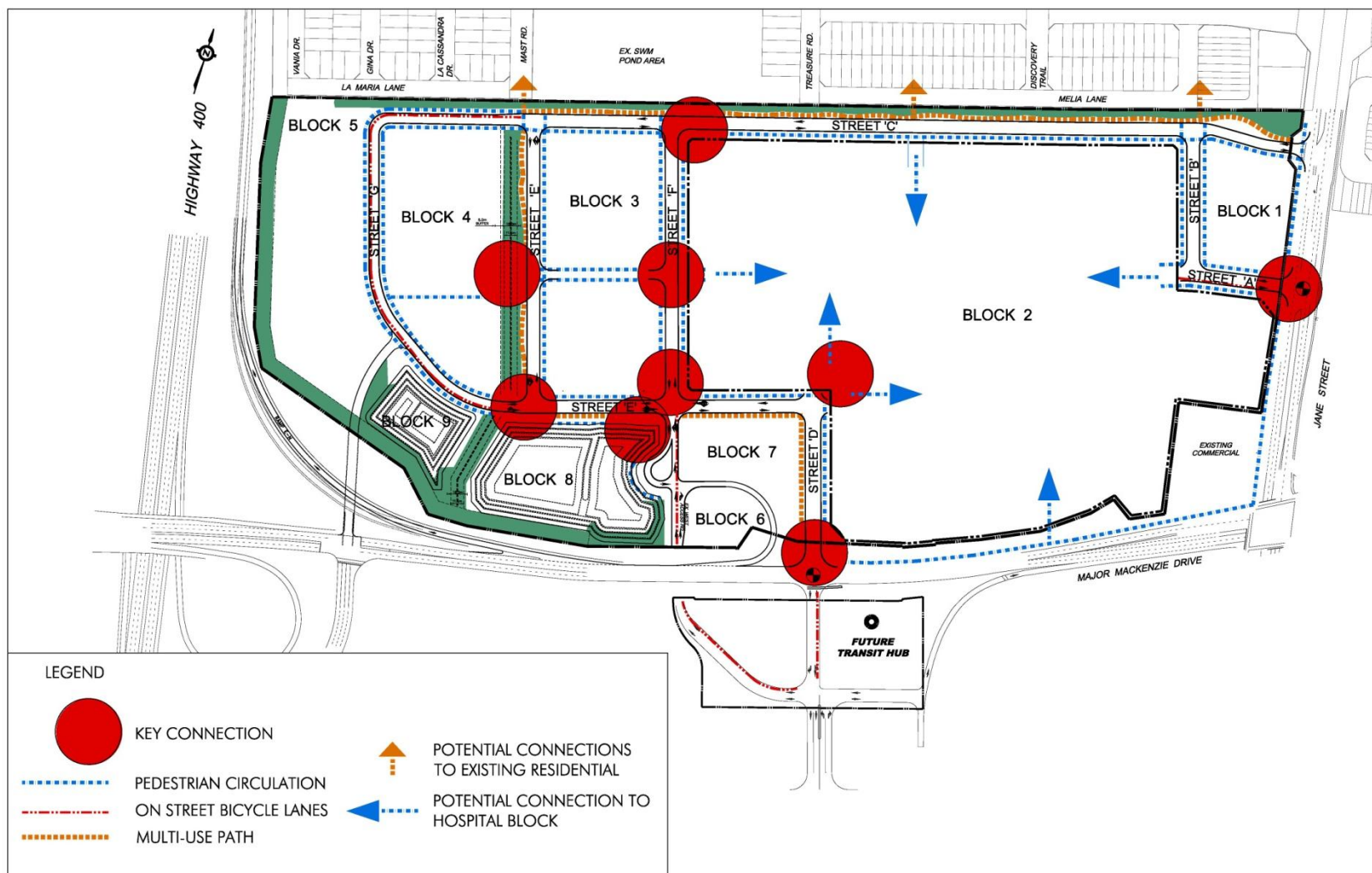


Bikeway (Portland)



Pedestrian path and view corridor (Toronto)

Figure 7: Pedestrian and Bicycle Circulation and Connections Plan



Prepared by: Popovich Associates

4.2.3 Pedestrian and Bicycle Circulation

Accommodating alternative modes of travel is an important element of the Precinct. Pedestrian and cycling activity is encouraged through the provision of dedicated bicycle lanes, articulated pedestrian intersections and a multi-use pathway accommodating bicycles. .



Dedicated bicycle lanes



Articulated pedestrian intersection



Multi-Use Pathway

Bicycle lanes are proposed along all collector streets. In some instances, pedestrian and bicycle activities will be combined such as the multi-use pathway along the north edge of the Precinct and continuing along the west and south sides of Street E and the west side of Street D.

Convenient and plentiful bicycle parking should be included in all developments.

The Precinct Plan also promotes strong pedestrian circulation. Walkways will be provided in the boulevard portion of all roadways and, where appropriate, will extend from the boulevard into public amenity zones, including amenity areas around the storm water management ponds.



Bicycle parking close to building entrances (Portland)



Covered bicycle parking

4.2.4 Public Art

Public art has the potential to engage people in their everyday lives. Public art can create a sense of uniqueness and variety, as well as establish a richness of experience in the urban environment. An effective public art strategy can highlight the natural, cultural or historical significance of a space and can be an important part in creating a sense of place and identity.

Streetscape elements and other features of the public realm can also be used to achieve a distinct local identity and character in keeping with the health and wellness theme of the Precinct.

Public art in publicly accessible locations



4.2.5 Parking

Parking should be designed and located to avoid impact on the public realm. Parking for the hospital may be provided in a combination of surface parking areas and structured parking in the short term. As the Precinct evolves, it is expected surface parking areas will redevelop to other uses and/or structured parking to support a more efficient use of land.

Lay by parking is encouraged along all streets, where appropriate.

Parking and loading requirements will be established in the implementing Zoning By-law for the Precinct.



Well screened parking structure (Grand Cayman)



Landscaping along the perimeter of a parking lot to screen its view from the street

4.3 Built Form

Built form should reflect the established Precinct principles and objectives outlined in OPA 715 (as amended) and the urban design guidelines set out in Appendix A. Built form should demonstrate architectural urban design and site planning excellence.

The Demonstration Plan (Appendix B) illustrates built form extending to the street edge with the intent of establishing a strong urban character, creating active street frontages, and establishing a defined public realm.

4.3.1 Height and Massing

The Precinct is surrounded by four distinct land uses with associated built forms ranging from two storey single family homes to the north, a single storey commercial plaza to the east, Canada's Wonderland to the south, and Hwy 400 to the west.

The height and massing will reflect the Precinct's role as a Primary Centre in the City's Urban Structure Plan and complement the surrounding built environment. The Precinct Plan will accommodate a range of heights from low rise to high rise in a predominantly urban character (as shown on Figure 8). This will allow height and massing to contribute to establishing a human-scaled streetscape and a visually attractive skyline.

Building heights are characterized as follows:

Low Rise: up to 5 storeys (20 metres)

Mid Rise: up to 12 storeys (48 metres)

High Rise: up to 75 metres

The hospital block (Block 2) is identified with low rise buildings at the north and high rise buildings for the remainder.

Compatibility with the residential community to the north will be maintained with low-rise forms within 70 metres of the north edge of the Precinct.

Mid rise built forms are directed to the west part of the precinct and the Jane Street block (Block 1) south of the low rise corridor.

High-rise buildings (up to 75 metres) are generally directed to the hospital block, extending north from Major Mackenzie Drive to 70 metres south of the north edge of the Precinct, and east-west through the Precinct to Highway 400



High rise healthcare related use (MaRs Building Toronto)

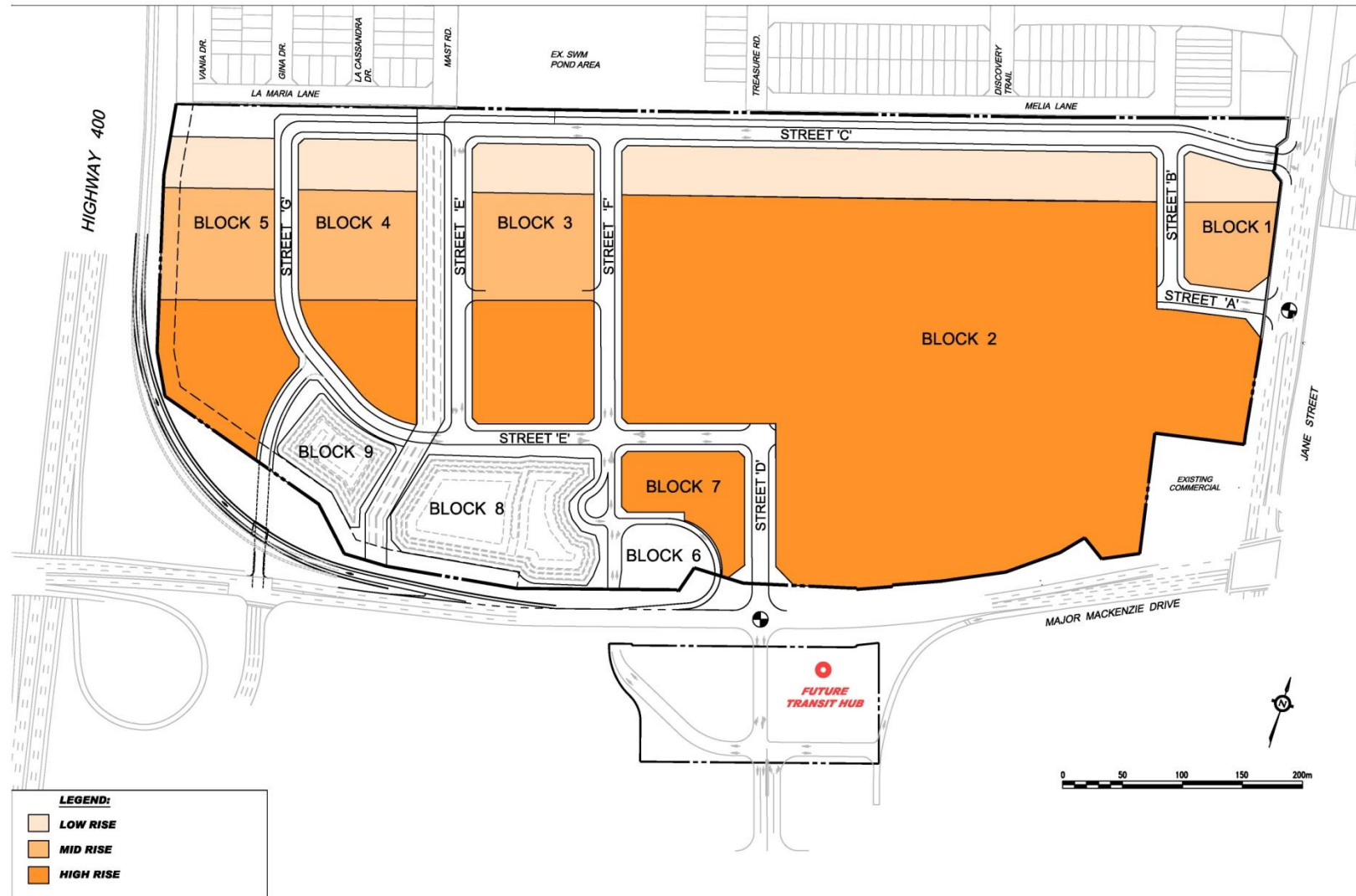


Mid rise medical office building (Newmarket)



Low rise medical office building (Orlando)

Figure 8: Heights



Prepared by: +VG Architects

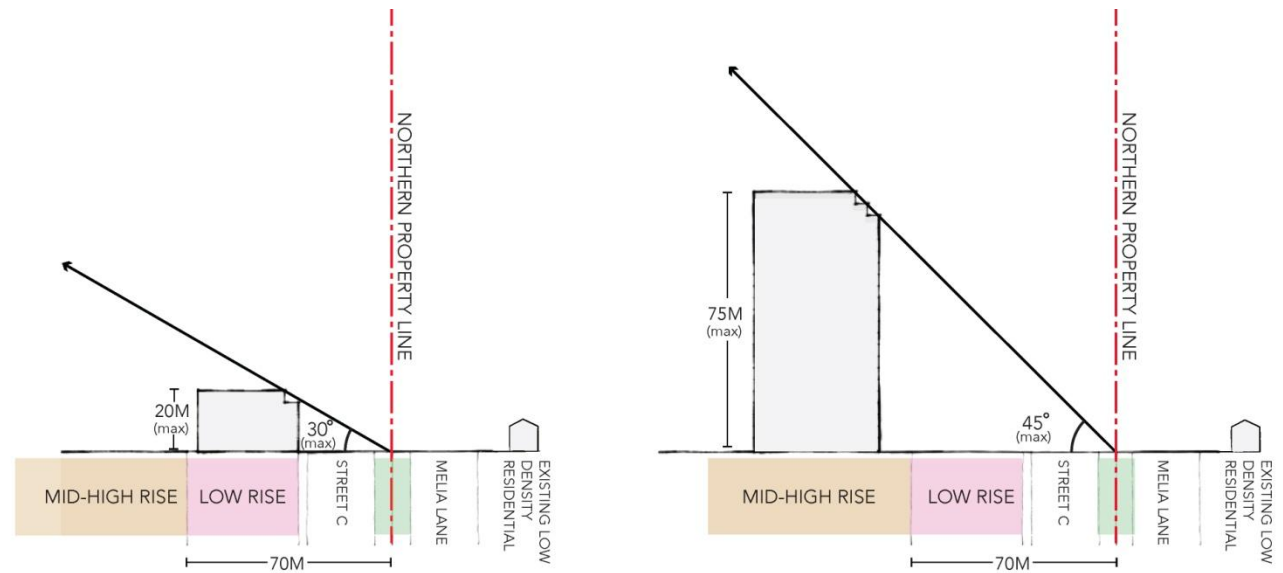
4.3.2 Transition and Buffering

The Urban Design Guidelines promote appropriate transitions between land uses while facilitating a diversity of architectural expressions.

The objective is to organize the buildings strategically; to form a logical and complementary relationship with one another while maximizing the functional aspects of the site. A gradient of heights, from high to low in relation to adjoining lands is provided from east to west and from the core at the centre to the residential area to the north.

A primary objective is to provide appropriate distance separation from the residential area to the north through specific setbacks and angular plane requirements.

Figure 9: Angular Plane



Prepared by: Malone Given Parsons Ltd.

4.3.3 Views and Vistas

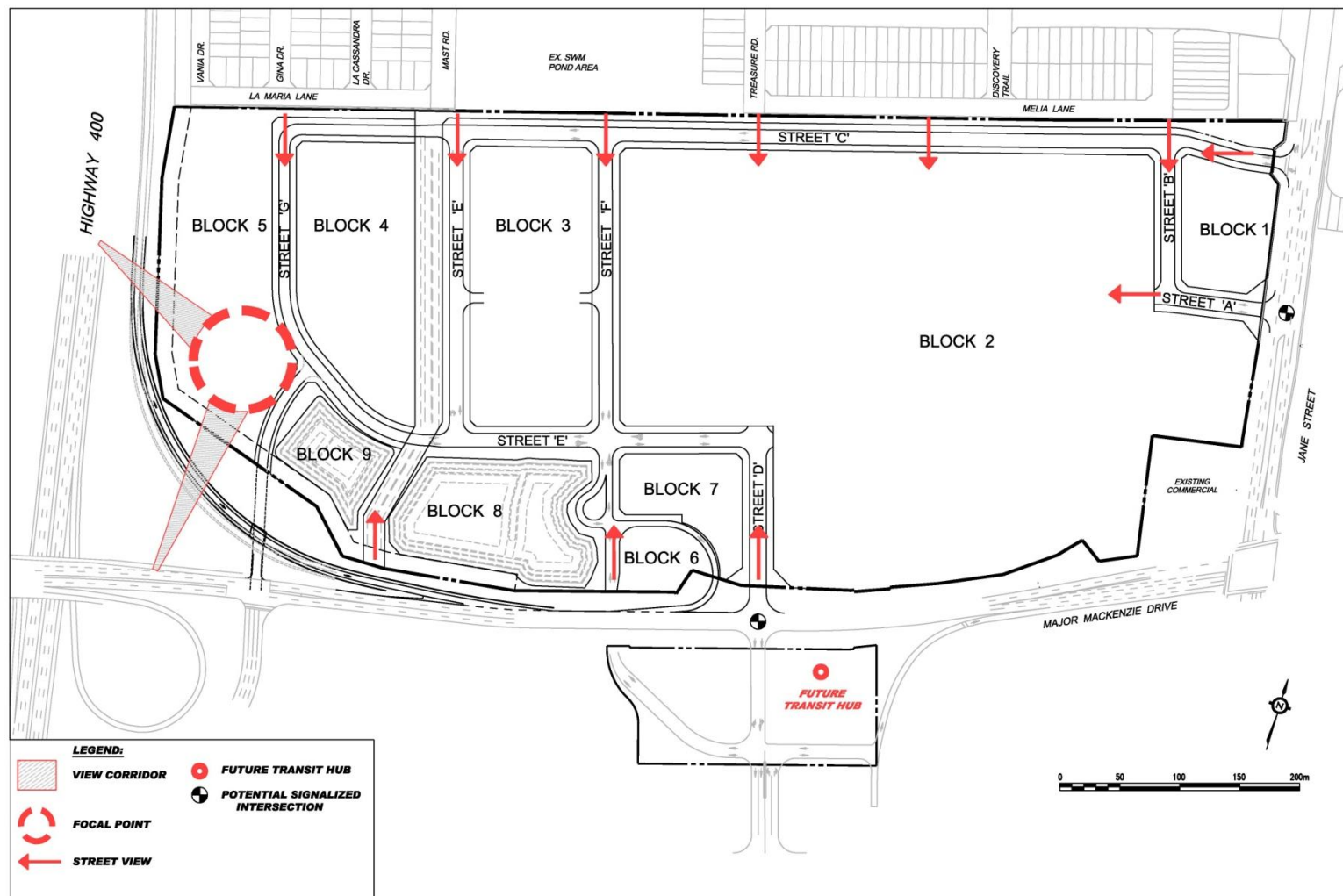
Vistas and view corridors can be defined and expressed by the built form and landscape features. Buildings should be located, wherever possible, in close proximity to the street to frame the views and public open spaces. The Precinct encourages the creation of a Focal Point, View Corridor and a number of Street Views into and through the Precinct and shown on Figure 10.

The Plan provides for a focal point at the southwest corner of the Precinct. This focal point is intended to include a landmark built form that emphasizes views through vertical articulation, interesting architectural features, high quality building materials and other design strategies. The intent is to punctuate the precinct with a prominent built form and create a view corridor to the focal point when approaching the Precinct.

Street views are encouraged from planned and existing streets to provide views into and through the Precinct. It is intended that built form will frame the streets edge and not impede views through the Precinct. Street views should be emphasized by architectural features, building materials and design details to clearly delineate and reinforce the character of the view corridor.

Other secondary views are encouraged and will be considered as opportunities arise through the development approvals process.

Figure 10: Views and Vistas



Prepared by : +VG Architects

4.4 Landscape and Open Space

4.4.1 Open Space: Types, Form and Function

A high level of aesthetics is intended throughout all public and private open spaces. Open space areas should contribute positively to the public realm. Higher quality materials, permeable paving materials and drought-tolerant, non-invasive plant material will assist in achieving this objective.

Public Open Spaces:

Public open spaces include street boulevards, the perimeter of storm water management facilities and public extensions of the pedestrian realm including the multi-use pathway (along the north edge of the precinct and east side of the drainage channel).

The primary function of public open space will be to promote and facilitate safe, pleasant and enjoyable movement through the Precinct, allowing for frequent (seated) rest areas and shelter. This experience may be attained in a predominantly urban form, where hard surface will likely be substantially greater than soft surface.

Storm water management facilities can also function as amenity areas. Pond perimeters facing Street 'G' and Street 'E' can have mixed urbanized edge types such as structured retaining walls, stepped stone terraces and a boardwalk. All other edges of the stormwater ponds may include native enhanced plantings.

The size and location of public and private amenity areas will be determined through the development approvals process. Such facilities may include public squares and amenity areas associated with public uses such as transit facilities or complementary features appurtenant to private development.

Publicly accessible public squares are encouraged to function as transition zones between public boulevards and main building entrances.



Public open space with seating and rest areas



Courtyard amenity space



Public square with covered area

Development projects may incorporate a publicly accessible entrance-type public squares, creating a seamless transition from public to private realm while also providing an amenity feature. These areas may include seating and ornamental plantings.

There may be opportunities within each development block to accommodate intimate spaces such as courtyards and rooftop amenity areas. These areas could be accessible by the public or reserved for the building occupants. Secondary, smaller and more intimate spaces may be provided within a development block or building and may include rooftop cafes, lounges, reflective garden areas, and courtyards.

4.4.2 Natural Areas: Drainage Channel and Stormwater Management Ponds

The channel and storm water management ponds are the primary areas that may support naturalization. Bioengineering and ecological enhancements will be explored as part of the proposed channel reconfiguration. Additional opportunities may be identified through detailed site designs.

These areas are intended to provide amenity space however their primary function is to convey stormwater flows and contribute to water quantity and quality management. Enhanced landscaped elements and plantings should be encouraged to optimize public amenity through the introduction of a multi-use pathway, seated areas, view areas, fountains and areas of repose.



Stormwater management pond used to enhance the public realm and function as an amenity feature. (Richmond Hill)



Drainage channel as an amenity feature

5.0

SUSTAINABILITY

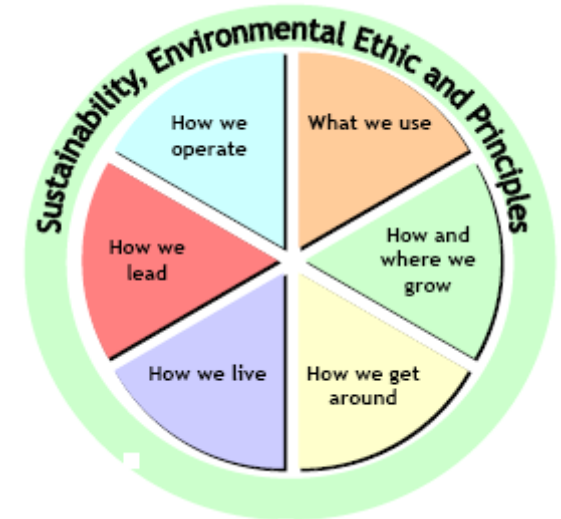
5.1 Community Energy Strategy

The VHCP has an area of 82 acres and its development potential is estimated at approximately 1,980,000 square feet of building area. Given its size and its well-defined boundaries it provides an excellent opportunity to develop a community energy strategy tailored to its unique attributes. The implementation of the strategy can include benefits to those participating in the strategy as well as to the broader public. These may include reduced energy cost, enhanced employment opportunities through local generation, improved energy supply and security, greater flexibility in adapting to new technologies, fulfilling legislative mandates, as well as achieving a lower environmental footprint through reduced greenhouse gas emissions.

The participants in the VHCP plan are well positioned to take a leadership role in community sustainability through the adoption and implementation of an energy strategy. The VHCP will be a powerful symbol of health and wellness City and Region-wide and participants in the VHCP will be recognized as community leaders. As such, the Precinct Plan promotes a culture of energy conservation which should be reflected in all aspects of future operations on the site.

5.1.1 Objectives

The planned healthcare and related facilities have substantial energy needs and draw a large employment base. There is also the need for a high-level of reliability to ensure uninterrupted service in the event of broader system failures. In the latter situation, facilities like the Mackenzie Vaughan Hospital, long-term care residences and medical laboratories all need the security of dependable, uninterrupted power to maintain critical services. Therefore, the objectives of the strategy, consistent with *Green Directions Vaughan*, 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 supply systems to ensure an uninterrupted supply of electricity and the continued provision of heating and air conditioning when faced with a broader system failure; and
- 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.

It is recognized that the healthcare community has unique technology needs some of which are substantial power draws. It is not the intent of this strategy to address these systems. The focus of the strategy is on the buildings, infrastructure and employees of the Precinct.

5.1.2 Strategic Measures

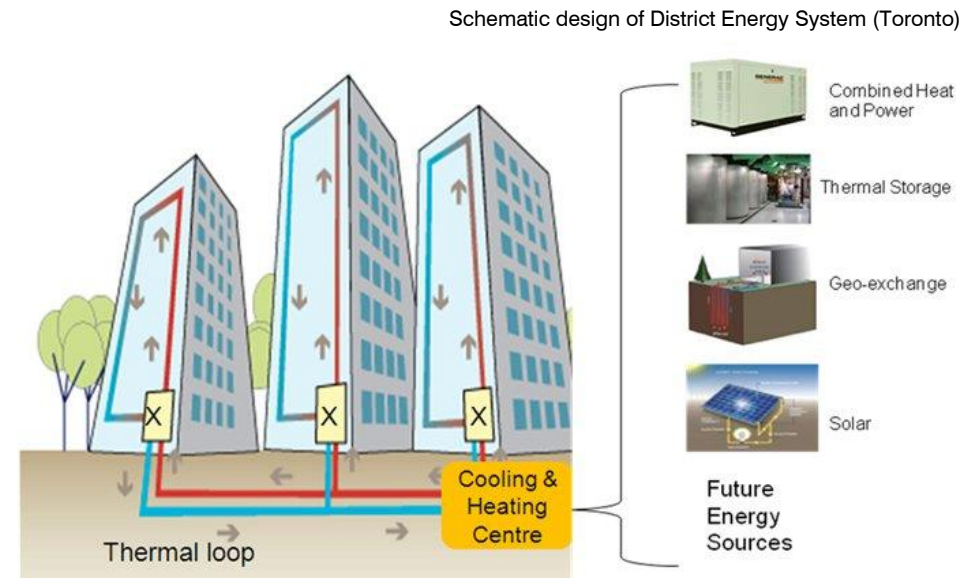
5.1.2.1 The District Energy System

The cornerstone of the Community Energy Strategy is a District Energy System. It is intended to serve the entire Precinct and may provide the following services:

- Hot and cold water for building space heating and cooling and the production of domestic hot water;
- Process steam;
- Emergency electrical power for critical healthcare services;
- Possible co-generation of electricity associated with production of hot water/steam to be sold into the grid or to be purchased for use within the Precinct.

The focus of the District Energy System is on providing highly reliable energy services at a competitive price. District Energy Systems are widely adopted in institutional settings and have a history of providing reliable services even when the broader system is challenged by weather related or technological failures.

The system provides the opportunity for participants to save up front capital costs by foregoing their individual in-house heating/cooling/emergency generation systems in favour of the services provided by the District Energy System. It also relieves them from the on-going operation and maintenance costs associated with the operation of their individual systems.



On-Site Generation and Distribution

Roof top photovoltaic cells provide an opportunity for further on-site energy generation of electricity. This should be explored for all buildings in the Precinct. The application of a District Energy System will reduce the need for certain types of roof top mechanical systems, which should free additional roof area for alternative uses, such as solar cells and green roofs.

Where individual buildings maintain emergency power systems the opportunities for their use to augment the power supply during peak periods should be explored. This could be achieved either through a connection to the grid or supplanting grid supplied power for building functions. This would need to be investigated in cooperation with the local operator.

5.1.2.2 Building Design and Construction

The buildings will be the largest consumer of energy in the precinct and will present a great opportunity to economize on consumption. Emerging technologies and standards programs are leading to the development of increasingly energy efficient buildings. By way of benchmarking, it will



Solar cells



Green Roof (City Hall, City of Vaughan)



Electric charging station
Vehicular charging station

be the objective that all buildings be built to a minimum of LEED Silver certification or equivalent. The final standard and required measures for each building will be confirmed at the time of the development approval. The following measures will be encouraged:

- Building shall maximize solar gains and be constructed in a manner that facilitates future solar energy installations;
- Use environmentally preferable building materials, high-renewable and recycled content building products, and certified sustainably harvested lumber;
- Provide water efficient and drought resistant landscaping, which should include the use of native plants and landscaping;
- Maximize permeable surfaces, including the provision of permeable driveways; and
- Incorporate green roofs into building design.

5.1.2.3 Transportation Measures

The Precinct Plan will draw a large employment base, many of whom will be commuters in sole occupancy automobiles. Opportunities will be available to offer programs that provide alternatives to employees. Such programs can be implemented throughout the approval processes and may include:

- Encourage the use of active transportation throughout the site including walkability and bike access where feasible;
- Devise a transportation demand management plan that will address sustainable transportation choices such as car pooling and electric vehicle infrastructure where possible;
- Minimize heat islands particularly in the parking lots; and
- Contain or facilitate the future installation of plug-ins for electric vehicles.

5.1.3 Implementation

The strategy identifies a number of opportunities, through sound energy management, that the VHCP can be established as leader in the sustainable use of our energy resources. In order to achieve the objectives set out above the following steps will be taken:

1. The City of Vaughan, through Vaughan Holdings 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 Plan Area;
2. 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 of Vaughan.
3. City staff will report to Council at the time of the individual development approvals on how each element of the Community Energy Strategy is being fulfilled;
4. The City will consult with PowerStream 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;
5. Council may at anytime, adopt a more detailed plan, providing greater direction in the implementation of this strategy.

6.0 TRANSPORTATION

6.1 Access and Traffic

6.1.1 Existing Conditions

The precinct currently has three accesses to the Regional road network that serve the Canada's Wonderland to the south of Major Mackenzie Drive. These include:

- *Full Movement Access to Jane Street* which provides access for staff, deliveries and public transit to Canada's Wonderland via the west underpass. The access is unsignalized and has an exclusive northbound left turn lane into the Precinct.
- *Right-Out Access to Westbound Major Mackenzie Drive* which currently provides egress for patrons of Canada's Wonderland to westbound Major Mackenzie Drive. Canada's Wonderland patrons access this via the east underpass and exit via a large loop road. An additional Right-In Access from westbound Major Mackenzie Drive is not in operation but formerly provided free-flow inbound access for drivers travelling westbound on Major Mackenzie Drive.
- *Right-Out Access to Eastbound Major Mackenzie Drive* which provides direct access for Canada's Wonderland patrons exiting the park to eastbound Major Mackenzie Drive.

6.1.2 Future Vaughan Healthcare Centre Precinct

The Precinct Plan will introduce two new signalized intersections to the Regional road network and modify the existing access to and from Canada's Wonderland. The new access arrangement includes:

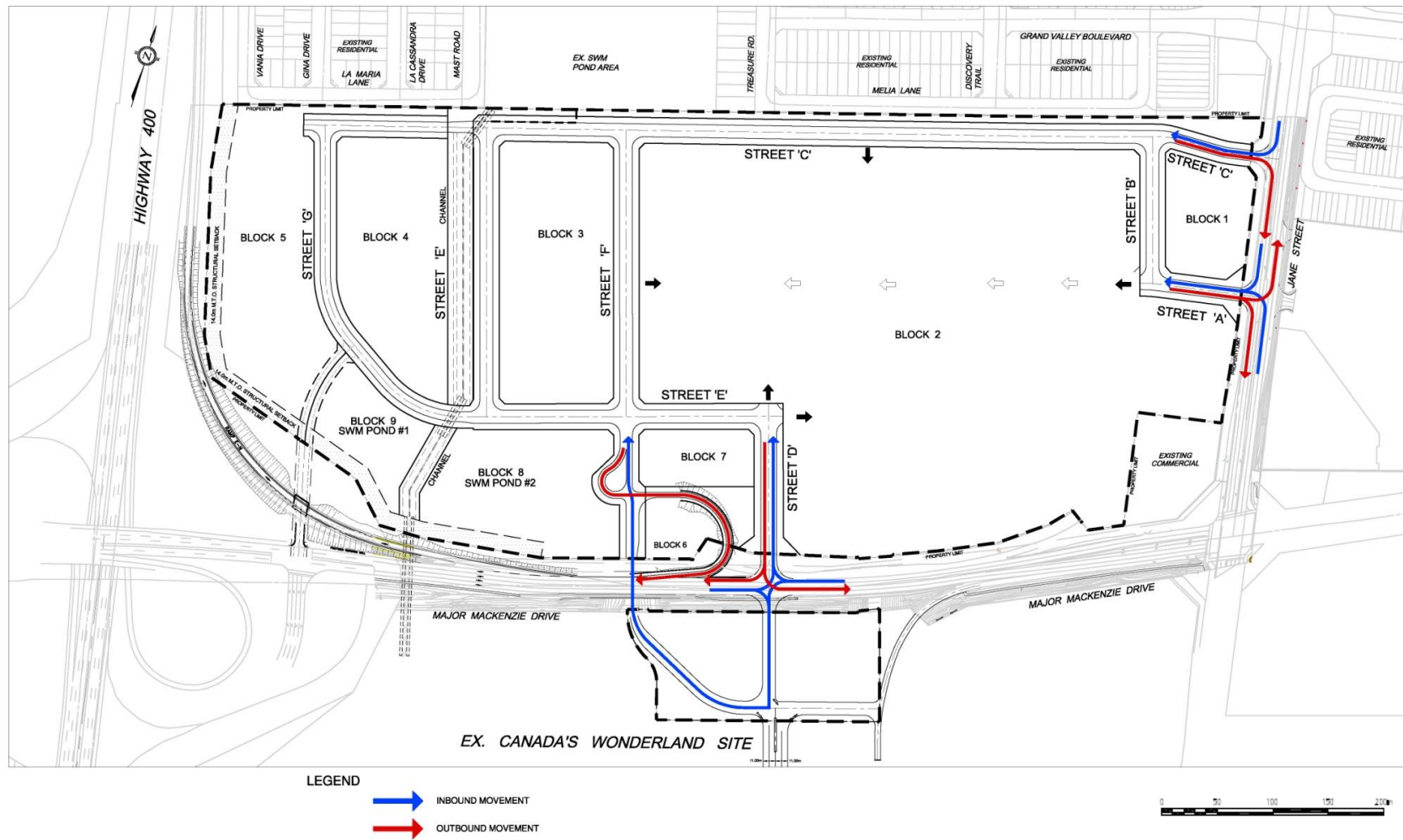
- *New Signalized Access to Jane Street* which will align with the midblock commercial access to Mackenzie Glen Square on the east side of Jane Street and provide full movement access to the precinct via Street 'A'. This will result in the restriction of the existing (Canada's Wonderland)

access to Jane Street to a right-in / right-out type intersection due to its proximity to both the Street 'A' / Jane Street and Grand Valley Boulevard-Roseheath Drive / Jane Street intersections.

- *New Signalized Access to Major Mackenzie Drive* will be created approximately halfway between Jane Street and Highway 400. The south leg of the intersection will provide inbound only traffic access for staff and deliveries to Canada's Wonderland as well as those destined to the precinct who will access the precinct via a one-way road utilizing the existing west underpass. The north leg of the intersection will provide full movements to the Precinct.
- *New Right-Out Loop Road Access to WB Major Mackenzie Drive* will replace the existing Wonderland Access to westbound Major Mackenzie Drive. Drivers from the precinct will access the new loop via a 'jug handle' which is designed to restrict precinct traffic from entering Canada's Wonderland and establish a clear access priority to Canada's Wonderland traffic.
- *Future Highway 400 N Ramp Extension* is a road extension from the existing Highway 400 ramp at Major Mackenzie Drive. The extension will provide direct access from Highway 400 northbound and possibly a single-lane southbound right turn access onto Major Mackenzie Drive. This extension may be constructed in the later phases of the precinct development and will be subject to a detailed Environmental Assessment study.

Access to the Precinct is illustrated in Figure 11.

Figure 11 Access



Source: Cole Engineering Group Ltd.

6.1.3 Canada's Wonderland

Access to and from Canada's Wonderland will be modified. Inbound access will be provided via the new signalized access to Major Mackenzie Drive while the existing right-out Access to westbound Major Mackenzie Drive will be relocated to the new right-out loop access to westbound Major Mackenzie Drive. The east underpass will be removed and Canada's Wonderland's access to eastbound Major Mackenzie Drive will remain unchanged as is shown in Figure 12.

Existing easements will be replaced following construction of the proposed loop from Street F and construction of the new Major Mackenzie Drive intersection at Street D.

6.0 TRANSPORTATION



The road layout within the precinct will provide vehicular and pedestrian access in a hierarchy of streets:

- *Street 'A'* is a collector road with a 26.0 metre right-of-way providing the primary access from Jane Street to the Precinct. On-street bicycle lanes are provided.
- *Street 'B'* is a local road with a 23.0 metre right-of-way and is oriented in a north-south direction. This roadway provides connectivity from Street 'A' to the boundary road Street 'C' for vehicles and pedestrians.
- *Street 'C'* is a collector road with a 26.0 metre right-of-way which is the main route for vehicles travelling to / from the western lands. A multi-use pathway is envisioned along the north side of Street C.
- *Street 'D'* is a 26.0 metre collector road which provides access to the VHCP from Major Mackenzie Drive. Street 'D' carries four lanes of traffic and maintains a multi-use pathway for active forms of transportation.
- *Street 'E'* is a 26.0 metre collector road providing connection from the Street 'D' to Street C on the northern perimeter of the site. A multi-use pathway is envisioned along the west side of Street E.
- *Street 'F'* is a 23.0 metre local road that provides north-south connectivity from Street 'C' to Street E. Mackenzie Health may require the use of Block 3 to enable the potential for future redevelopment contiguous to the initial phases of the hospital. The Precinct Plan will be amended to allow the removal of Street F based on supporting traffic and servicing studies and the replacement of its function subject to satisfactory agreements between Mackenzie Health and the City.
- *Street 'G'* is a 26.0 metre road providing direct access to developments in the western lands.

Vehicular access to the hospital site will be at appropriately spaced locations on Streets 'A' to 'F' with key access locations at the Street 'A' / Street 'B' and Street 'D' / Street 'E' intersections.

6.2 Public Transit

The VHCP has local public transit available along Major Mackenzie Drive and Jane Street which is seasonally enhanced during the operation of Canada's Wonderland. Transit will be increased to the area as Major Mackenzie Drive and Jane Street (south of Major Mackenzie Drive) are both designated as Rapid Transit Corridors in the *York Region Transportation Master Plan Update*. Local transit services within the precinct will be promoted through precinct design and planning initiatives.

In addition, lands on the south side of Major Mackenzie Drive, opposite Street 'D' are being reviewed for use as a potential transit hub. This hub will serve both local transit services such as York Region Transit (YRT) as well as Regional services such as GO Transit, Brampton Transit and the Toronto Transit Commission (TTC) which all provide seasonal service to Canada's Wonderland.

The transportation analysis is based on a non-auto modal split of 10% for the hospital development and 25% for all other development in the precinct. The Official Plan 2010 has a target transit modal split of 30% for the City overall and 40% for the Vaughan Healthcare Centre Precinct with its intensification area designation.

6.3 Parking

The precinct presents a great opportunity to incorporate a parking management strategy to reduce vehicle reliance and achieve a sustainable transportation system. Experience has shown that excessive parking supply imposes additional environmental costs, economic costs, contradicts community development objectives for more sustainable liveable and walkable communities, and tends to increase driving and discourage the use of alternative modes of travel.

Parking should be provided for each development that is accessible and integrated with site design. The parking supply should conform to City alternative parking standards and not be over-supplied. Structured parking (above and below ground) is strongly encouraged in order to reduce surface paved (hard) parking areas.



Viva transit station





6.4 Transportation Demand Management

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. In short, TDM works to change how, when, where, and why people travel.

TDM strategies have multiple benefits including the following:

- Reduced auto-related emissions to improve air quality;
- Decreased traffic congestion to reduce travel time;
- Increased travel options for residents and commuters;
- Reduced personal transportation costs and energy consumption; and,
- Support Provincial smart growth objectives.

The *City of Vaughan Official Plan 2010* stipulates that all site plan approval applications for office uses greater than 2,000 m² are to develop Transportation Demand Management Programs. These programs may consist of a number of strategies that can be utilized to reduce single occupant vehicle use and congestion including:

- Allow staggered work hours which spread the peak traffic over several hours.
- Provide preferential parking in close proximity to building accesses for carpool vehicles.
- Ensure that access is controlled or paid parking is maintained throughout the Precinct.
- Provide incentives for people who make use of other forms of transportation to travel to the VHCP.
- Provide convenient, safe bicycle parking facilities and active transportation pathways throughout the Precinct and incorporate bicycle lanes into collector roads.

Other TDM strategies may be pursued and the existing Transportation Management Association should be involved to assist in the development of projects in the precinct.

7.0 **SERVICING STRATEGY**

This section describes the strategy for providing municipal services such as storm sewers, sanitary sewers, watermains and utilities and the strategy for implementing stormwater management (SWM) measures for the Precinct.

The existing site is largely undeveloped with a network of paved roads that provide access/egress to Canada's Wonderland.

There are existing sanitary sewers, watermains and utilities in the vicinity of the site to which connections will be made to provide full municipal services for the Precinct.

7.1 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 for this sewer at the beginning of 2014 and construction is expected to take place between 2017 and 2021.

In order for development of the precinct to proceed at an earlier date, an interim servicing scheme must be implemented. Two options will be considered.

7.1.1 Option 1- Connect to Existing Sanitary Sewer at Jane/Grand Valley

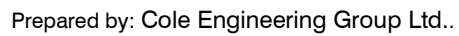
In Option 1, the sanitary sewers from the precinct will discharge to the existing 750 mm diameter sub-trunk sewer at the intersection of Jane Street and Grand Valley Boulevard. The depth of this sewer is not sufficient to service the precinct by gravity. It will therefore be necessary to construct a 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. A temporary forcemain will be constructed north on Jane Street to the existing sanitary sewer on Grand Valley Boulevard. A preliminary layout of the Option 1 sanitary sewer system is shown on Figure 13.

Once the North East Vaughan collector is constructed, a gravity connection will be made at Jane Street and the temporary pump station and forcemain will be decommissioned.

In order to implement Option 1, permanent easements for the sanitary sewer and pumping station across the frontage of Major Mackenzie Drive shall be subject to implementing agreements of applicable third parties.

7.0 SERVICING STRATEGY



7.1.2 Option 2- Connect to Existing Pumping Station on Canada's Wonderland Property

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.

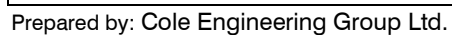
In Option 2, the sanitary sewers from the Precinct will flow by gravity to the intersection of Major Mackenzie and Street "D". From there they will cross under Major Mackenzie and extend across the Canada's Wonderland parking lot to the sewage pumping station. Upgrades to the pump station and forcemain will be constructed if necessary to provide additional capacity. A preliminary layout of the Option 2 sanitary sewer system is shown on Figure 14.

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, a permanent sewer easement will be required across the Canada's Wonderland site from Major Mackenzie Avenue to the pump station. The City of Vaughan would have to take ownership of the pump station and forcemain and assume responsibility for their operation and maintenance.

Further engineering investigations are necessary to determine whether Option 1 or Option 2 will be adopted, subject to the implementation agreements of the applicable third parties.

7.0 SERVICING STRATEGY



7.2 Stormwater Management

The change in land use in this precinct has the potential to increase the volume and rate of storm runoff from the site, decrease the quality of the runoff and increase the potential for downstream erosion. A stormwater management (SWM) plan is therefore required to mitigate adverse impacts and maintain the local drainage regime as closely as possible.

7.2.1 Existing Conditions

The topography generally slopes from the northeast to the southwest. There are four (4) drainage outlets for the site; water exits to the south under Major Mackenzie Drive through two road underpasses and two existing culverts. The runoff directed through the underpasses is picked up by the Canada's Wonderland storm sewer system. Runoff which outlets through the east culvert enters the Canada's Wonderland storm sewer system. Runoff entering the west culvert travels south in drainage channels. All runoff from the site is eventually conveyed to the West Don River.

There is a large (170 ha) external drainage area to the north of the site, (Block 33 East), which has been fully developed as a residential subdivision. Under existing conditions quality, quantity and erosion control for Block 33 East is provided through a series of three stormwater management ponds. The southernmost pond outlets to the Precinct through two existing culverts. This runoff is then conveyed through the VHCP site in an ill-defined channel to a culvert under Major Mackenzie Drive. From there, the drainage follows an existing channel through Canada's Wonderland.

7.2.2 Proposed Stormwater Management Plan

The proposed stormwater management plan for this site will be designed to meet SWM requirements and design standards of the City of Vaughan (City), the Regional Municipality of York (Region), the Toronto and Region Conservation Authority (TRCA), the Ontario Ministry of the Environment (MOE), and the Ontario Ministry of Transportation (MTO). The proposed stormwater management plan for this site includes:

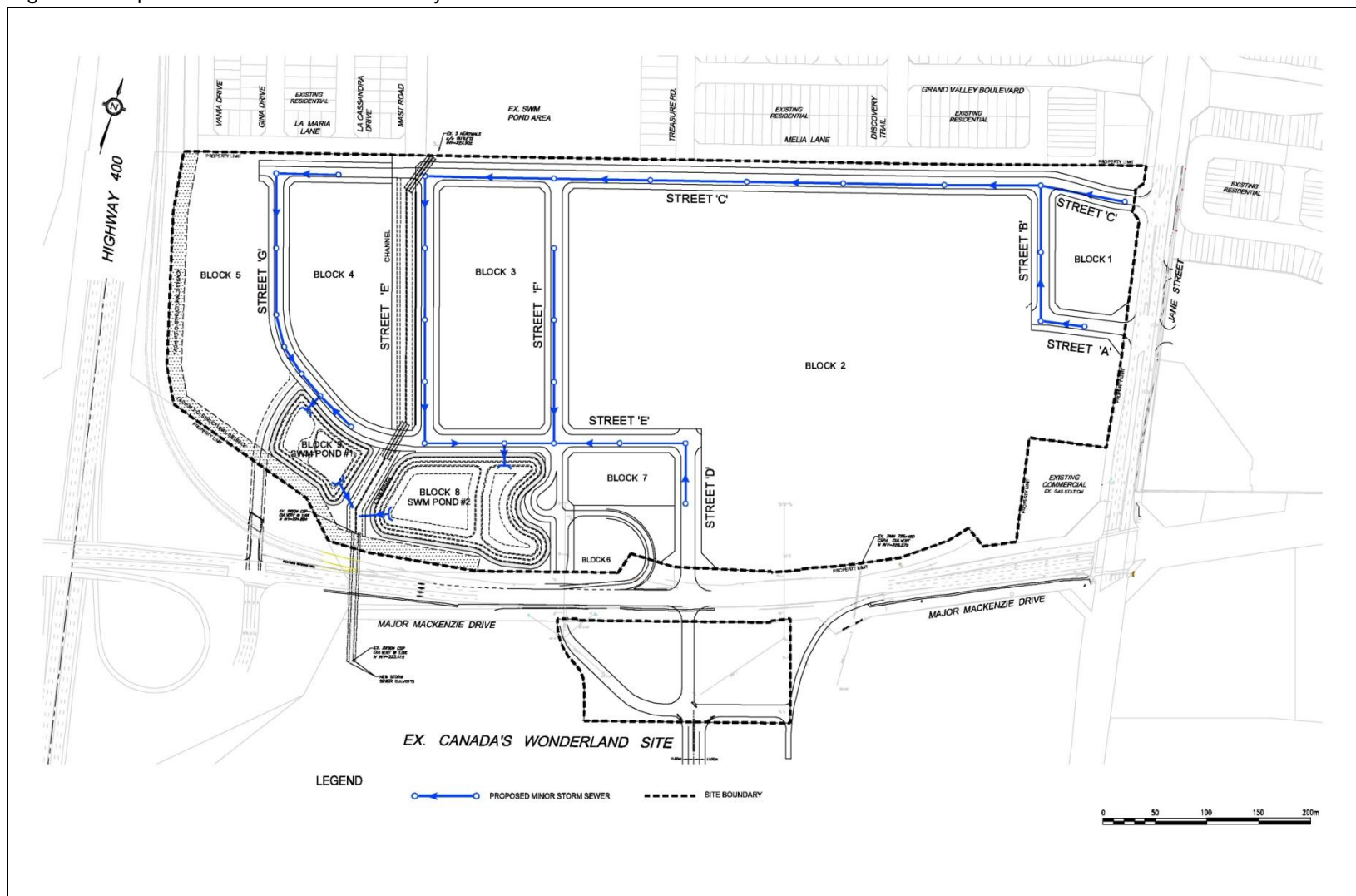


- Catch basins and storm sewers to convey runoff from the site to one of two stormwater management ponds;
- Two stormwater management ponds designed to provide quality, quantity and erosion control for the developed areas of the site;
- A proposed channel designed to convey runoff from the site and the 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 external drainage areas.
- Low impact development strategies sized to reduce runoff volumes, provide erosion protection for the downstream watercourse and minimize the effect of development on the existing water balance.

The components of the proposed stormwater management plan are shown on Figure 15.



Figure 15: Proposed Storm Sewer and Pond Layout



Prepared by: Cole Engineering Group Ltd..

7.2.3 Stormwater Management Ponds

The stormwater management ponds will be designed to provide quality, quantity and erosion control for the site. Runoff from Block 33 East will bypass the ponds. Pond 1 will receive runoff from lands to the west of the proposed channel; Pond 2 will be sized for lands to the east of the proposed channel.

Both ponds will be sized to provide an *Enhanced Level of Water Quality Protection*, as defined in the as defined in the MOE Stormwater Management Manual (2003), and meeting the requirements of TRCA.

Quantity control requirements for this site are established by both the MTO (reduce post-development peak flows to pre-development levels) and the TRCA (reduce post-development peak flows to unit flow rate requirements for the Don River). As the Unit flow rates calculated for this site result in a lower release than the pre-development peak flows, these rates will be used in the design of the active storage for the stormwater management ponds. Appendix D contains the preliminary designs of Ponds 1 and 2.

7.2.4 Channel

The proposed channel and the culverts under Streets C and G will be sized to safely convey runoff from Block 33 East and the Precinct to the culverts under Major Mackenzie Drive. The channel will be designed to convey runoff up the uncontrolled regional event (Hurricane Hazel). Typical cross sections of the proposed channel are shown in Appendix D.

A preliminary fluvial assessment of the proposed channel has been completed and several recommendations for channel characteristics will be incorporated into the detailed design. These include recommendations for channel geometry, riffle width and meander lengths for the low flow channel and planting recommendations for the floodplain and riparian corridor which will enhance the ecological function of the proposed channel.

7.2.5 Water Balance and Erosion Control

Water balance, erosion control and water quality criteria can typically be met in part through a set of on-site controls, including Low Impact Development (LID) features. This water may be reused onsite



or infiltrated. Low impact development practices should be used where possible in order to promote infiltration and help maintain the existing water balance. LID features may also be used to provide some additional storage for quantity control, thus reducing the volume requirements for stormwater ponds.

Some LID features that may be considered on the site include:

- Adding landscape features designed to store and infiltrate water such as bio-retention / rain gardens / grassed swales;
- Designing parking lot islands as rain gardens or infiltration trenches;
- Providing underground storage in Infiltration galleries;
- Rainwater harvesting from roof tops (can be used for watering landscaped areas);
- Green roofs on buildings; and
- Using unistone or other more pervious ground cover on pedestrian access ways (paths, sidewalks).

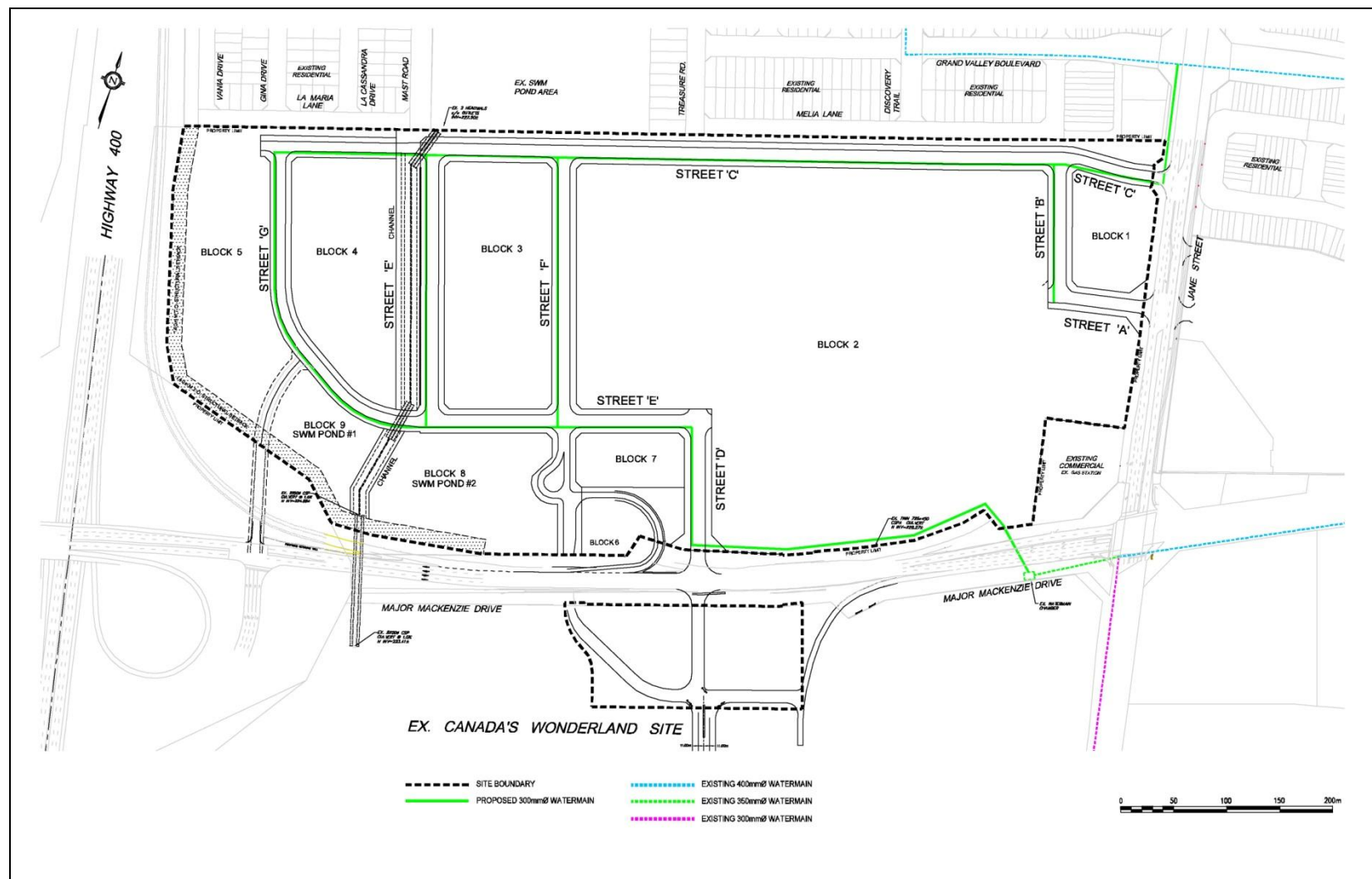
7.2.6 Water Supply

The existing watermain 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 350mm watermain on the south side of Major Mackenzie which terminates approximately 100m west of Jane Street. This watermain will be extended across Major Mackenzie and then west across the Major Mackenzie frontage of the hospital bends to Street “D”. A second connection will be made to the existing 400mm 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. A preliminary layout of the water supply system is shown on Figure 16.

Figure 16: Water Supply System



Prepare by: Cole Engineering Group Ltd..

7.3 Utilities

Design of hydro, street lighting, telephone, cable TV and gas will 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 site layout, timing of development and load requirements. All utilities will be installed underground within the municipal road allowances or within easements where necessary.

8.0 IMPLEMENTATION

This document 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 of Vaughan. The Urban Design Guidelines are contained in Appendix A.

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 bylaw amendments.

8.1 Zoning Bylaw

This Precinct Plan will be implemented by an amendment to Vaughan Zoning By-law 1-88, as amended.

The Zoning By-law will contain provisions to regulate use, building height and form, location of buildings, landscape requirements and parking standards.

8.2 Subdivision Plan

A Subdivision Plan will be approved by the City to create development blocks, roads stormwater management and open space blocks.

8.3 Cost Sharing Agreement

Prior to approving development applications in the Precinct, the City will require a Cost Sharing Agreement(s) with Mackenzie Health 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 road extension.

8.4 Infrastructure

Development of the Vaughan Healthcare Centre Precinct is expected to take place over a period of time. The initial development step is to provide the infrastructure needed to accommodate the hospital and 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 the threshold will require additional study prior to approval based on traffic and traffic capacity limitations.

8.5 Other Approvals and Consultations

A pre-application consultation meeting with the City is required prior to the submission of all development applications. All development in the VHCP is subject to site plan control.

At the City's discretion, development in the VHCP may be subject to review by the City's Design Review Panel prior to Council's approval.

Development in the precinct may be subject to additional approvals from the Toronto and Region Conservation Authority, the Ministry of Transportation, the Regional Municipality of York and other approval agencies. Typically these agencies will be circulated on all development applications.

The City of Vaughan Cycling Committee may be consulted on plans for the cycling program for the precinct (parking, storage and routing). The City's Accessibility Advisory Committee may be consulted on plans for the hospital, walkways and pedestrian routes and other accessibility needs as necessary.

Arterial road improvements, major infrastructure on-site and the possible Highway 400 road extension into the precinct also may be subject to environmental assessment or other Ministry of Environment related approvals.

8.0 IMPLEMENTATION

APPENDIX A: URBAN DESIGN GUIDELINES

Introduction

The Urban Design Guidelines respond to the issues discussed earlier in the plan by providing specific direction as to the design objectives and treatment requirements for a number of thematic areas. These include: Streetscapes; Gateway Locations; Pedestrian and Bicycle Circulation; Public Art; Parking and Parking Structures; Built Form; and Building Height and massing. It is intended that the Precinct Plan be developed in a manner where the urban design and architectural treatments are complementary throughout the site; whereby many uses can be brought to together to create an attractive and functional precinct that promotes both healthcare service delivery and city-building. The Precinct benefits from a high profile location at the geographical centre of the City, abutting a 400-series highway and it also forms the westerly gateway into the Maple community. As such, the quality of its external presence and the fine grain design features within Precinct are both high priority considerations. The intention is that the Precinct be designed to reflect an intensified urban setting, evolving over time into an iconic feature that reflects and integrates into the broader community.

These guidelines may also form the basis for more detailed guidelines. This would take place throughout the development approval process and may result from:

- Further detailed Urban Design Detailed guidelines approved by Council;
- Urban Design Reports and Studies submitted to fulfill the Requirements for a Complete Development Application, including:
 - An Urban Design Brief or Guidelines;
 - Architectural Guidelines;
 - A Sustainable Development Report;
 - A Public Realm Plan;
 - A Streetscape Plan;
 - A Computer Generated Building Mass Model

- A Wind Study; and
- Sun/Shadow Study.

Ultimately, the design measures resulting from the the guidelines may be implemented through the implementing plan of subdivision and subdivision agreement, the zoning by-law and site plan agreements or other agreement satisfactory to Council.

Urban Design Guidelines for Streetscapes:

- Building entrances should have an at-grade relationship with the adjacent sidewalk or urban square to promote pedestrian accessibility.
- Pedestrian walkways should be a minimum of 2.0 metres and roadways should be a minimum of 8.6 metres.
- Buildings should be oriented to animate the street edge to enhance safety and surveillance. Building reception areas and amenity spaces and retail and office space should have an at-grade relationship with the sidewalk and street.
- Buildings should express a clearly defined base at the street to create a human-scaled, pedestrian-friendly built form.
- The establishment of a street wall to define the public realm is encouraged by aligning the bases of buildings to create consistency in building setbacks.
- Elements that provide weather protection are encouraged (particularly at building entrances). Such elements include canopies, building overhangs, arcades and horizontal projections.
- Way-finding and signage allow for ease of movement. Signage through the Precinct should be of high quality, reflective of the character of the area, and exhibit consistency in design and materials.
- Architectural elements including awnings, material changes, projections, glazed areas, arcades and variations in wall articulation should be used at the base of buildings.
- Blank walls at street level should be avoided.





- Architectural and landscape elements should delineate and transition between public and private spaces to allow for the natural surveillance of street while allowing for privacy from street activities.
- Landscaping and planting should be grouped to frame building elevations, add visual interest to building facades and accentuate building entrances and service areas.
- High-quality street furniture including seating, lighting (especially around transit stops), bicycle racks or poles and waste receptacles should be used to create a comfortable, practical and visually appealing pedestrian environment.
- All developments should incorporate outdoor amenity space and include areas of repose.
- Pathways and pedestrian walkways should be clearly demarcated.
- Accessibility measures should be a focus and be present to assist with navigating the site.
- Utilities should be located away from sidewalks, walkways, corners and building entrances wherever possible. Where such equipment is visible from the public realm it should be screened.
- Where possible, lay-by parking is encouraged.
- Service areas, loading, and garbage disposal areas should be located so they are not visible from the street.
- Built form should provide a continuous physical definition to streets and public spaces through proximity to the street edge. This consistency will provide a strong urban character to the Precinct and will aid in the placement of private and public uses.

Variations in street setbacks may be used to incorporate opportunities for public open space (i.e. gardens and forecourts), mid-block pedestrian walkways, and/or main entrance ways.

Urban Design Guidelines- Gateway Locations

- Design entry gateways to be distinctive and reflective of the Precinct healthcare and wellness character.
- Development at gateway locations shall create a sense of entrance and arrival, contribute to the healthcare image and identity of the Precinct and be human scaled while incorporating appropriate architectural materials and treatments
- Locate structural landscaped gateway features (such as architectural walls, ornamental fences, signage, etc.) within the gateway and outside of the public right-of-way.
- Use landscaping and built form to create recognizable landmarks and focal points to create a sense of entry.
- Structural landscaped features (such as architectural walls, ornamental fences, signage, etc.) should also be considered at Gateway locations. These should be located on private lands, outside of the public right-of-way. Structural features should be designed to be compatible with gateway buildings in terms of scale, materials, colour and architectural character.



Urban Design Guidelines- Pedestrian Circulation

- Walkways should be provided in all street right-of-way widths.
- Walkways should be designed to be clear, legible, barrier-free and define connections between key internal and external destinations.
- Appropriate pedestrian markings and signage should be provided across intersections and surface parking lot crossings. Special paving treatments, such as brick or stone pavers should be considered to enhance the visibility of pedestrian crossings and serve as a visual cue to drivers.
- Pedestrian walkways on private streets should be designed to connect to and enhance the public street grid.
- Pedestrian walkways should be provided between building entrances and destinations such as sidewalks, transit stops and parking areas.





Urban Design Guidelines- Bicycle Circulation

- Dedicated on-street bicycle lanes should be provided on Street 'A' to connect to the larger cycling network envisioned for Major Mackenzie Drive and Jane Street and the proposed mobility hub.
- A three metre multi-use pathway should be provided along the north side of Street C, the east and south sides of Street 'E' (abutting the channel and stormwater management ponds) and the west side of Street 'D'.
- Bicycle parking should be provided within public boulevard spaces and other private lands near buildings in order to make cycling convenient, efficient and safe. Bicycle parking and storage should consist of bicycle racks or poles located near building entrances and close to amenity areas.
- Transit agencies should be encouraged to pursue bicycle parking measures that reflect Metrolinx Mobility Hub Guidelines in the planning for the Future Transit Hub.
- Vehicular crossings of dedicated bike lanes should be minimized.

Urban Design Guidelines- Public Art



- Public art should be located in priority areas such as at the terminus of view corridors, at gateways and in public open spaces.
- Public art is encouraged in all developments along Major Mackenzie Drive and Jane Street to reinforce the importance of key locations, enhance the public realm and promote a sense of place.
- Public art should be provided in convenient, highly visible and publicly accessible locations.
- A variety of public art types are encouraged which contribute to the health and wellness theme of the Precinct.

- Public art may take shape in various forms and can include paving, benches, waste and recycling receptacles, bicycle parking, bollards, street lighting, building or landscape features and other elements.

Urban Design Guidelines- Parking

- At-grade parking areas should be located away from principal street frontages.
- Large surface parking lots should be divided into smaller parking modules to reduce the size and visual impact of expansive parking areas.
- The number of vehicle access points to a site should be limited to only those necessary. In order to minimize the number of interruptions to the street and conflicts with pedestrians, shared driveways are encouraged.
- Provide access to surface, structured or underground parking from secondary streets and laneways where possible.
- Surface parking should be separated from the public realm. Enhanced landscaping should be included adjoining public and private streets.
- All surface parking areas should be landscaped to provide for safe pedestrian circulation and movement, internally and along the perimeter.
- A landscaped buffer should be provided along the perimeter of all parking areas and trees and shrubs incorporated through landscaped medians to break up surface parking areas.
- Reduce parking row lengths by providing landscaped breaks such as islands with landscaping.
- The amount of landscaping should be proportionate to the size of the parking area. Generally one tree for every eight parking spaces should be provided.





Urban Design Guidelines- Parking Structures

The Precinct will likely intensify overtime. This can be achieved in part by replacing surface parking with parking structures above and below grade.

- Over the long term, the majority of parking should be located in parking structures.
- Above ground structured parking should develop with active uses at grade to provide attractive facades and to activate the street.
- Loading areas should be screened from entrances, streetscapes and other sensitive areas.
- Drop-off access should be from rear lanes or secondary streets wherever possible.
- Design drop-off areas to be pedestrian-oriented, and to include decorative paving material, textures or colours to emphasize pedestrian connections.

Urban Design Guidelines – Built Form



- A mix of built forms should be provided in order to increase diversity and flexibility while maintaining consistency with the specific requirements of different land uses.
- Minimal built form setbacks are promoted wherever possible. Larger setbacks from the public street may be considered only if such setback contributes positively to enhance the public realm and is properly landscaped.
- Where buildings are set further back from the street edge, a consistent pattern of building setbacks should be established, particularly for the podium portions of buildings, to create a continuous and consistent streetscape appearance.
- The siting and articulation of built forms should facilitate direct and clear access from/to the sidewalks, walkways, off-street parking (either at grade or in parking structures).
- Built form along large blocks should be sub-divided into smaller components and designed to ensure pedestrian connectivity and minimize distances between building entrances. Mid-block,

built form connections on larger blocks can be implemented to facilitate defined pedestrian connection with and within buildings.

- Variation in the built form and street walls should be encouraged where building forecourts, courtyards and other forms of public or semi-private open space are desired.
- Front elevation should face the street.
- Built form should be flexible to allow for future expansion and functional change.
- Built form should project a presence on Major Mackenzie Drive and Jane Street.

Urban Design Guidelines – Height and Massing

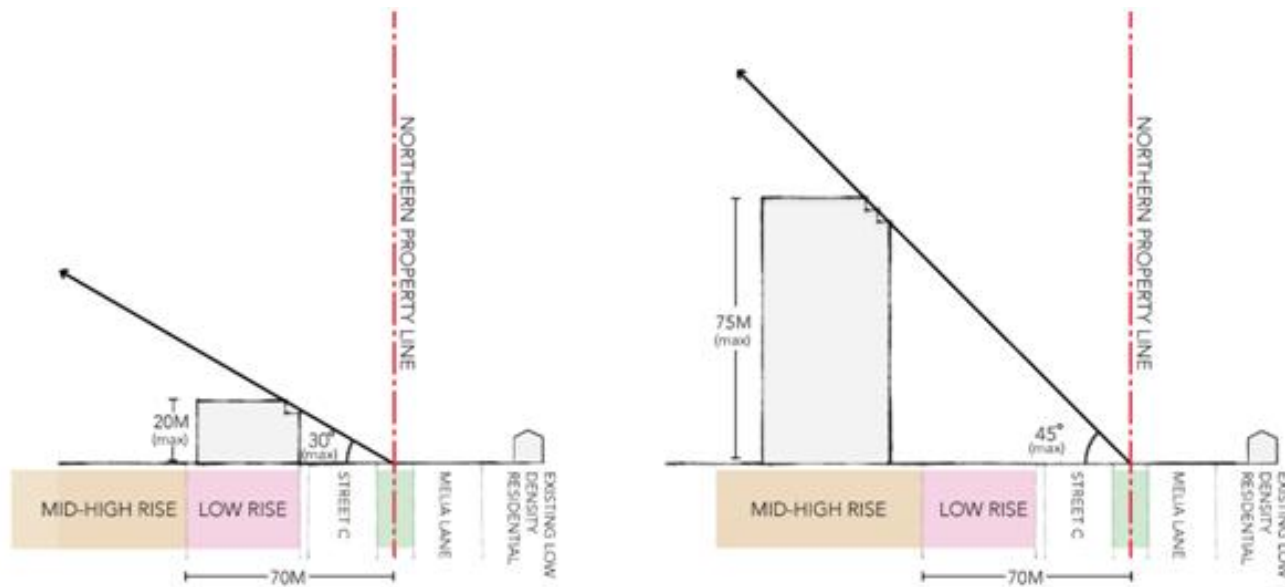
- The tallest buildings should be directed to the Major Mackenzie Drive frontage and Highway 400 corridor and up to 70 metres south from the north edge of the Precinct. Mid to High rise buildings are permitted with maximum heights up to 75 metres.
- Buildings adjacent to arterial roads range from mid to high rise. Some flexibility in regard to hospital frontage along Major Mackenzie Drive should be permitted to accommodate the specific hospital requirements.
- Mid-rise built forms with heights up to 12 storeys are prescribed for the west and south-west part of the precinct in addition to one parcel fronting Jane Street, north of Street A, south of the 70 metres zone.
- Low-rise built forms ranging up to five storeys in height be permitted for all areas within a distance of 70 metres from the abutting residential development at the north interface.
- Higher development in the Precinct should be designed to reinforce key locations through appropriate massing, building projections, recessed at grade, lower storey height and podium design.
- Where building step-backs are required or considered appropriate they should provide a clear distinction between the building base, middle and top. Alternatively they may be used to define a “tower” element emphasizing verticality, therefore mitigating the mass of the building.



- High rise built forms should generally have articulated upper floors to reduce bulk and achieve a distinct skyline profile to create a landmark location visible from a distance.
- High rise built forms should generally be designed as point towers rather than large slab buildings recognizing functional requirements for hospitals.
- Spatial separation between towers should equal the width of adjacent towers or be generally not less than 30 metres to preserve access to sunlight and to respect the visual amenity and privacy of building occupants.
- Large floor plates should be articulated to reduce the perception of overall building mass and to achieve a distinct skyline building profile.
- Principal building entrances should face the street and should be highly visible by incorporating architectural features such as canopies, porticos or arcades. Alternate building entrances on side elevations should be provided with clear and direct pedestrian routes from the sidewalks. Recessed building entrances are encouraged to aid in building base design, contribute to visual interest and varied massing in the overall building and to orient circulation to primary grade level entrances.
- Building mass and size should be articulated to mitigate the shadow impact on adjacent structures or public open spaces while creating visual interest through variety of scaled, contemporary built forms.

Urban Design Guidelines – Transition and Buffering

- Abrupt variations in building mass, height and size should be avoided to create appropriate transition between land uses and buildings.
- To ensure that light, view and privacy is maintained for the existing residential neighbourhood to the north buildings should be designed to a maximum angular plane of 30 degrees within 70 metres of the north property line, measured at the north property line.
- Beyond the 70 metre zone, the maximum angular plane shall be 45 degrees, measured at the north property line.
- Landscape and amenity areas can function as an appropriate buffer in appropriate locations. A minimum 30 metre non-structural setback from the north property line shall be required to provide a buffer to the residential community to the north.





Urban Design Guidelines – Views and Vistas

- A continuous mid block east-west view corridor through the Precinct is encouraged. This corridor can include active uses to define a vibrant street and pedestrian realm.
- View corridors should be terminated by higher, prominent vertical elements.
- Primary and secondary view corridors should be defined and expressed by the built form and landscape features.
- Buildings should be located in close proximity to the road network to frame the views and public open spaces.
- Street views and entrances should be emphasized by architectural features, building materials and design details that clearly delineate and reinforce the character of the view corridor.
- The design of rooftops should be encouraged to improve views to and from the Precinct



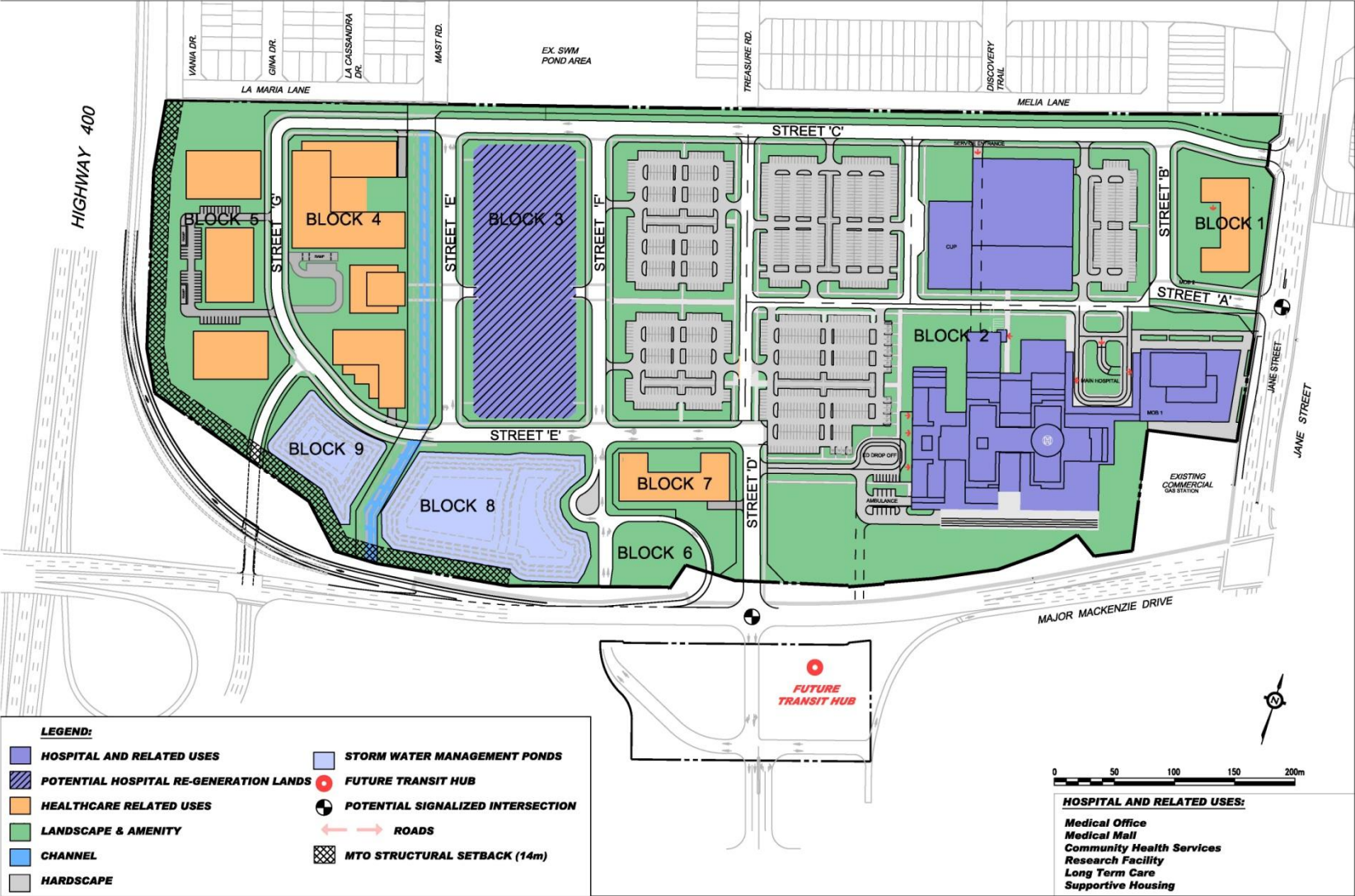
Urban Design Guidelines- Public Transit

- The potential future transit hub should provide direct pedestrian access to public spaces and to connect to the Precinct and Canada's Wonderland.
- Transit routing through the Precinct is to be direct and logical to minimize walking distances.
- Transit stops should be integrated into the design of roadways and placed in close proximity to well lit public entrances and spaces as well as pedestrian connections.
- Transit stops should be spaced to encourage the use of public transit. Shelters and bike parking should be provided at major stops.
- The precinct should be punctuated by high-rise, built form elements and structures, which will be visible from all directions approaching the site.
- Metrolinx Mobility Hub Guidelines should be considered in the planning and design of the proposed transit hub.

APPENDIX B:

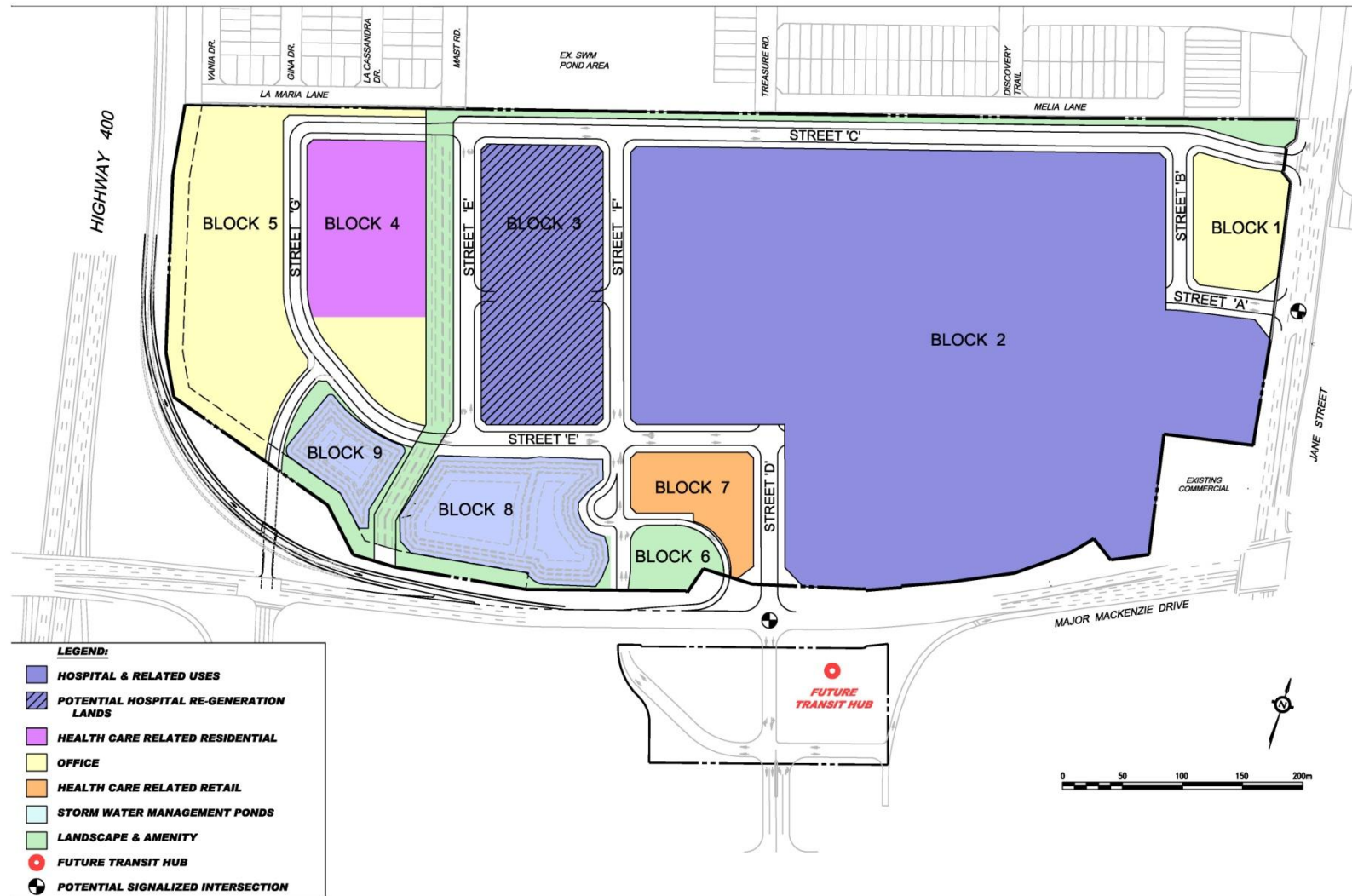
DEMONSTRATION PLAN, LAND USE AND MASSING MODEL

Figure 17: Demonstration Plan



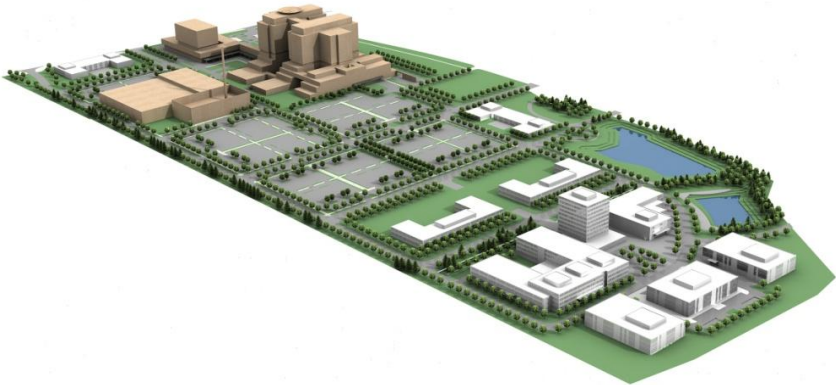
Prepared by: +VG Architects

Figure 18: Land Use



Prepared by: +VG Architects

Figure 19: Massing Model

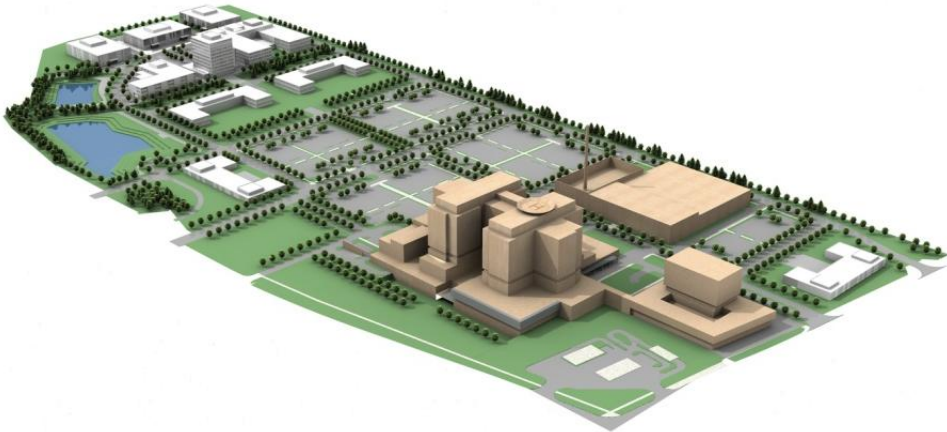


Looking south east



Looking south east

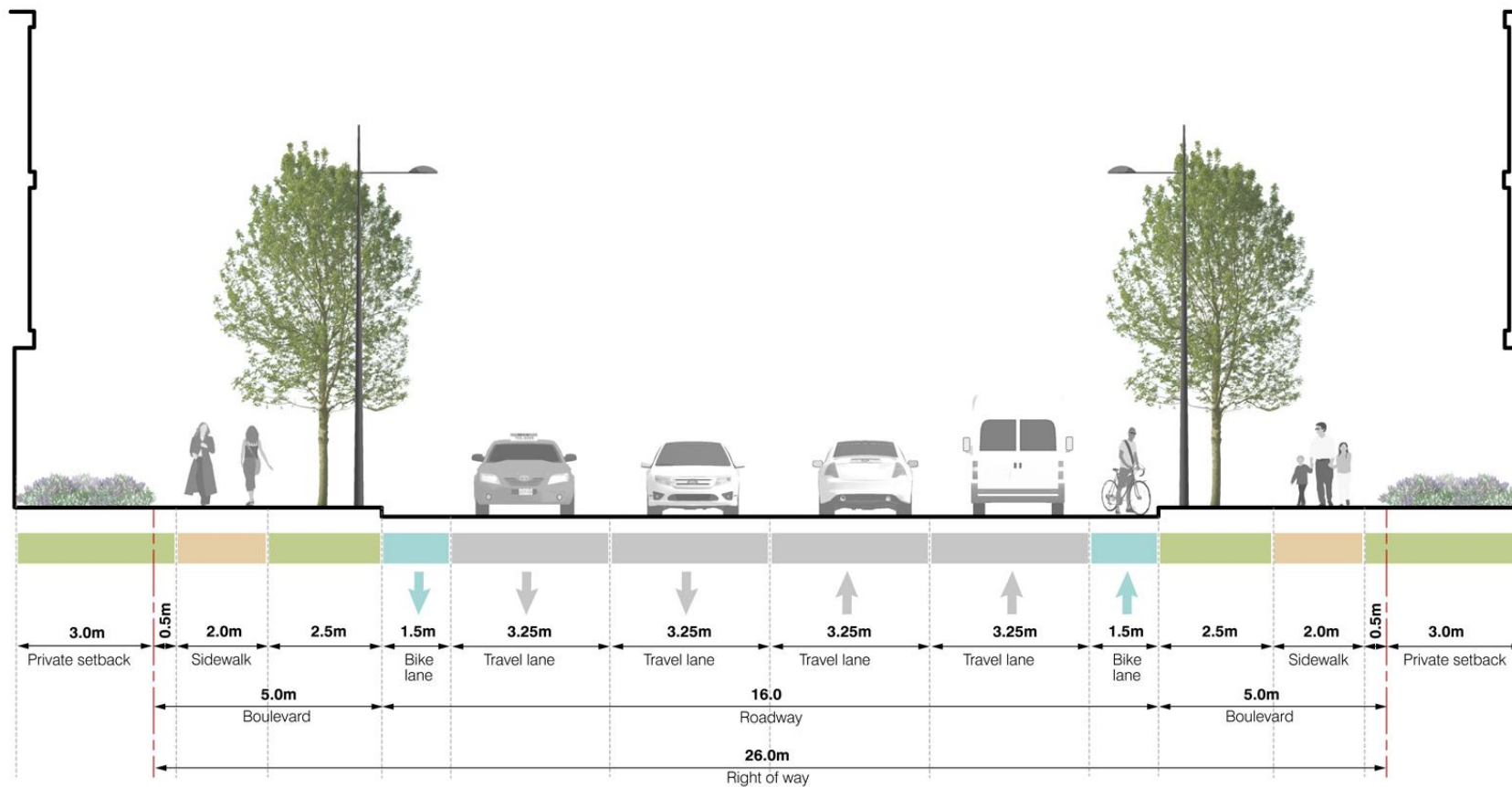
Prepared by: +VG Architects



Looking north-east

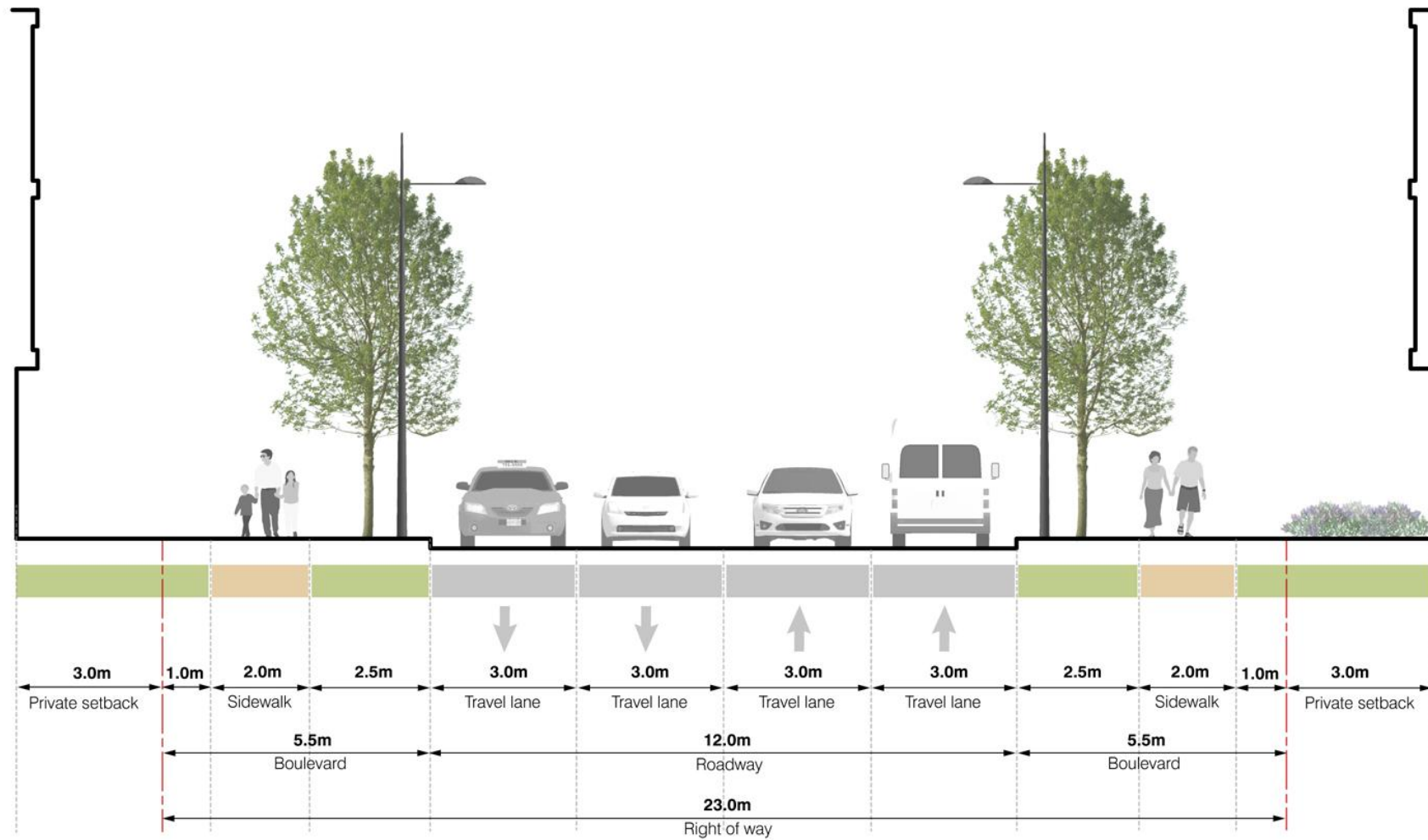
APPENDIX C: STREET CROSS SECTIONS

STREET A & G COLLECTOR ROAD



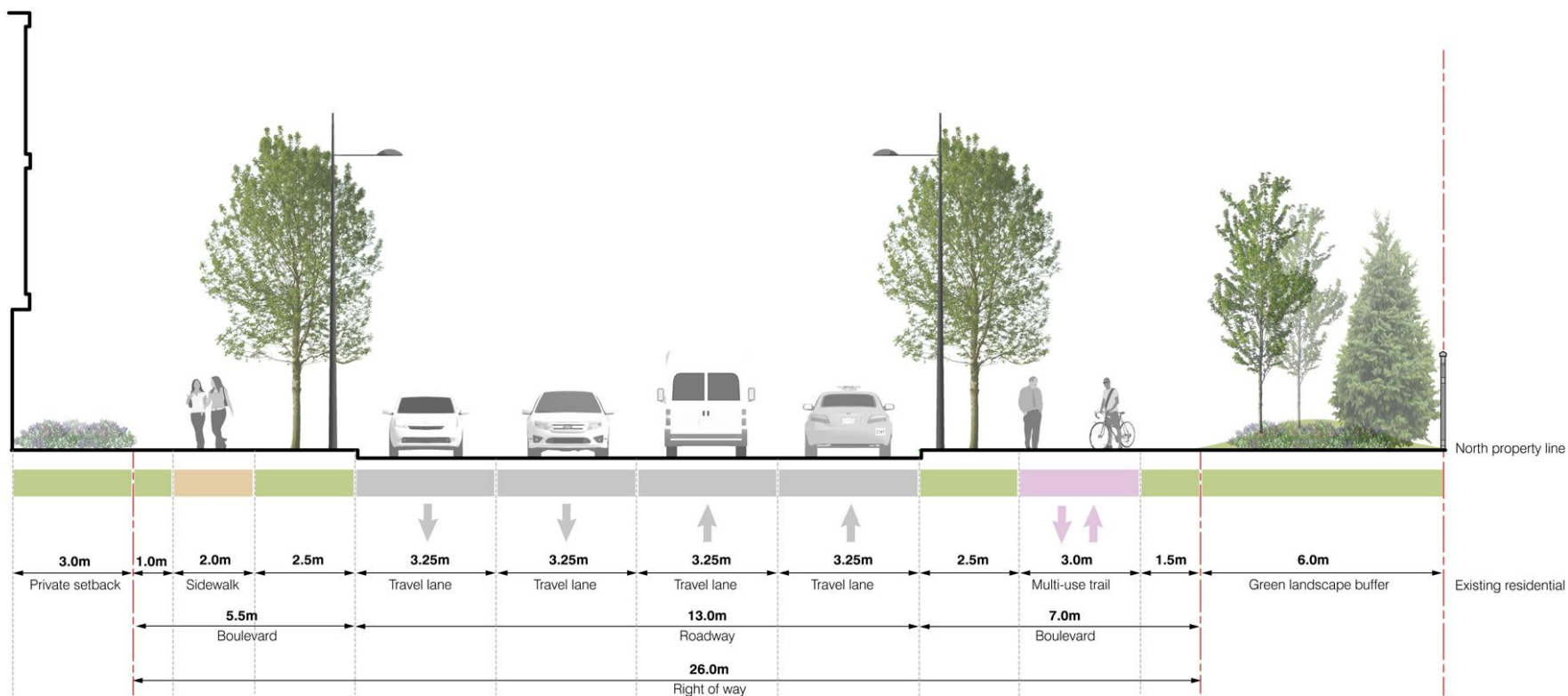
Prepared by: Malone Given Parsons Ltd.

STREET B & F LOCAL ROAD



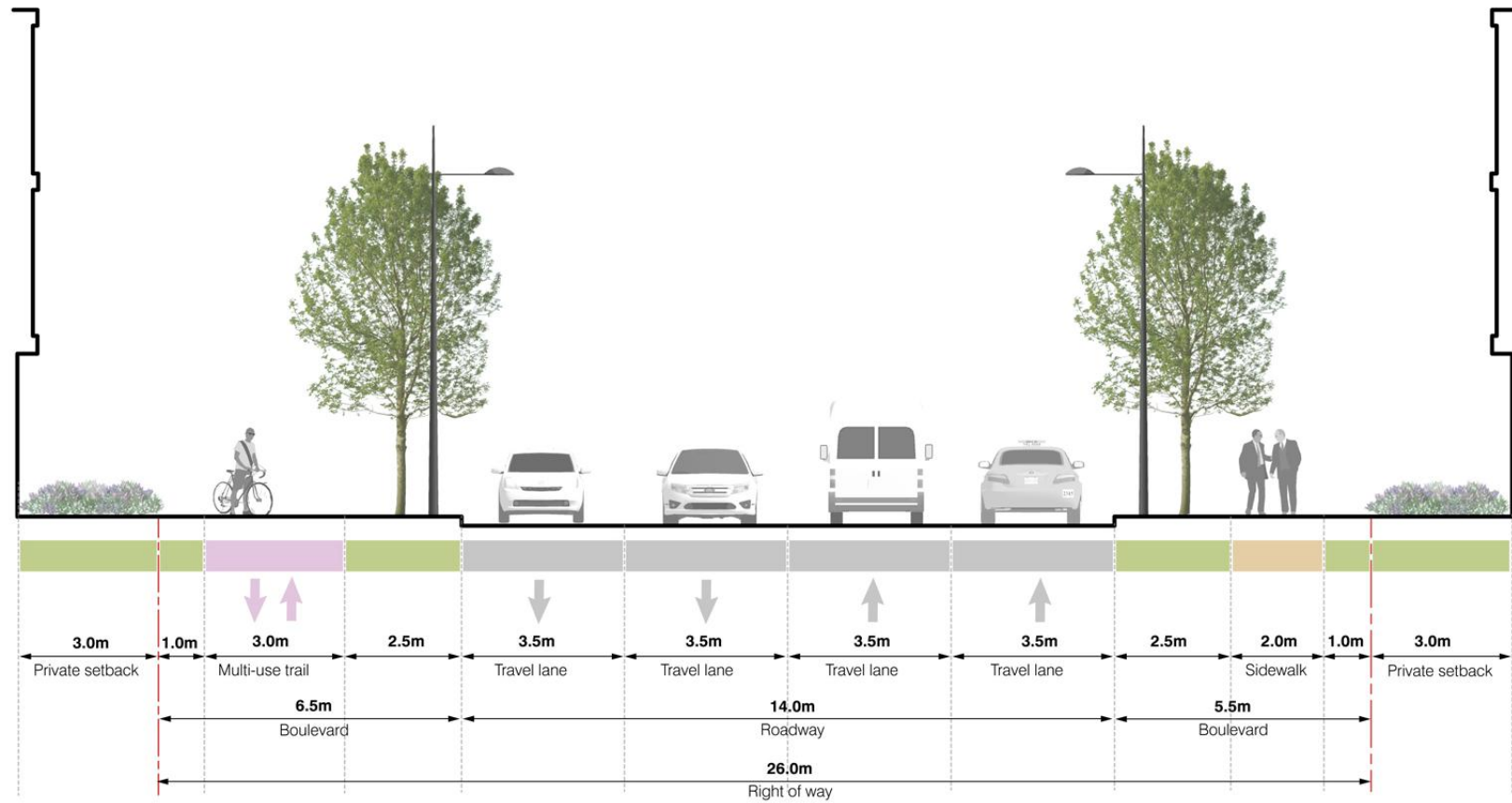
Prepared by: Malone Given Parsons Ltd.

STREET C COLLECTOR ROAD



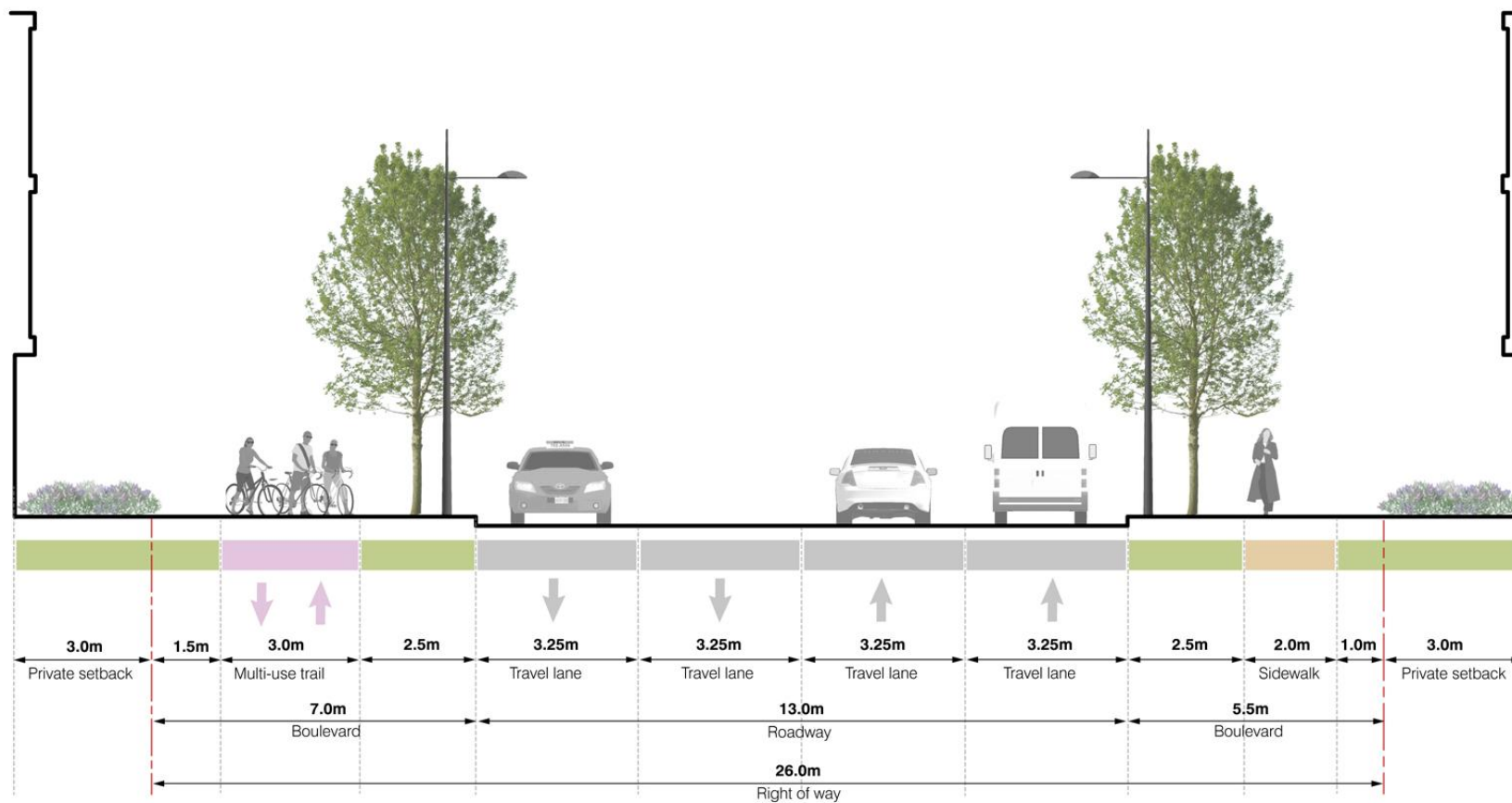
Prepared by: Malone Given Parsons Ltd.

STREET D COLLECTOR ROAD



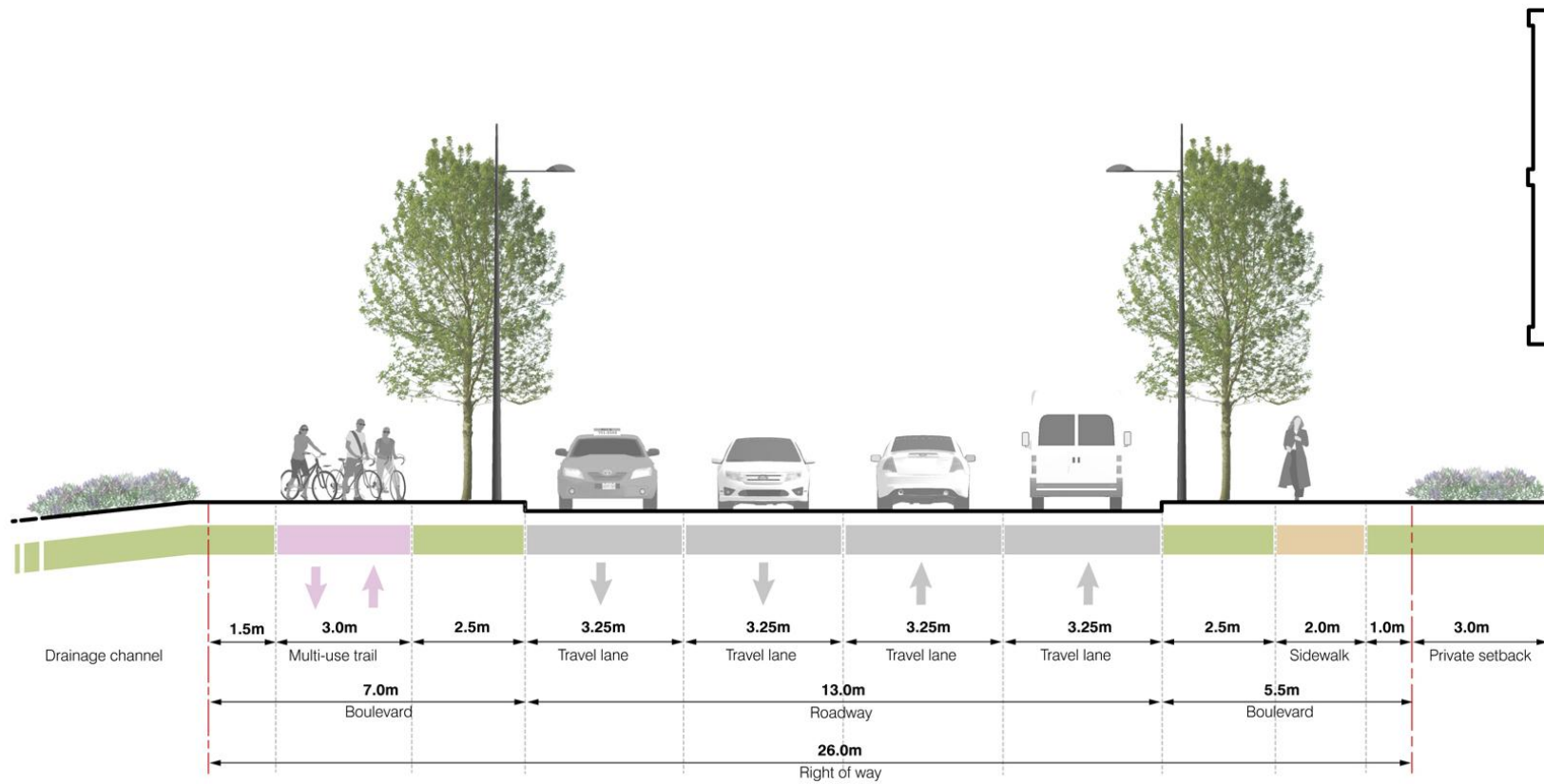
Prepared by: Malone Given Parsons Ltd.

STREET E COLLECTOR ROAD (EAST - WEST)



Prepared by: Malone Given Parsons Ltd.

STREET E COLLECTOR ROAD (NORTH - SOUTH)



Prepared by: Malone Given Parsons Ltd.

APPENDIX D: ENGINEERING PLANS

Figure 20: Stormwater Management Pond #1

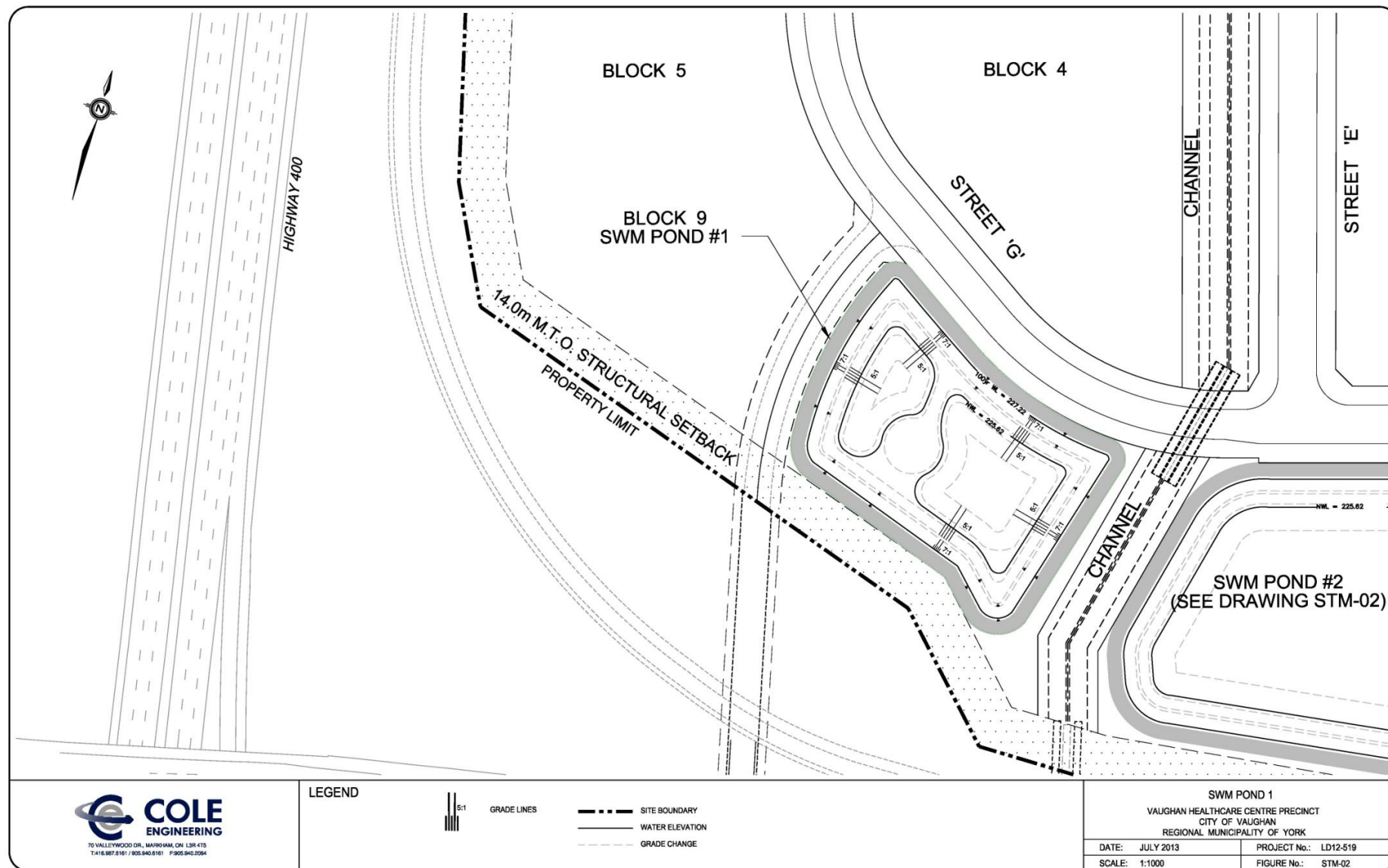


Figure 21: Stormwater Management Pond #2

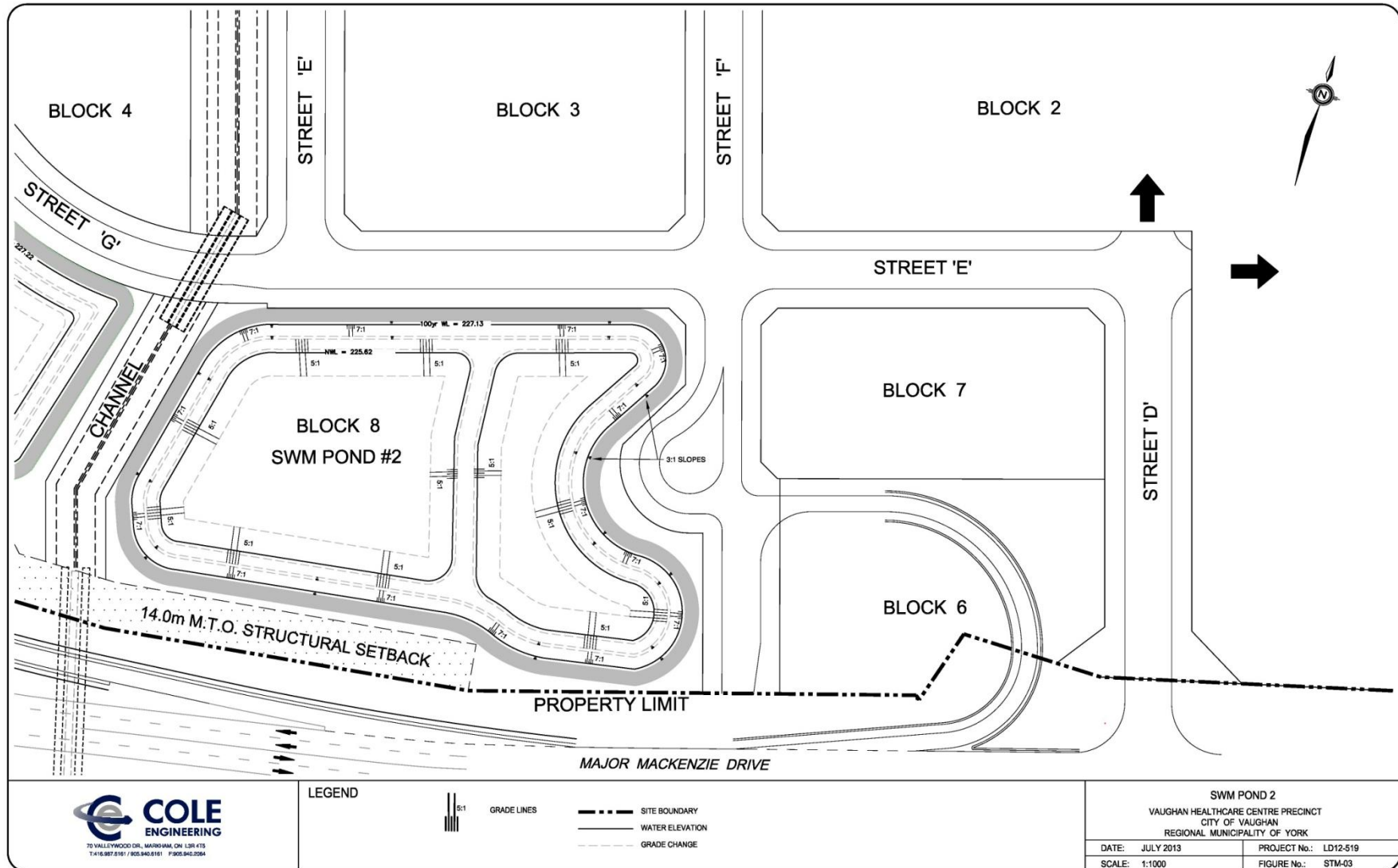


Figure 22: Channel Cross Section

