

**EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 9, 2014**

***By approving the recommendation contained in the report of the Commissioner of Planning, Interim Director of Planning/Director of Development Planning, Manager of Development Planning, and Manager of Urban Design, dated September 2, 2014.***

**The Committee of the Whole recommends:**

- ## Recommendation

1. THAT Stage 1 Master Site Development File DA.14.035 (Mackenzie Vaughan Hospital (Stage 1 of 2)) BE APPROVED, subject to the Terms and Conditions of Approval and Requirements for Subsequent Site Development Approvals set-out in Attachment #1 and the Urban Design Guidelines set-out in Attachment #1A.

Green Directions Vaughan is designed to guide the City of Vaughan toward a more sustainable future by addressing environmental, cultural, social and economic issues. The application implements the following Goal and Objective of Green Directions Vaughan:

- Objective 4.1.8 Provide continued support for the development of a future hospital for Vaughan and to continue to provide comprehensive and integrated health care to citizens

The final contribution to sustainability will be determined when the required future Stage 2 Site Development Application is considered.

There are no requirements for new funding associated with this report.

Although not required by the Planning Act or by the City's Notification Protocol for Planning Act Applications, on August 18, 2014, a courtesy notice of this Committee of the Whole meeting was mailed from the Vaughan Development Planning Department to those individuals requesting notice of related Zoning By-law Amendment File Z.13.038 and Draft Plan of Subdivision File 19T-13V007.

## CITY OF VAUGHAN

### **EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 9, 2014**

Item 38, CW Report No. 36 – Page 2

#### **Purpose**

To seek approval from the Committee of the Whole for the Stage 1 Master Site Development (MSDA) File DA.14.035, the first of a 2 stage approval process for the City owned lands shown on Attachments #2 and #3. The Stage 1 MSDA has been submitted by Mackenzie Health (leasee) c/o Zeidler Architects of the Plan Design and Compliance (PDC) team, in accordance with Infrastructure Ontario's Alternative Finance and Procurement model and Design Build Finance and Maintain process, supported by an illustrative design shown on Attachments #4 to #9.

#### **Background - Analysis and Options**

##### Location

The vacant City owned 14.7 ha subject lands shown on Attachments #2 and # 3 will be leased to the applicant, Mackenzie Health. The subject lands are located on the north side of Major Mackenzie Drive, west of Jane Street, being Block 2 on draft approved Plan of Subdivision File 19T-13V007, City of Vaughan.

##### Approval Process / Site Development Application(s) / Conditions of Site Plan Approval

Infrastructure Ontario (IO) follows a two stage process to achieve site plan approval in the Alternative Finance and Procurement (AFP) model for hospitals and other large scale projects. Mackenzie Health submitted the Stage 1 Master Site Development Application (MSDA) on May 16, 2014 (File DA.14.035), which is the subject of this report.

The Stage 1 MSDA is based on a Master Plan Illustrative Design for the public hospital prepared by the Plan Design and Compliance (PDC) team as shown on Attachments #4 to #9. Mackenzie Health is seeking approval from Vaughan Council for the Stage 1 MSDA together with the mandatory planning conditions for the Master Plan Illustrative Design as set-out in Attachments #1 and #1A, in order to provide the bidding consortia's responding to the Request for Proposals' (RFP) with a basis for their submissions. The mandatory planning conditions will be included in the Project Specific Output Specifications (PSOS) issued by Ministry of Health and Long Term Care and Infrastructure Ontario to the bidding consortia.

The Stage 2 Site Development Application will be submitted by Project Co., the winning bidder, following the review of the short listed bidders and award of the contract to the preferred proponent by the Ministry of Health and Long Term Care and Infrastructure Ontario for the new Mackenzie Vaughan Hospital.

The Stage 2 Site Development Application will be reviewed to ensure, but not limited to, appropriate building and site design, parking structure design and architectural treatment, pedestrian connectivity, access, internal traffic circulation, transit opportunities, parking, landscaping, universal accessibility, stormwater management, and servicing and grading.

Opportunities for sustainable design, including CEPTD (Crime Prevention Through Environmental Design), LEEDS (Leadership in Energy and Environmental Design), permeable pavers, bio-swales, drought tolerant landscaping, bicycle racks to promote alternative modes of transportation, energy efficient lighting, reduction in pavement, and roof-top treatment to address the "heat island" effect, green roofs, etc, will be reviewed and implemented through the Stage 2 Site Development Application process.

The Stage 2 Site Development Application will be presented to the Vaughan Design Review Panel and the applicant will be encouraged to present their plans to the Vaughan's Accessibility Advisory Committee. The Stage 2 site plan is expected to be submitted in Spring 2015.

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### EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 9, 2014

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#### Official Plan

a) The Vaughan Healthcare Centre Plan (OPA #715, as amended by OPA #725)

The subject lands are designated “Hospital Precinct Plan” by site-specific OPA #715 (The Vaughan Healthcare Centre Plan - VHCP), as amended by OPA #725, which permits the following uses:

#### Major Institutional

- A hospital with a full range of care
- Rehabilitation facilities and long-term care and other forms of residential uses related to healthcare
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b) Vaughan Healthcare Centre Precinct Plan (formerly The Hospital Precinct Plan)

The Vaughan Healthcare Centre Precinct Plan (VHCPP) prepared by the Vaughan Planning Department and the consulting team comprised of PRISM Partners Inc., Cole Engineering and Malone Given Parsons Inc. and with participation from the public, external public agencies and stakeholders was approved by Vaughan Council on November 5, 2013. The Plan identifies a servicing strategy, transportation and road network. It includes provisions respecting land use, building heights and massing, development standards, and transition with the abutting residential uses to the north. The Plan also includes sustainability policies and an urban design framework. The VHCPP 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.

c) Vaughan Official Plan 2010 (VOP 2010)

The subject lands are designated “Major Institutional” by Vaughan Official 2010 (VOP 2010), which permits major health, educational, cultural and government uses that serve a City-wide or Regional function.

The illustrative design shown on Attachments #4 to #9 conforms to the Official Plans. The Stage 2 Site Development Application shall conform to the official plans, and a condition to this effect is included in Attachment #1.

#### Zoning/Ontario Municipal Board (OMB)

The subject lands are zoned HC(H) Healthcare Zone with the Holding Symbol “(H)” by By-law 1-88, and subject to Exception 9(1400). The implementing Zoning By-law 076-2014 (ie Exception 9(1400)), was enacted by Vaughan Council on May 27, 2014. On June 20, 2014, and June 23, 2014, the City received appeals from Mackenzie Health and Vaughan resident Mrs. C. Liddy, respectively. The OMB has scheduled a 1 day hearing for these appeals on August 27, 2014 (OMB Case No.: PL140595). As a result, implementing Zoning By-law 076-2014 may be

## CITY OF VAUGHAN

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#### Item 38, CW Report No. 36 – Page 4

amended to reflect the outcome of the OMB hearing. The Stage 2 Site Development Application shall comply with the final OMB approved Zoning By-law. A condition to this effect is included in Attachment #1.

#### Illustrative Design

The illustrative site plan shown on Attachment #4 includes an 11-storey (64m) public hospital centrally located on the subject lands, with a central utility building and 4-storey parking structure to the north and west, respectively. The illustrative plan provides a total of 1803 parking spaces comprising 1,140 spaces at grade, and 663 vehicle spaces together with 120 bicycle parking spaces within the parking structure.

The illustrative landscape plan shown on Attachment #5 includes generous landscaped courtyards and the use of a variety of coniferous and deciduous trees, shrubs and ornamental grasses throughout the site. The illustrative building elevations shown on Attachments #6 and #7 include curtain wall glazing, wood and coloured accent panels.

The design elements included in the Illustrative Site Plans shown on Attachments #4 to #9 are subject to change through the Stage 2 Site Development Application process. The Stage 2 Site Plan application shall be consistent with the urban design guidelines set-out in Attachment #1A. A condition to this effect is included in Attachment #1.

#### Conditions of Approval

City staff are of the view that the Mackenzie Health Illustrative Site Plan has demonstrated the feasibility of construction of a hospital of the size proposed in the IO RFQ documents taking into account City, Region, TRCA and public agency comments and conditions based on their review of the Illustrative Plan.

The work by Mackenzie Health and their Planning Design Compliance team has led to City staff being in a position to recommend approval of the Illustrative Site Plan subject to the conditions attached to this report. The conditions generally speak to general information requirements that should accompany the future final site plan submission but also indicates areas where the City is requesting more exact and detailed technical information (e.g., detailed wind study, etc.) so that the selected proponent is knowledgeable of and in a position to respond to City requirements within the timeframes set by Infrastructure Ontario.

Further, while the Illustrative Site Plan meets the minimum requirements of the Vaughan Healthcare Centre Precinct Plan document, it is expected that Project Co. will address the conditions in the Stage 1 Site Plan Application and guidelines contained in the Precinct Plan, Urban Design Guidelines and other policy documents through innovation, attention to architectural and landscape detail and creativity.

#### Vaughan Planning Department - Cultural Heritage Division

The Cultural Heritage Division advises that the Ministry of Tourism, Culture and Sport has accepted both the Stage 1 and 2 Archaeological Assessments for the subject lands and that they have been entered into the Ontario Public Register of Archaeological Reports. The reports conclude that there are no further concerns for impacts to archaeological resources. Therefore, the Cultural Heritage Division has no objection to the Stage 1 MSDA, subject to the inclusion of standard conditions in Attachment #1 respecting notification should resources and or human remains being found and the proponent ceasing all construction activities.

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##### Vaughan Development/Transportation Engineering Department

The Vaughan Development/Transportation Engineering Department has reviewed the Stage 1 MSDA and has provided the conditions included in Attachment #1 of this report.

##### Vaughan Real Estate Division - Cash-in-Lieu of Parkland Dedication

A public hospital is an institutional use, and as such, is exempt from the requirement for parkland dedication/cash-in-lieu under the Planning Act. However, the development of non-institutional uses on the subject lands is under review. Should the Stage 2 Site Development Application propose non-institutional uses, the requirement for parkland dedication/cash-in-lieu will be determined at that time. A condition to this effect is included in Attachment #1.

##### Vaughan Development Finance and Investments Department

The Vaughan Development Finance and Investments Department has no objections to the Stage 1 MSDA. The proponent is advised that City-Wide Development Charges shall be paid to the City in accordance with the City of Vaughan, Region of York, York Region District School Board and York Catholic District School Board Development Charge By-laws. Development Charges are payable on the date a Building Permit is issued at the rate in effect at that time. Special Service Area Development Charges, if any, shall be paid immediately upon entering into this agreement. A condition to this effect is included in Attachment #1.

##### Vaughan Public Works Department, Waste Management Division

The Public Works Department, Waste Management Division has reviewed the Stage 1 MSDA and have no objection to the proposed waste management strategy for the public hospital. The Stage 2 Site Development application shall be consistent with the City's Waste Collection Design Standards policy. A condition to this effect is included in Attachment #1.

##### Canada Post

Canada Post has no objection to the Stage 1 MSDA and will apply the institutional delivery policy (single point of call) at the Stage 2 site plan stage, if approved. A condition to this effect is included in Attachment #1.

##### Enbridge Gas Distribution

Enbridge Gas Distribution has no objections. The proponent must contact Enbridge Gas Distribution for service, meter installation, and to ensure all gas piping is installed prior to the commencement of site landscaping, subject to the conditions set out in Attachment #1.

##### Toronto and Region Conservation Authority (TRCA)

The subject lands are located within the TRCA's regulated area and partially within the Regional Flood Plain of the Don River. In accordance with Ontario Regulation 166/06, a Permit is required from the TRCA prior to any work taking place on site. The TRCA has reviewed the Stage 1 MSDA and are satisfied, subject to the conditions of approval set out in Attachment #1, with respect to a technical resubmission addressing all comments outlined in a letter dated July 23, 2014, which is included in Attachment #1, Permit requirements, red-lined revisions and application fees.

##### Ministry of Transportation (MTO)

The MTO has reviewed the Stage 1 MSDA and advises that Block 2 on draft approved Plan of Subdivision File 19T-13V007 (subject lands) is within the Ministry's Permit Control Area. However, in this instance only, the Ministry has no comments/conditions for the Stage 1 MSDA (File DA.14.035). If and when, the Vaughan Healthcare Centre Precinct should expand to build out any future phases/stages, comments and/or approvals will be required from the MTO.

## **CITY OF VAUGHAN**

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Should the Vaughan Healthcare Centre Precinct require site servicing for the whole of Block 2 for Stage 1 and future stages/phases, a Building and Land Use Permit and/or Encroachment Permit(s) is required prior to any site servicing/improvements to the whole block. All necessary approvals/comments from the MTO must be obtained. A condition to this effect is included in Attachment #1.

#### **Relationship to Vaughan Vision 2020/Strategic Plan**

This report is consistent with the following initiatives set forth in the Vaughan Vision 2020/Strategic Plan:

i) **Plan and Manage Growth & Economic Vitality**

The application implements the City's Official Plan #715 as amended by Official Plan #725 (The Vaughan Healthcare Centre Plan) and the Vaughan Official Plan 2010 to facilitate the future development of major institutional uses.

ii) **Enhance and Ensure Community Safety/Health and Wellness**

The application implements the City's strategic initiative to provide continued support for the development of a future hospital for Vaughan and to continue to provide comprehensive and integrated health care to citizens.

#### **Regional Implications**

The York Region Transportation and Community Planning Department, Community Planning and Development Services Branch has reviewed the Stage 1 MSDA and have no objections subject to the conditions of approval set out in Attachment #1, with respect to pedestrian connections, transit, access, technical requirements, water resources, noise, streetscape, permits and fees.

#### **Conclusion**

The Vaughan Planning Department has reviewed the Stage 1 MSDA (File DA.14.035) in consideration of extensive consultation with Mackenzie Health and the PDC team together with comments received from City departments and external public agencies and is satisfied that the Terms and Conditions of Approval and Urban Design Guidelines set out in Attachments #1 and #1A will effectively provide the successful bidding consortia (Project Co.) with a basis for their submission of the Stage 2 Site Development Application.

The Stage 1 MSDA is the first stage of a two stage site plan approval process that will facilitate the future development of a public hospital on the subject lands. This initiative is in keeping with the City's Strategic Plan and Vaughan Vision 2020: to provide continued support for the development of a future hospital for Vaughan; and, to continue to provide comprehensive and integrated health care to citizens.

Accordingly, the Vaughan Planning Department can support the approval of the Stage 1 Master Site Development File DA.14.035, subject to the Terms and Conditions of Approval and Requirements for Subsequent Site Development Approvals set out in Attachment #1 and the Urban Design Guidelines set out in Attachment #1A.

#### **Attachments**

1. Conditions of Approval and Requirements for Subsequent Site Development Approvals
- 1A. Urban Design Guidelines
2. Context Location Map
3. Location Map

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 9, 2014**

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4. Illustrative Site Plan
5. Illustrative Landscape Plan
6. Illustrative North and South Building Elevations
7. Illustrative East and West Building Elevations
8. Illustrative Building Cross Sections
9. Illustrative Building Perspectives

**Report prepared by:**

Christina Napoli, Senior Planner, ext. 8483

(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.)

September 2 2014

Mayor Bevilacqua and Council Members  
City of Vaughan  
2141 Major mackenzie Dr  
Vaughan Ont

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|----------------------|
| c 18                 |
| Communication        |
| CW: <u>Sept 2/14</u> |
| Item: <u>38</u>      |

Re: Item 38 Report 38

Dear Mayor and Members of Council

I strongly object to the approval of item 38 on report 38.

Please see the outline of the issues with item 38.

I do intend on proceeding with an appeal and may appeal this item as well.

As I have stated before, there is a need for proper public consultation and I strongly suggest public meetings be held prior to furthering of these bylaws, and approvals.

Some of the items I intend to raise in an appeal with regards to this item are outlined below. It was stated during the OMB motion brought by the City of Vaughan that many of the item and concerns raised with regards to the zoning bylaw were to be addressed in this item, however they have NOT been.

These items remain outstanding and I do intend on further appealing both because of the statements made, the lack of adherence to the OPAs and the general non-conformance in ANY of the bylaws to the OPAs and other previous land planning agreements.

I am more than willing to meet and discuss my concerns, however, to date there has not been one single response from Vaughan Council to any of the concerns I have raised specifically for any item raised in any public meeting, Committee of the Whole meeting, or generally over the past four years.

Thank you

Carrie Liddy



### Defects to Item 38

I intend on appealing this to the OMB, due to the following issues and defects in this bylaw and with OPA 715, OPA 725, in the zoning bylaw (unamended and still subject to an appeal, and amended zoning bylaw, that has yet to be approved by Vaughan Council) and:

1. This matter cannot proceed until the appeal period for the zoning bylaws 075 -2014ands 076-2014 has been exhausted.
2. The written decision has not been issued
3. Carrie Liddy intends on appealing the August 27 decision and will file an appeal within the time frame specified , which is September 27 or later
4. The 30 day appeal period is not exhausted and this item cannot be approved until the appeal period is exhausted.
5. Further more, there are amendments approved only by LAWYERS and even if through consent, Vaughan Council MUST approve the changes for which there has been no council meeting and no approval of the amendments.
6. The amendment of the zoning bylaw is not on the agenda of the Vaughan Council
7. The amendments are subject to public consultation and subject to appeal
8. I intend on objecting as the amendments do not address the defects on the zoning bylaw.
9. OPA 715, OPA 725 requirements have not been met

### Public Transportation

10. Requirements for public transportation set out in OPA 715 and OPA 725 have not been met in item 38
11. Requirements for reduction of single car use set out in OPA 715 and OPA 725 and as stated in zoning bylaw 076-2014 have not been met
12. Transportation demand plan has not been developed

13. Provision for seniors, handicapped transportation has not been met, either to meet provincial standards or OPA 715

#### Land use: Official Plan

14. Land use outlined in OPA 715, OPA 725 a) and now in as added in c) are inconsistent and contradictory
15. Land use for 87 (82) acres is not addressed in full and has several defects with OPA 715, OPA 725, contribution agreement, May/June 2009 debenture and financing agreements and as implemented or not implemented
16. The plan for infrastructure is extremely unclear in this document as to scope and detail for the 42 acres not part of the hospital primary land, which is also subject to change depending on the outcome of the appeal of the August 27 OMB motion to dismiss without a hearing

#### Public Safety

17. Requirements for public safety have not been met, as set out in OPA 715, OPA 725

#### Landscape Features

18. Landscape feature do not meet requirements OPA 715, OPA 725, or what was stated as implied and/or what is current ion zoning bylaw 076-2014, and in possible amendments to 076-2014

#### Public Consultation

19. There has been no public consultation for item 38 , and where public consultation is a requirement under OPA 715 and other previous agreements
20. The defects of previous lack of public consultation have not been remedied
21. Specific Defects
22. No provision for seniors or handicapped
23. No or inadequate allowance or provision for other handicapped use of lands

## Region of York Approval

24. No regional approvals have been obtained for this item and where some aspects of this item may require regional approval

## Financing Issues

25. There is funding in place, and no budget approved and no amendments to the 2014 budget or 2015 budget, or any future budget for infrastructure: the economic impact statement "There are no requirements for new funding associated with this report" is not correct
26. Listed issues 65 thru 69 have not been addressed and have major financial impact
27. Infrastructure funding is not in place and the budget for infrastructure funding is not been approved and there is a major impact on the budget of the City of Vaughan, which could reach as much as 400% of the current operational budget of the City, depending on the community share portion of the hospital and infrastructure costs, not yet known
28. The trust fund and debenture enacted in a bylaw in June 2009 were not implemented according to statements made during the August 27 motion to dismiss and the current budget does not demonstrate there is \$20 million in trust according to the requirement of the May/June 2009 bylaw
29. The debenture conditions terms and use have not been met

## Sustainability

30. This item does not meet sustainability requirements outlined in OPA 715, OPA 725, and as is a requirement

## Vaughan Legal Services

31. The "non-institutional uses" are not defined, and are not specifically proposed through the Stage 2 Site development do not appear on this approval, and parkland and cash in lieu for publicly owned land are contradictory and do not comply with OPA 715, OPA 725 and zoning bylaw and public policy

## Waste Public Work

32. There is no evidence the waste proponent meets the City of Vaughan Collection standards

#### TRCA Approval

33. TRCA approvals have not yet been obtained and the plan is subject to amendment once the approvals are completed
34. Section 43. A) thru f) are subject to further approval and with no standards whereby the approval could be sought

#### Pedestrian Connections

35. Pedestrian connections do not meet the requirements of OPA 715 and OPA 725
36. No provisions for seniors, handicapped as outlined in OPA 715 and OPA 725

#### Transit

37. Items 53 thru 55: are inadequate and do not meet requirements of OPA 715, OPA 725
38. There are no transportation impact studies completed and no major hub and no links to points as outlined in OPA 715

#### Region, Noise and Streetscape, etc

39. Premature and no standards and outlined detailed requirements for approval
40. Noise abatement measures for neighboring residential or residential or further use of 82 acre site have not been considered

#### Appendix Notes:

41. There is no provision for the appeal of the zoning bylaw, as is stated in report: until the appeal to the August 27 oral and further written orders has been distributed, no approvals can be permitted on this land
42. Note in 4) etc : the owner is the City of Vaughan residents and this and following paragraphs make no sense, as there is no approved "representative"

**COMMITTEE OF THE WHOLE    SEPTEMBER 2, 2014**

**STAGE 1 MASTER SITE DEVELOPMENT FILE DA.14.035  
MACKENZIE VAUGHAN HOSPITAL (STAGE 1 OF 2)  
CITY OF VAUGHAN-VAUGHAN HEALTHCARE CENTRE PRECINCT  
C/O MACKENZIE HEALTH / PDC ZEIDLER ARCHITECTS  
WARD 1 - VICINITY OF MAJOR MACKENZIE DRIVE AND JANE STREET**

**Recommendation**

The Commissioner of Planning, Interim Director of Planning/Director of Development Planning, Manager of Development Planning, and Manager of Urban Design recommend:

1. THAT Stage 1 Master Site Development File DA.14.035 (Mackenzie Vaughan Hospital (Stage 1 of 2)) BE APPROVED, subject to the Terms and Conditions of Approval and Requirements for Subsequent Site Development Approvals set-out in Attachment #1 and the Urban Design Guidelines set-out in Attachment #1A.

**Contribution to Sustainability**

Green Directions Vaughan is designed to guide the City of Vaughan toward a more sustainable future by addressing environmental, cultural, social and economic issues. The application implements the following Goal and Objective of Green Directions Vaughan:

Goal 4: To create a vibrant community where citizens, businesses and visitors thrive

- Objective 4.1.8 Provide continued support for the development of a future hospital for Vaughan and to continue to provide comprehensive and integrated health care to citizens

The final contribution to sustainability will be determined when the required future Stage 2 Site Development Application is considered.

**Economic Impact**

There are no requirements for new funding associated with this report.

**Communications Plan**

Although not required by the Planning Act or by the City's Notification Protocol for Planning Act Applications, on August 18, 2014, a courtesy notice of this Committee of the Whole meeting was mailed from the Vaughan Development Planning Department to those individuals requesting notice of related Zoning By-law Amendment File Z.13.038 and Draft Plan of Subdivision File 19T-13V007.

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to the north and west, respectively. The illustrative plan provides a total of 1803 parking spaces comprising 1,140 spaces at grade, and 663 vehicle spaces together with 120 bicycle parking spaces within the parking structure.

The illustrative landscape plan shown on Attachment #5 includes generous landscaped courtyards and the use of a variety of coniferous and deciduous trees, shrubs and ornamental grasses throughout the site. The illustrative building elevations shown on Attachments #6 and #7 include curtain wall glazing, wood and coloured accent panels.

The design elements included in the Illustrative Site Plans shown on Attachments #4 to #9 are subject to change through the Stage 2 Site Development Application process. The Stage 2 Site Plan application shall be consistent with the urban design guidelines set-out in Attachment #1A. A condition to this effect is included in Attachment #1.

#### Conditions of Approval

City staff are of the view that the Mackenzie Health Illustrative Site Plan has demonstrated the feasibility of construction of a hospital of the size proposed in the IO RFQ documents taking into account City, Region, TRCA and public agency comments and conditions based on their review of the Illustrative Plan.

The work by Mackenzie Health and their Planning Design Compliance team has led to City staff being in a position to recommend approval of the Illustrative Site Plan subject to the conditions attached to this report. The conditions generally speak to general information requirements that should accompany the future final site plan submission but also indicates areas where the City is requesting more exact and detailed technical information (e.g., detailed wind study, etc.) so that the selected proponent is knowledgeable of and in a position to respond to City requirements within the timeframes set by Infrastructure Ontario.

Further, while the Illustrative Site Plan meets the minimum requirements of the Vaughan Healthcare Centre Precinct Plan document, it is expected that Project Co. will address the conditions in the Stage 1 Site Plan Application and guidelines contained in the Precinct Plan, Urban Design Guidelines and other policy documents through innovation, attention to architectural and landscape detail and creativity.

#### Vaughan Planning Department - Cultural Heritage Division

The Cultural Heritage Division advises that the Ministry of Tourism, Culture and Sport has accepted both the Stage 1 and 2 Archaeological Assessments for the subject lands and that they have been entered into the Ontario Public Register of Archaeological Reports. The reports conclude that there are no further concerns for impacts to archaeological resources. Therefore, the Cultural Heritage Division has no objection to the Stage 1 MSDA, subject to the inclusion of standard conditions in Attachment #1 respecting notification should resources and or human remains being found and the proponent ceasing all construction activities.

#### Vaughan Development/Transportation Engineering Department

The Vaughan Development/Transportation Engineering Department has reviewed the Stage 1 MSDA and has provided the conditions included in Attachment #1 of this report.

#### Vaughan Real Estate Division - Cash-in-Lieu of Parkland Dedication

A public hospital is an institutional use, and as such, is exempt from the requirement for parkland dedication/cash-in-lieu under the Planning Act. However, the development of non-institutional uses on the subject lands is under review. Should the Stage 2 Site Development Application



propose non-institutional uses, the requirement for parkland dedication/cash-in-lieu will be determined at that time. A condition to this effect is included in Attachment #1.

#### Vaughan Development Finance and Investments Department

The Vaughan Development Finance and Investments Department has no objections to the Stage 1 MSDA. The proponent is advised that City-Wide Development Charges shall be paid to the City in accordance with the City of Vaughan, Region of York, York Region District School Board and York Catholic District School Board Development Charge By-laws. Development Charges are payable on the date a Building Permit is issued at the rate in effect at that time. Special Service Area Development Charges, if any, shall be paid immediately upon entering into this agreement. A condition to this effect is included in Attachment #1.

#### Vaughan Public Works Department, Waste Management Division

The Public Works Department, Waste Management Division has reviewed the Stage 1 MSDA and have no objection to the proposed waste management strategy for the public hospital. The Stage 2 Site Development application shall be consistent with the City's Waste Collection Design Standards policy. A condition to this effect is included in Attachment #1.

#### Canada Post

Canada Post has no objection to the Stage 1 MSDA and will apply the institutional delivery policy (single point of call) at the Stage 2 site plan stage, if approved. A condition to this effect is included in Attachment #1.

#### Enbridge Gas Distribution

Enbridge Gas Distribution has no objections. The proponent must contact Enbridge Gas Distribution for service, meter installation, and to ensure all gas piping is installed prior to the commencement of site landscaping, subject to the conditions set out in Attachment #1.

#### Toronto and Region Conservation Authority (TRCA)

The subject lands are located with the TRCA's regulated area and partially within the Regional Flood Plain of the Don River. In accordance with Ontario Regulation 166/06, a Permit is required from the TRCA prior to any work taking place on site. The TRCA has reviewed the Stage 1 MSDA and are satisfied, subject to the conditions of approval set out in Attachment #1, with respect to a technical resubmission addressing all comments outlined in a letter dated July 23, 2014, which is included in Attachment #1, Permit requirements, red-lined revisions and application fees.

#### Ministry of Transportation (MTO)

The MTO has reviewed the Stage 1 MSDA and advises that Block 2 on draft approved Plan of Subdivision File 19T-13V007 (subject lands) is within the Ministry's Permit Control Area. However, in this instance only, the Ministry has no comments/conditions for the Stage 1 MSDA (File DA.14.035). If and when, the Vaughan Healthcare Centre Precinct should expand to build out any future phases/stages, comments and/or approvals will be required from the MTO.

Should the Vaughan Healthcare Centre Precinct require site servicing for the whole of Block 2 for Stage 1 and future stages/phases, a Building and Land Use Permit and/or Encroachment Permit(s) is required prior to any site servicing/improvements to the whole block. All necessary approvals/comments from the MTO must be obtained. A condition to this effect is included in Attachment #1.

### **Relationship to Vaughan Vision 2020/Strategic Plan**

This report is consistent with the following initiatives set forth in the Vaughan Vision 2020/Strategic Plan:

i) **Plan and Manage Growth & Economic Vitality**

The application implements the City's Official Plan #715 as amended by Official Plan #725 (The Vaughan Healthcare Centre Plan) and the Vaughan Official Plan 2010 to facilitate the future development of major institutional uses.

ii) **Enhance and Ensure Community Safety/Health and Wellness**

The application implements the City's strategic initiative to provide continued support for the development of a future hospital for Vaughan and to continue to provide comprehensive and integrated health care to citizens.

### **Regional Implications**

The York Region Transportation and Community Planning Department, Community Planning and Development Services Branch has reviewed the Stage 1 MSDA and have no objections subject to the conditions of approval set out in Attachment #1, with respect to pedestrian connections, transit, access, technical requirements, water resources, noise, streetscape, permits and fees.

### **Conclusion**

The Vaughan Planning Department has reviewed the Stage 1 MSDA (File DA.14.035) in consideration of extensive consultation with Mackenzie Health and the PDC team together with comments received from City departments and external public agencies and is satisfied that the Terms and Conditions of Approval and Urban Design Guidelines set out in Attachments #1 and #1A will effectively provide the successful bidding consortia (Project Co.) with a basis for their submission of the Stage 2 Site Development Application.

The Stage 1 MSDA is the first stage of a two stage site plan approval process that will facilitate the future development of a public hospital on the subject lands. This initiative is in keeping with the City's Strategic Plan and Vaughan Vision 2020: to provide continued support for the development of a future hospital for Vaughan; and, to continue to provide comprehensive and integrated health care to citizens.

Accordingly, the Vaughan Planning Department can support the approval of the Stage 1 Master Site Development File DA.14.035, subject to the Terms and Conditions of Approval and Requirements for Subsequent Site Development Approvals set out in Attachment #1 and the Urban Design Guidelines set out in Attachment #1A.

### **Attachments**

1. Conditions of Approval and Requirements for Subsequent Site Development Approvals
- 1A. Urban Design Guidelines
2. Context Location Map
3. Location Map
4. Illustrative Site Plan
5. Illustrative Landscape Plan
6. Illustrative North and South Building Elevations
7. Illustrative East and West Building Elevations
8. Illustrative Building Cross Sections
9. Illustrative Building Perspectives

**Report prepared by:**

Christina Napoli, Senior Planner, ext. 8483

Respectfully submitted,

JOHN MACKENZIE  
Commissioner of Planning

GRANT UYEYAMA  
Interim Director of Planning, and  
Director of Development Planning

MAURO PEVERINI  
Manager of Development Planning

ROB BAYLEY  
Manager of Urban Design

/CM

## **ATTACHMENT NO. 1**

### **CONDITIONS OF APPROVAL AND REQUIREMENTS FOR SUBSEQUENT SITE DEVELOPMENT APPROVALS**

**STAGE 1 MASTER SITE DEVELOPMENT FILE DA.14.035**

**MACKENZIE VAUGHAN HOSPITAL (STAGE 1 OF 2)  
CITY OF VAUGHAN-VAUGHAN HEALTHCARE CENTRE PRECINCT  
C/O MACKENZIE HEALTH / PDC ZEIDLER ARCHITECTS  
PART OF LOT 21, CONCESSION 5, CITY OF VAUGHAN**

**TERMS AND CONDITIONS OF APPROVAL AND REQUIREMENTS FOR SUBSEQUENT SITE  
DEVELOPMENT APPROVALS ARE AS FOLLOWS:**

#### **City of Vaughan Conditions**

##### Vaughan Planning Department

1. The Stage 2 Site Development Application(s) shall comply with the City's Zoning By-law 1-88, as amended, and shall conform to all applicable Official Plans and be consistent with the Vaughan Healthcare Centre Precinct Plan.
2. The Stage 2 Site Development Application shall be consistent with the Urban Design Guidelines set-out in Attachment #1A.
3. The proponent shall agree to notify both the Ministry of Tourism and the City of Vaughan Planning Department, Cultural Heritage Division immediately in the event that:
  - a) Archaeological resources are found on the property during grading or construction activities, to which the owner/proponent must cease all grading or construction activities.
  - b) Where human remains are encountered during grading or construction activities, the owner/proponent must cease all grading or construction activities. The owner/proponent shall contact York Region Police, the Regional Coroner and the Registrar of the Cemeteries Regulation Unit of the Ministry of Consumer and Business Services.

##### Vaughan Development/Transportation Engineering Department

4. The Proponent is required to provide detailed design plans, drawings and stormwater management report for Block 2 of the Vaughan Healthcare Centre Precinct Plan in accordance with the Construction Drawings prepared by Cole Engineering and approved by the City of Vaughan.
5. Detailed site plans will be required for Block 2 on Plan of Subdivision File 19T-13V007 for the Vaughan Healthcare Centre Precinct to meet the detailed design and specifications as per the requirements in the City's Site Plan and Site Servicing Engineering Criteria Guide (S.P.C.G.), Appendix I to Attachment No. 1, dated February 2011, as amended.
6. The Proponent is required to provide a detailed Stormwater Management Report as per the requirements in the S.P.C.G for Block 2 on Plan of Subdivision File 19T-13V007.
7. The Proponent shall submit a Lighting Plan for the site plan.

8. The Proponent shall provide a Noise Report to address noise sources from the Vaughan Healthcare Centre Precinct Plan on the existing residential neighbourhoods.
9. The Proponent shall adhere to the design guidelines of the City for access and fire routes.
10. The Proponent shall provide detail Erosion and Sediment Control Plans and outline a monetary program.
11. The water network system to be metered at the property line with backflow preventers as per City's standard and requirements.
12. The Proponent to address any Subdivision Agreement requirements.
13. The Proponent is required to submit the Site Servicing and Stormwater Management Report for Block 2 to Cole Engineering for compliance and approval with the approved Engineering Drawings and Stormwater Management requirements at no cost to the City. (Note: Cole Engineering may impose a cost for their review time and approval).

#### Environmental

14. The Proponent shall address conditions of approval 1 and 2 as per memorandum provided by our Environmental Engineer, dated July 22, 2014. (Appendix 2 to Attachment No.1).

#### Transportation/Sustainable Transportation

##### Walking and Accessibility

15. A sidewalk(s) should be installed on Major Mackenzie Drive in front of the Vaughan Healthcare Centre site to the property line, subject to ongoing discussions between the City of Vaughan, Mackenzie Vaughan Hospital and York Region.
16. Each of the parking lot areas provide pedestrian routes that are enhanced with adjacent landscaping on one side where possible. There should be hard surface breaks provided in the landscaping to allow pedestrian access to/from the walkway.
17. Where there are uncontrolled courtesy crossing(s) proposed, ladder crosswalk pavement markings are not recommended as they are used for controlled crossings, which would create a false sense of security on the part of pedestrians. Instead, these crossings should be enhanced through, for example, sidewalk extensions, textured pavement, or thermoplastic markings. In addition, pedestrian-scale lighting is recommended to help motorists detect pedestrians.

##### Cycling

18. The Pedestrian and Bicycle Circulation Plan outlines multi-use pathways on private roads that tie in with the proposed cycle network for surrounding City streets. Multi-use pathways do not typically fit within the City's standard for 17.5m or 23.0m rights-of-way due to underground services.
19. In regard to the Pedestrian and Bicycle Circulation Plan, the Street "E" multi-use pathway is planned for the south boulevard, and the Street "B" multi-use pathway is planned for the east boulevard and shall be in accordance with the Precinct Notification Drawings for Block 2.
20. The Pedestrian and Bicycle Circulation Plan outlines a multi-use pathway on the west side of the north-south private road (located on the east side of the parking structure). This multi-use pathway will provide a beneficial connection to cycle parking in the parking structure and connect to the multi-use pathway planned for Street "D". However, the multi-use pathway is not outlined

on the Site Plan or Landscape Plan. The suggested minimum width of multi-use pathways is 3.0m as per Ontario Traffic Manual Book 18: Cycling Facilities.

21. The proposed development includes both long term cycle parking for staff, and short term cycle parking for visitors. Staff and visitor cycle parking should be separated.
22. Long term cycle parking (for staff) should be shown on the Floor Plan or Site Plan. Cycle parking should be conveniently located in a locked separate location (e.g. cycle storage rooms, cages, or bike lockers) with a dedicated entrance if possible.
23. Short term parking (for visitors) should be shown on the Site Plan and Landscape Plan. The proposed rack/stand type should be identified in the Landscape Details. Cycle parking should be provided for each main entrance, and should consist of bike stands, preferably sheltered. Medium-high security stands are recommended with in-ground mount, which permits the bicycle frame and both wheels to be locked to the stand (e.g. inverted 'U' stand).

#### Transportation Demand Management

24. The Proponent is strongly recommended to coordinate with Smart Commute North Toronto Vaughan to develop a multi-year partnership prior to Site Plan approval.
25. A Transportation Demand Management Plan will be developed by the Hospital that will clearly define a lead contact to provide periodic reviews of the plan and manage implementation. The plan shall serve as a living document that works to reduce single-driver auto mode share and enhance alternative modes of transportation to and from the Hospital.
26. The Proponent shall submit a Traffic Report and address, access study/management, traffic control, pedestrian and bike circulation review, private road needs (width), signage, turning movements, waste management and limit access to East/West Collector Road.

#### Vaughan Legal Services Department, Real Estate Division

27. The proponent shall acknowledge that non-institutional uses proposed through the Stage 2 Site Development application are subject to the requirement for parkland dedication and/or cash-in-lieu, which is payable on the date a Building Permit is issued at the rate in effect at that time in accordance with the City's Cash-in-Lieu Policy.

#### Vaughan Development Finance and Investments

28. City-Wide Development Charges shall be paid to the City of Vaughan in accordance with the City of Vaughan, Region of York, York Region District School Board and York Catholic District School Board Development Charge By-laws. Development charges are payable on the date a building permit is issued at the rate in effect at that time. Special Service Area Development Charges, if any, shall be paid immediately upon entering into this agreement.

#### Vaughan Public Works Department, Waste Management Division

29. The Proponent shall satisfy all requirements of the Vaughan Public Works Department, Waste Management Division, respecting the City's Waste Collection Design Standards policy.

#### **Canada Post**

30. The Proponent shall satisfy all requirements of Canada Post, including but not limited to the institutional delivery policy (single point of call) for mail delivery requirements.

### **Enbridge Gas Distribution**

31. The proponent shall agree to:
- a) Discuss installation and clearance requirements for service and metering facilities with the Enbridge Customer Connections Department.
  - b) If the gas main needs to be relocated as a result of changes in the alignment or grade of the future road allowances or for temporary gas pipe installations pertaining to phased construction, all costs are the responsibility of the proponent.
  - c) In the event that easement(s) are required to service this development, the proponent will provide the easement(s) to Enbridge Gas Distribution at no cost.

### **Power Stream Inc.**

32. The proponent shall satisfy all requirements of Power Stream Inc.

### **Toronto and Region Conservation Authority (TRCA)**

33. The Proponent shall provide a detailed technical resubmission package addressing the outstanding TRCA comments as provided in a Letter dated July 23, 2014, and noted in Conditions 37 to 47 below. These comments and requirements may be subject to change in the event there are changes to the Site Plan.
34. The Proponent shall successfully obtain and complete appropriate phases of a Permit under Ontario Regulation 166/06 (Development, Interference with Wetlands and Alterations to Shorelines and Watercourses) that includes: culverts under Major Mackenzie Drive, stormwater pond(s) construction, channel realignment and restoration, and site grading for the Vaughan Healthcare Centre Precinct. Construction associated with this Permit is required to have completed channel construction and culvert remediation works under Major Mackenzie Drive as part of the servicing works for the Vaughan Healthcare Centre (Contract 1) in order to ensure hospital grading and construction can begin outside of the flood plain.
35. That the Stage 2 Site Development Application be subject to red-line revisions in order to meet the requirements of Condition 33, if necessary.
36. The Proponent shall submit the Site Development Application and Clearance Fee of \$6,825 to the TRCA.
37. The Proponent shall submit an erosion and sediment control plan(s) which includes the following:
- a) detailed notes for the retention of an environmental inspector for the duration of the project along with schedules for inspection, repairs, maintenance and reporting;
  - b) revised base drawing reflecting the condition of the site prior to construction, based on pre-grading and Erosion and Sediment Control (ESC) plans, prepared by Cole Engineering;
  - c) removal of straw bales except when spread for erosion protection or to support double row silt fencing. Rock check dams or rolled product designed for swale installation are recommended.
38. The Proponent shall replace *Berberis spp.* with an appropriate native, non-invasive species on the landscape plan.

39. The Proponent shall provide confirmation if the area shown in the Storm Water Management (SWM) Report - Table 1 is based on the full rooftop area and accordingly adjust either the imperviousness of the area or the area of 0% impervious. The Proponent is also to provide more details on the type of green roof and thickness of the growing medium in order to confirm storage capabilities.
40. The Proponent shall confirm that the landscaped areas are not draining towards a catchbasin in order to maximize the infiltration capabilities of the natural area.
41. The Proponent shall provide confirmation that the level of runoff from the site is sufficient to maintain the permanent pool size required to provide quality treatment. In addition, the Proponent is to confirm if the level of on-site retention proposed as part of the site may result in a recommendation to decrease the permanent pool sizing.
42. The Proponent shall confirm if the future hospital ancillary structure was considered as part of the water balance calculation, or if the area was considered as landscaped. The Proponent shall confirm the future scenario is considered in the design calculations.
43. a) The Proponent shall confirm if the landscaping could be incorporated into the Low Impact Design (LID) layout for the parking areas with landscaping, whereby the parking surface is graded towards the landscaping, and the landscaped areas could provide a bioswale filtration treatment to a catchbasin prior to the infiltration chamber.
- b) The Proponent shall confirm if the vegetated area surrounding the parking area in catchment 126 is not usable for an LID, or that the parking area in catchment areas 126, 128, and 130 could be combined to an infiltration tank under the landscaped area associated with catchment 129/130.
- c) The Proponent shall confirm if the swale at the south end of the site has sufficient depth to be converted to a bioswale, and have portions of the road Right-of-Way (ROW) adjacent to the swale discharge to the area for quality and water balance treatment
- d) The proponent shall confirm if the parking structure in catchment 131 can be drained and treated in the adjacent infiltration chamber.
- e) The Proponent shall confirm if the main Hospital roof that is currently not treated by a Green Roof system could be drained to a rain harvesting system to help water the surrounding landscape.
- f) The Proponent shall confirm if there are opportunities for converting any trunk storm sewers in the ROW to perforated pipes or infiltration based conveyance units.
44. a) The Proponent shall add the following note to the Erosion and Sediment Control Sections: *"The ESC strategies outlined on the plans are not static and may need to be upgraded/amended as site conditions change to prevent sediment releases to the natural environment. The TRCA Enforcement Office will be contacted immediately should the erosion and sediment control plans change from the approved plans. Failed ESC measures will be repaired immediately."*
- b) The Proponent shall adjust ESC Note 2 to reflect the use of heavy silt fencing, referencing a geotextile material to have a non-woven density of Terrafix 270R or equivalent.



- c) The Proponent shall add an ESC note providing engineering staff and TRCA enforcement officer contact information in the event of a change to plans. Please note for the Vaughan area, the TRCA Enforcement Officer is Brian Moyle, (416) 661-6600 ext 5299
45. The Proponent shall separate ESC Note 3 to reflect the following:
- a. Inspection of the proposed erosion and sediment control measures will occur:
    - i. On a weekly basis;
    - ii. After every significant rainfall event;
    - iii. After significant snowmelt events; and
    - iv. Daily during extended rain or snowmelt periods.
  - b. All damaged ESC measures should be repaired and/or replaced within 48 hours of the inspection.
  - c. Disturbed areas left for 30 days or longer must be stabilized (seed, sod, cover with erosion control blanket).
46. The Proponent shall provide a series of ESC plans which reflect the multi-staged endeavour, similar to the Phase 1 infrastructure construction work. In addition, the proponent is to provide a memo outlining the staging and construction plan for the site, including ESC drawings associated with the major works (i.e., separate plans for stripping and grading, construction works once the road network is established, and construction ESCs for the building construction, based on the staging plan).
47. The Proponent shall provide ESC plans which show the following:
- a. Reference for where all ESC notes and details can be found.
  - b. Provision of a temporary sediment pond prior to discharging to the downstream SWM pond, including any details, sections, and decommissioning notes as required.
  - c. Designation of a location for the concrete wash out and a design detail pertaining to the concrete wash out measure chosen.
  - d. Demonstration of how all LIDs will be constructed in a manner that protects any infiltration mediums from sediments, and how these units will be separated from sediment movements during subsequent construction stages.
  - e. All stockpile locations and associated ESC measures at the base of the stockpile.
  - f. A note that any temporary swales and/or sediment control ponds are to be immediately stabilized (vegetation, erosion control blankets, etc).
  - g. If dewatering is required for building foundations, illustration showing where the pump will be discharged and any associated ESC measures.
  - h. Clarification of how cut-off swales will be crossed during stripping operations. These swales are assumed to be erosion protected, and crossing with equipment would comprise erosion protection and swale form.
  - i. Placement of rock flow check dams at specified intervals within the swale in the attempt to reduce the velocity of the flow. The rock check dams are to be placed such that the height of the subsequent check dams must be equal to the elevation of the base of the

previous dam. The proponent is to clearly show the proposed locations of the rock check dam and provide supporting calculations.

48. The Proponent shall update the details on the ESC plans to comply with the *Erosion and Sediment Control Guidelines for Urban Construction* document such that sediment fencing and mud mats are in line with the ESC document. In addition, the Proponent is to confirm use of only heavy duty silt fence for this site, ensuring that the geotextile material should have a non-woven density of 270R or equivalent.

#### **Ministry of Transportation (MTO)**

49. The proponent shall satisfy all requirements of the Ministry of Transportation (MTO).

#### **York Region**

##### **Pedestrian Connections**

50. The Proponent shall design and construct to the satisfaction of York Region, and in consultation with the City of Vaughan:
  - a) A pedestrian walkway connection from the north side of the eastern underpass under Major Mackenzie Drive to the main public entrance of the hospital, and
  - b) A pedestrian connection(s) from the intersection of Jane Street and Major Mackenzie Drive to the main public entrance of the hospital.
51. These walkways shall include, but is not limited to, pedestrian illumination, and shall be constructed in accordance with Regional and local municipal standards and shall meet AODA (Accessibility for Ontario's with Disabilities Act) requirements.
52. These walkways shall be constructed at the sole expense of the proponent.

##### **Transit**

53. The Proponent shall provide, to the satisfaction of York Region, a lay-by area at the main entrance of the hospital for York Region Mobility Plus and Community Bus Services. The lay-by must be designed in a manner that allows Mobility Plus vehicles to access and leave the lay-by area in a forward motion without having to back-up or reverse.
54. The Proponent shall provide a York Region Transit (YRT) bus stop at the southwest corner of the intersection of Street "E" and Street "D" to the satisfaction of York Region Transit.
55. The Proponent shall provide, to the satisfaction of York Region and in consultation with the City of Vaughan, pedestrian connections between the bus stop and hospital entrances.

##### **Access**

56. The Proponent shall provide, to the satisfaction of York Region, supporting documentation justifying the need for an additional access to the site on Major Mackenzie Drive.
57. Should York Region, at its sole discretion, permit the proposed access to Major Mackenzie Drive, the following conditions will apply:
  - The proposed access shall be restricted to right-in and right-out movements only.

- The Proponent shall be required to extend a median island on Major Mackenzie Drive from either the Jane Street/Major Mackenzie Drive or Street "D" Major Mackenzie Drive intersections to 30 metres past the proposed driveway to physically restrict access at this location to right-in and right-out movements. This median shall be designed and constructed to Regional standards, and at the sole expense of the proponent.
- The access shall provide connectivity between Major Mackenzie Drive and the main public entrance of the hospital, as well as Street "D" and Street "A".
- The proposed access shall be located between 130 metres to 270 metres east of intersection of Street "D" and Major Mackenzie Drive, measured from centreline to centreline.
- The access shall not be located in the taper section of the westbound right turn lane at the Street "D" and Major Mackenzie Drive. The proponent shall be required, at its own expense, and to the satisfaction of York Region, to make appropriate modifications to the right turn lane, to accommodate the design, should it be required.

#### Technical Requirements

58. Prior to final Site Plan Approval and the execution of the Site Plan Agreement, the following is required to be undertaken by the proponent:
- a) An engineering design shall be submitted to York Region's satisfaction, of all civil works in or adjacent to the Regional right-of-way of Major Mackenzie Drive. This submission shall include, but is not limited to, the construction of the access, median island extensions, modifications to the existing right turn lane, grading at the property line and in the boulevard, and boulevard treatments.
  - b) A detailed Traffic Management Plan shall be submitted for any civil works on Major Mackenzie Drive. This Traffic Management Plan shall demonstrate that the works can be completed without any lane closures.
  - c) A Grading Plan and a Storm Water Management Report shall be submitted to satisfy York Region that storm water flows from up to and including a 100 year storm shall not overflow onto the rights-of-way of Major Mackenzie Drive and Jane Street.
  - d) York Region shall be satisfied that grades along the ultimate property lines of Major Mackenzie Drive and Jane Street match the grades approved by the Region as part of the subdivision engineering approval for grading in the boulevards, issued to the City of Vaughan under Regional File D19 -14.001.V
  - e) Erosion and Sediment Control plans showing that a construction access to the site shall only be obtained from the future signalized intersection of Jane Street and Street "A", and shall be so located and designed to eliminate the risk of mud-tracking onto the Regional right-of-way of Jane Street.
  - f) Utility and Servicing plans shall be submitted identifying all service installations, connections and/or relocations, including hydro, telecommunications, gas, cable, water, sewers, etc. within the Regional right-of-way.
  - g) York Region shall be satisfied that all servicing shall be internal to the site, unless a direct lateral connection is required to existing services within the Regional rights-of-way of Major Mackenzie Drive and Jane Street.

- h) York Region shall be satisfied that all service connections within the Regional rights-of-way comply with applicable local municipal, Regional and Ministry of the Environment (MOE) standards and guidelines and that these services will not conflict with existing or proposed utilities.
- i) York Region shall be satisfied that no open cut construction methods will be used in the event that a service has to cross the right of way of either Jane Street or Major Mackenzie Drive
- j) York Region shall be satisfied that minimum vertical and lateral clearance of aerial cable systems, minimum spacing and cover requirements are to the satisfaction of the applicable utility authority.
- k) York Region shall be satisfied that no above-ground and underground structures, no appurtenances, hoarding, shoring systems, crane swing or construction equipment will encroach onto the Region's right-of-way.

#### Water Resource Conditions

- 59. Prior to Final Approval, the execution of the site plan agreement, or the issuance of any conditional permits and commencement of any associated construction, the proponent shall arrange, to the satisfaction of the Water Resources group of York Region, for the proper assessment, design, and supervision of temporary construction dewatering on the subject property. The assessment, design and construction of the construction dewatering system(s) shall be based on conservative estimates of groundwater levels given that current groundwater levels may be influenced by third-party groundwater control systems in the area.
- 60. Prior to Final Approval, and the execution of the site plan agreement, or the issuance of any conditional permits and commencement of any associated construction, if dewatering discharge is proposed to Regional or local infrastructure, the proponent will be required to obtain a dewatering discharge permit from the Region's Environmental Service Department. A dewatering permit application is available on line at [www.york.ca/sewer](http://www.york.ca/sewer) use or by contacting 905-830-4444, extension 75097.

#### Noise Conditions

- 61. Prior to Final Approval and the execution of the Site Plan Agreement, the proponent shall engage the services of a consultant to prepare and submit for review and approval, a noise study to the satisfaction of the Transportation and Community Planning Department, and the City of Vaughan, recommending noise attenuation features.
- 62. The proponent shall construct/implement, at their cost, the noise attenuation features recommended by the approved noise study, to the satisfaction of the Transportation and Community Planning Department and the City of Vaughan.

#### Streetscape

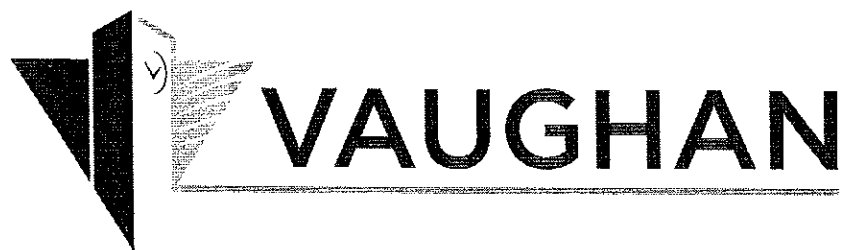
- 63. The proponent shall design and construct streetscaping in the Major Mackenzie Drive and Jane Street boulevards abutting the site in accordance with York Region's Designing Great Street 'Urban Avenue' streetscape typology, and include any additional streetscaping as required by the City of Vaughan.
- 64. Prior to Final Approval and the execution of the Site Plan Agreement, the proponent shall submit Streetscape design plans to implement the requirements of the condition for review and approval by York Region and the City of Vaughan.

### Permits and Fees

65. The proponent will be required to obtain a Road Occupancy Permit from the Transportation and Community Planning Department *prior to commencing any work on Regional right-of-way*. The Road Occupancy Permit will be issued once the proponent has supplied proof that the Regional Finance Department, is in receipt of securities and a certificate of insurance.
66. Prior to Final Approval and the execution of the Site Plan agreement, the proponent will be required to submit a review fee as per By-law No. 2010-15. The fee for Site Plan Application review is \$1,200 minimum or 7% of the estimated cost of works on the Regional right-of-way, whichever is greater.
67. Prior to Final Approval and the execution of the Site Plan agreement, the proponent shall deposit to the Regional Transportation and Community Planning Department, Development Approvals Section, payable to The Regional Municipality of York, security in the form of a Certified Cheque or Letter of Credit to the satisfaction of the Regional Commissioner of Finance in a sufficient amount to cover the costs of the required works within the right-of-way of Major Mackenzie Drive and Jane Street, the conveyance of lands and the construction/implementation of noise attenuation features as recommended by the approved noise study.
68. Prior to Final Approval and the execution of the Site Plan agreement, the proponent shall submit to the Regional Transportation and Community Planning Department, Development Approvals Section, a certificate of insurance on the Region's form, completed to the satisfaction of the Region's Manager of Insurance and Risk, naming The Regional Municipality of York as an additional insured with respect to the Commercial General Liability policy. The proponent shall maintain the insurance in effect until all site works have been completed and accepted by the Region. The certificate of insurance shall specify: for a liability insurance amount of not less than \$5,000,000 per occurrence, and Non-Owned Automobile Liability and Owned Automobile Liability Insurance for limits of not less than \$2,000,000 per occurrence for each. In addition, the Region requires confirmation of WSIB coverage. In the event that participation in Workers Compensation is not required or has been opted out of, the Region requires confirmation of Employer's Liability in an amount not less than \$2,000,000 per occurrence.
69. The proponent shall, prior to Final Approval and the execution of the Site Plan agreement, deliver to the Legal Services Branch of the Region a certified cheque in the sum of \$770.00 made payable to The Regional Municipality of York, towards the legal and administrative expenses of the Region in the preparation and processing of this Agreement.

### Nav Canada

70. The proponent shall satisfy all requirements of Nav Canada.



ENGINEERING DEPARTMENT

**SITE PLAN**

**AND**

**SITE SERVICING**

ENGINEERING CRITERIA GUIDE

***"PARTNERS WITH THE ENVIRONMENT"***

*February 2011*

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## **1.0 INTRODUCTION**

This Site Plan and Site Servicing Criteria Guide has been developed to assist the site plan applicant, consultant and contractor to achieve a comprehensive approach Site Servicing Permit/Site Plan engineering approval. This guide is intended to supplement the City's Design Criteria by summarizing the design requirements for site plans.

An application for a Site Servicing Permit may be made in conjunction with/or in addition to an application for Site Plan approval. The Site Plan application should be made through either the Community Planning Department or the Building Standards Department and the Site Servicing Permit application should be made through the Building Standards Department, depending on whether the site plan is classified as a "complex site plan" or a "simple site plan". As a rule of thumb, a site that abuts a major road and/or is a commercial development usually goes through the "complex site plan" 'DA' process and therefore the Community Planning Department would coordinate the application. A "simple site plan" 'BP' is coordinated through the Building Standards Department.

Either coordinating department will ask the Engineering Department to review the application.

The information that follows will assist the applicant in achieving a satisfactory engineering submission for both the Site Plan application and the Site Servicing Permit application.

It should again be noted that in both cases the Engineering Department does not receive submissions directly from the applicant, rather the applicant submits to the appropriate coordinator either in the Community Planning Department or the Building Standards Department, as explained above.

The applicant shall provide the following items as part of the first engineering submission for both the site Plan application and the Site Servicing Permit application.

- (1) four (4) sets of site plan drawing(s); (Engineering Servicing & Grading Plans)
- (2) two (2) stormwater management reports;
- (3) professional engineer's seal, signature and date shall be included on the plan (s), drawings(s) and stormwater management report;
- (4) four (4) copies of Environment Site Assessment Study; (if required)  
Site Screening Questionnaire
- (5) where a site is situated within an unassumed subdivision, the site servicing and grading plan(s) and stormwater management report shall have been reviewed and certified on the plan(s) for grading and stormwater management features, and the drawings(s) certified by the consulting engineer responsible for the design of the subdivision;
- (6) water and sewage allocation to be confirmed;
- (7) traffic impact study or parking supply review report circumstances warrant that: required;
- (8) noise study if required; and
- (9) soil report if required



## **2.0 GENERAL ENGINEERING DRAWING REQUIREMENTS**

The following is a list of general requirements for the engineering drawings:

- (1) 1:200; 1:250; 1:400; 1:500 or other common metric scale
- (2) legible and clear
- (3) north arrow/legend
- (4) geodetic contour and elevations
- (5) bench mark reference data used
- (6) lot, concession, municipal address and/or "M" and lot number or "R" Plan and part number
- (7) a key plan indicating site location and nearest roads
- (8) planning file number either DA (complex) or BP (simple)
- (9) name of applicant
- (10) name and address and fax number of firm preparing the site plan
- (11) name and address of noise consultant who prepared report for this site plan (if applicable)
- (12) general notes as detailed in Appendix "A"
- (13) Site Address
- (14) Site Statistics including parking spaces required and provided
- (15) Sum Summary

## **3.0 SERVICES**

All existing utilities and structures as well as proposed services within the site and adjacent boulevards shall be detailed on the site servicing drawings(s) and grading plan(s). The owner and/or his representative shall determine the location of all under/aboveground utilities and structures by consulting the appropriate authorities or utility companies concerned. The owner shall prove the location of all such utilities and structures and assume all liability for and including restoration to original conditions/adjustment to finish grade to the satisfaction of the City and the affected authorities.

The site servicing drawing(s) and grading plan(s) shall include the locations and details of the following existing and proposed utilities, structures and services:

### Existing and Proposed Aboveground Services

Each lot, block or severed lot/block shall be serviced with one set of connections as per Standard I-2. No new-shared connections are allowed.

- (1) municipal roads - to show full road allowance widths
- (2) sidewalks and walkways
- (3) manhole tops
- (4) catchbasins and ditch inlets/outlets
- (5) headwall(s) with safety grate and handrail
- (6) hydrants and secondary valves
- (7) valve boxes/chambers/domestic waterbox
- (8) curbs, curb depressions and driveway curb cuts including opposite side (all accesses opposite subject site)
- (9) light standards and hydro/telephone poles
- (10) nearby signs, traffic signs
- (11) easements and reserves
- (12) retaining walls with handrails if greater than .6m and berms
- (13) nearby driveways and site accesses, including those across from or adjacent to site
- (14) fences and handrails
- (15) utility transformer boxes, vaults, chambers, pedestals and conduits
- (16) trees, bushes and hedges
- (17) existing structures to be demolished and/or retained
- (18) 0.3m reserves

### Existing and Proposed Underground Services

- (1) Sanitary and storm sewers, manholes and catchbasins, showing the pipe materials, lengths, diameters, slopes, connection inverts and ground or rim elevations.
- (2) Watermain services (domestic and fire lines) to the building with pipe materials, lengths, diameters, obvert elevations and crossing elevations at sewers and manholes.  
All elevations including slope % and finished elevations at property line.

- (3) Manholes and valve chambers for service connections to be located at 1.0m off street line on private property, as per City Standard Drawing I-2.
- (4) Curb boxes and service valve boxes to be located in green area outside the limits of the driveway.
- (5) Plan of Profiles of proposed new services on City's right of way.
- (6) Location of water meter and square footage of building.

#### **4.0 SITE USES**

Identify the proposed use for the site and abutting property use, i.e.:

- (1) warehouse storage and distribution
- (2) process industries
- (3) office space
- (4) restaurants and banquet facilities
- (5) retail and wholesale commercial
- (6) automotive service station
- (7) residential condominium developments with private roads and services
- (8) drive-thru for car washes, banks, fast food, etc.

#### **5.0 ACCESS AND CIRCULATION**

The access to and within the site shall be designed to the City's requirements to ensure adequate traffic movement. In order to permit organized, well spaced and coordinated access points onto collector, feeder and arterial roads, the use of single mutually shared access points at property limits is encouraged. The following requirements shall be detailed on the drawing(s):

##### **(i) Residential Condominium Site Plans/Industrial and Commercial Site Plans**

- (1) Entrance driveway widths;
  - a) ingress and egress driveway, 7.5m minimum or 9.0m for large trucks use;
  - b) a driveway which serves the movement of trucks to and from a loading space shall have a maximum width of 13.5m as per By-Law 1-88;
  - c) or in accordance to the recommended entrance design of the approved traffic impact study, to the satisfaction of the City.

- (2) Entrance driveway radii: minimum 7.6m; or 9.0m for large truck use;
- (3) Entrance driveways shall be constructed with heavy duty asphalt paving from back edge of the municipal curb or edge of pavement to the property line (area to be highlighted on the drawing) in accordance with the following specifications;
  - a) 50mm compacted depth of HL3 asphalt - top course
  - b) 75mm compacted depth of HL8 asphalt - binder course
  - c) 150mm compacted depth of 20mm diameter crusher run limestone - granular base
  - d) 300mm compacted depth of 50mm diameter crusher run limestone - granular base
- (4) Driveway entrance shall have setback of a minimum of 1.0m clear from all aboveground services or other obstructions.
- (5) Driveway entrance curbs are to be discontinuous at the municipal sidewalk and tapered back 600mm minimum.
- (6) Existing roadway curb and gutter to be continuous through the proposed new driveway entrance(s) along with the municipal sidewalk.
- (7) Existing municipal sidewalk through a driveway shall be removed and replaced with a 200mm thick sidewalk, as per City Standard Drawing E-1.
- (8) Show driveway curb cuts.
- (9) Show fire routes and turning radii, Indicate sufficient maneuvering area for access to front loading doors by semi-trailer truck or smaller shipping trucks as appropriate. Verify with CAD based software like Auto Turn or equivalent.
- (10) Parking layout design and stall size (include handicapped spaces). List zoning required and proposed parking supply.
- (11) Pick-up/drop-off zones shall be shown when required.
- (12) Show garbage disposal/loading area (drive-in or external).
- (13) Show the proposed snow storage locations.
- (14) Townhouse unit driveway minimum width 3.0m or as per By-law 1-88 of City of Vaughan.
- (15) Show parking layout.
- (16) Internal roads in condominium complex to be designed and constructed to the latest City specifications to the satisfaction of the Engineering Department.
- (17) Greater than forty units, requires two access points to the site plan.
- (18) Show traffic sign(s) and street name signage.
- (19) Show street lighting for private road.

- (20) Show Sign(s)/Traffic Sign(s) and pavement markings such as stop bars or directional arrows. Busy internal driveway junctions must be controlled by signs and markings.

## **6.0 PEDESTRIAN AND BICYCLE TRAFFIC**

A pedestrian, walking and bicycle route shall be provided to all main entrances for commercial development sites.

The network of pedestrian and cycling infrastructure routes and facilities should be connected to public sidewalks, walkways, multi-use trails, bus pad/shelter areas, and ensure safe and convenient travel within the plan.

The following requirements shall be detailed on the drawing(s):

1. The pedestrian walkway shall be a continuous system and separated from vehicle traffic.
2. A pedestrian walkway shall have a minimum width of 1.2 metres clear from the overhand of vehicles.
3. Directional signage shall be used to facilitate cyclists and pedestrian movements.
4. Lighting arrangements shall be provided for pedestrian walkways and cycling routes.
5. Ensuring convenient and direct connections to transit stops and stations.
6. Maximizing connections to significant destinations, including **Intensification Areas**, employment clusters, schools, institutions and other key public places.

## **7.0 GRADING**

Lot grading to be in accordance with the overall approved subdivision lot grading plans when available. The proposed grading and drainage design shall ensure that (i) run-off is self contained on site and not adversely affect abutting properties, and (ii) positive drainage is provided on all developing and existing properties. The following items must be addressed and detailed on the drawing(s):

- (1) Grades are to match the adjacent properties and/or approved lot grading, as per Subdivision Engineering Drawings.
- (2) All elevations are to be geodetic.
- (3) Overland drainage grass swales shall be graded at a minimum 2% and a maximum 5% ground slope. Underground/aboveground ramps that exceeds 5% slope to be heated and contoured.
- (4) Pavement shall be graded at a minimum 0.5% and a maximum 5% slope (may be greater at loading bays).
- (5) Slopes in landscaped areas and on berms shall not exceed 3 horizontal to 1 vertical (3:1).

- (6) Landscape berms shall not encroach on to the boulevard.
- (7) Indicate the elevations on all points of grade change at reasonable intervals.
- (8) Centre line of road elevations abutting the site.
- (9) Existing elevations and features a minimum 20 metres beyond the site.
- (10) External storm drainage areas.
- (11) All drainage to be confined on its own lands and discharged to approved outlets.
- (12) Should retaining walls be required, the following items shall be detailed on the drawing(s):
  - a) appropriate construction detail including filter fabric and subdrain or alternative drainage to the satisfaction of the City;
  - b) shall be designed and certified by a professional engineer specialized in structural engineering with seal, signature and date affixed to the construction detail when higher than 1.0m. The design must be accompanied by calculations clearly demonstrating that it is structurally satisfactory and suitable for the particular location;
  - c) handrail/ guard/ fence required when height exceeds 0.6m to reduce any public hazard. The structural stability of the wall must be able to withstand the extra force exerted by the fence as well as the earth loads.
  - d) A retaining wall which exceeds 1.0m in height must be set back from the nearest property line a distance equal to its height where residential abuts residential as per By-law 1-88.

The installation if greater than 1.0m to be inspected during construction and certified in writing by a Structural Engineer as to conformity to design and suitability for the site conditions along with the Geotechnical Engineer as it is related to the existing ground conditions prior to the construction of the retaining wall.

## **8.0 STORMWATER MANAGEMENT**

All stormwater runoff is to be controlled to the specified runoff rate adopted for the original subdivision, or to the City's current Design Criteria. The following information and documents shall be included as part of the application.

A stormwater management report signed, sealed and dated by a Professional Engineer which details:

- (1) Techniques used to control storm runoff to the allowable runoff rate.
- (2) Method and volume of storm water storage (Rational Modified Method).

A servicing drawing(s) shall include details as follows:

- (1) The stormwater runoff coefficient.
- (2) The proposed methods of stormwater storage, identifying the roofhopper controls, orifice controls, and on-site storage areas including volume and high water elevation.

- (3) Provide cross sectional detail of the control structure identifying the orifice size, connection inverts, and high water level as per City Standard Drawings I-4 (minimum orifice diameter - 100mm).
- (4) Minimum 50mm freeboard above the top water elevation.
- (5) Maximum ponding depth of 150mm at catchbasins Residential.  
Maximum ponding depth of 300mm at catchbasins (may be greater at loading bays) for Industrial or Commercial.

Backflow preventers are not permitted to be used as control devices in storm sewers.

- (7) Orifice plates are not permitted to be used as control devices.
- (8) All rim elevations on service lids and covers.
- (9) Elevations on top of curb and all accesses (i.e., ramps, finished floors, loading bays).
- (10) Storm sewer design sheets.
- (11) Provide one (1) control manhole at property line. (No internal controls are permitted.)
- (12) Grading notes # 8 and #9.

## **9.0 OTHER APPROVAL DOCUMENTS**

- (1) Sanitary, storm and water service connections which are not in place on the municipal road allowance to the property line shall be arranged for installation by the City on payment of installation costs by the owner. To initiate the installation of the service connection(s), the owner shall file an application immediately with the Public Works Department which includes a copy(s) of the approved site plan drawing(s) with the Department's approval seal and if required a copy of the Regional Approval Schedule as per the executed Site Plan Agreement.
- (2) The applicant is advised that following the City's approval of the site plan drawing(s), MOE application forms (3 sets co-signed by the City if required) will be required by York Region. The applicant shall forward two sets of the executed application forms to York Region's Environmental Services Department.
- (3) In the event that the dedication of a 0.3m reserve is required to facilitate driveway access to a site, the owner shall prepare and register, at its expense, a reference plan detailing the portion of the reserve to be lifted to the satisfaction of the City. The City or Region of York (dependant on jurisdiction) will register the legal transfer documents at the owner's expense. The approval of the Site Plan will be subject to the 0.30m reserve being lifted.
- (4) Easements in favour of the benefitting owners are required for common services. The applicant shall prepare and register all necessary reference plan(s) and municipal mutual agreements.
- (5) The owner shall pay the costs of the registration of road dedication by-law to the satisfaction of the City, if required.

- (6) A letter of certification on the “as Constructed” and “as built” site servicing and grading plan(s) and stormwater management report Appendix “b” signed, dated and sealed by a Professional Engineer will be required prior to the City’s inspection for the release of any Letter of Credit. The engineer shall certify that all the stormwater management components (i.e., roof hopper controls, orifice control, and stormwater storage volumes) and grading included associated works have been completed in accordance with the approved site plan and stormwater management report, as shown on Appendix “B”. If applicable, we will also require a certificate from the noise consultant, sealed, signed, and dated by a Professional Engineer certifying that the recommended noise attenuation measures have been implemented in the development in accordance with the noise report noted in the site plan agreement. All site plan inspection requests must be made through the Reserves and Investments Department. Any request for inspections, accompanied with an “As constructed” site servicing and grading plan(s) certified by a Professional Engineer that is submitted prior to September 15 of each year, will be assured an inspection of the site prior to October 31. Site plan inspections are suspended during the winter months, typically from November to April.

## **10.0 REFERENCES**

- a. Design Criteria - Engineering Department
- b. Design Standard Drawings - Engineering Department
- c. Site Plan Criteria Guide
- d. Urban Design Guidelines - Planning Department
- e. Lot Grading Design Criteria - Building Standards Department
- f. Transportation Related Development Review Guidelines (draft) - Engineering Department
- g. Policy and Procedures for Dealing with Contaminated or Potentially
  - Contaminated Sites
  - Attachment 1 and 2 or
  - Appendix E and F



## **APPENDIX “A”**

### **STANDARD NOTES FOR SITE PLANS**

The following notes shall be shown on the site plan drawings(s):

- (1) Standard drawings of the City of Vaughan constitute part of the site plan drawing(s).
- (2) All construction work to be carried out in accordance with the requirements of the Occupational Health and Safety Act and Regulations for construction projects.
- (3) The Owner shall retain the services of his consultants to ensure required inspection reports and or certification requirements are submitted to the Engineering Department and other affected City Departments.
- (4) The Owner and/or his representative shall rectify all disturbed areas to original condition or better and to the satisfaction of the City.
- (5) The location of all under/above ground utilities and structures is approximate only and where shown on the drawing(s) the accuracy of the location of such utilities is not guaranteed. The owner and/or his representative shall determine the location of all such utilities and structures by consulting the appropriate authorities or utility companies concerned. The owner shall prove the location of such utilities and structures and shall assume all liability for damage or restoration or adjustment for the same.
- (6) Any conflicts with existing services shall be rectified at the Owner's expense.
- (7) Sanitary and storm control manholes shall be in accordance with City Standard Drawings M-1 and M-3. Frame and cover shall be McCoy HM331 or approved equal. The manholes shall be benched to the obvert (top) of pipes.
- (8) All sanitary manhole covers in the ponding areas to be water tight sealed covers.
- (9) All catchbasins shall be installed in accordance with City Standard Drawing K-4. All catchbasin frames and covers shall be McCoy HM311 or approved equal.
- (10) All industrial/commercial/condominium watermain connections shall be constructed in accordance with City Standard Drawings I-2, I-3 and I-5.
- (11) Watermain shall have a minimum vertical separation of 0.5m and horizontal separation of 2.5m between any sewer or manhole.
- (12) Hydrants to be installed as per City Standard H-4 with 1.0m minimum clear from all obstructions.
- (13) Entrance driveways shall be constructed with heavy duty asphalt from the back of the municipal curb or edge of pavement to the property line (area highlighted on drawing(s) in accordance with the following specifications:
  - a. 50mm compacted depth of HL3 asphalt - top course

- b. 75mm compacted depth of HL8 asphalt - binder course
  - c. 150mm compacted depth of 20mm crusher run limestone - granular base
  - d. 300mm compacted depth of 50mm crusher run limestone - granular sub-base
- (14) All concrete curb from existing road curb to street line shall be barrier curb OPSD 600.110. All concrete curb heights shall be 150mm unless otherwise noted. Entrance driveway curb to be discontinuous at sidewalk and tapered back 600mm minimum.
  - (15) All required curb cutting at entrance driveway and curb depressions at sidewalk crossings shall be installed to the satisfaction of the City.
  - (16) Existing roadway curb and gutter to be continuous through the proposed new driveway entrance(s) along with the municipal sidewalk.
  - (17) Sidewalk to be 200mm thick through entrance driveway entrance per City Standard E-1.
  - (18) Frost collars are to be provided on curb stops and valve boxes when located within the limits of the driveways.
  - (19) Entrance driveways shall be setback a minimum clearance of 1.0m from all aboveground services or other obstructions.
  - (20) Appropriate construction details should be provided for retaining walls higher than 1.0m. Details shall be designed and certified by a professional engineer upon approval. Handrail/guard/fence is required when height exceeds 0.60m (as per City Standard Drawing N-6 or approved equal). Upon completion retaining walls greater than 1.0m to be certified by a structural and geotechnical engineer.
  - (21) Landscape shall not encroach on boulevard nor shall boulevard grades be altered.
  - (22) Slopes in landscaped areas and on berms shall not exceed 3 horizontal to 1 vertical.
  - (23) Pavement grades (min. 0.5%, max 5%).
  - (24) Drainage grassed swales with grades (min. 2%, max 5%).
  - (25) Outside lighting shall be directed downward and inward and designed to maintain zero cut-off light level distribution at the property line.
  - (26) Sanitary, storm and water service connections which are not in place on the municipal road allowance to the property line shall be arranged for installation by the City on payment of installation costs by the owner. To initiate the installation of the service connection(s), the owner shall file an application with the Environmental and Technical Services Division of the Public Works Department which includes 2 copies of the approved site plan drawing(s) with Department's approval seal and if required a copy of the Regional Approval Schedule as per the executed Site Plan Agreement.
  - (27) Silt fence(s) to be installed and maintained to prevent silt flowing onto adjacent lands until the completion of sodding activities.

- (28) Construction access shall be constructed with a minimum depth of 450mm crushed stone base from the municipal curb or edge of pavement to the property line, to the satisfaction of the City.
- (29) The surface of all loading spaces and related driveways, parking spaces, and maneuvering areas within the site shall be paved with a hard surface. The recommended minimum depth requirements are as follows:
  - a. 40mm compacted depth HL3 asphalt - top course
  - b. 50mm compacted depth HL8 asphalt - binder course
  - c. 150mm compacted depth 20mm crusher run limestone - granular base
  - d. 200mm compacted depth 50mm crusher run limestone - granular sub-base
- (30) Condominium unit driveways - the minimum recommended depth requirements are as follows:
  - a. 25mm compacted depth HL3 asphalt top course
  - b. 50mm compacted depth HL8 asphalt base course
  - c. 200mm compacted depth 20mm dia. crusher run limestone

Top course asphalt shall not be placed until the base course asphalt has been in place for one winter season. Other hard surfaces may be installed as approved by the City.
- (31) The Consulting Engineer shall design, implement and monitor the erosion and sediment control measures during all phases of construction on the lands in accordance with the TRCA Erosion and Sediment Control Guidelines for Urban Construction dated December 12, 2006, to the satisfaction of the City and TRCA.
- (32) All proposed parking spaces for disabled to include "Rb-93 BY PERMIT ONLY" traffic sign and pavement disabled symbol marking in accordance with City Standard Drawing.

## APPENDIX “B”

### AS CONSTRUCTED” DRAWING REQUIREMENTS

Prior to the City’s inspection for the release of the site plan letter of credit, the Owner shall provide a complete set of “as constructed” site servicing and grading plan(s), handwritten red line revisions on the plans are not acceptable, containing the following information and revisions to the satisfaction of the City. The engineer shall certify that all the storm water management components (i.e., roof hopper controls, orifice control, and stormwater storage volumes) and grading including associated works have been completed in accordance with the approved site plan and stormwater management report.

- (1) The following certification shall be sealed, signed and dated by a Professional Engineer on the “As Constructed” site servicing and grading plan:

#### CONSULTANT’S COMPLETION CERTIFICATE

I have reviewed the “as constructed” site conditions and certify that the lot line grading has been completed according to the approved drawings including all retaining walls (less than 1m), toe curbs, curbs, asphalt areas, sod areas, fencing, railing and sidewalk as shown on the approved plans that:

- A. The actual grading and appurtenant drainage works have been constructed in accordance with the approved site servicing and grading plan(s) and stormwater management report.

OR

- B. The actual grading and appurtenant drainage works have not been constructed in conformity with the approved site servicing and grading plan(s), however, the recommendations and design requirements of the approved stormwater management report have been met. The allowable stormwater outflow and stormwater storage have been attained using sound engineering principals. The site grading, drainage and storage will not adversely affect adjacent lands.

- (2) “As constructed” elevations at all lot lines, stormwater ponding areas, retaining walls, toe curbs, curbs, pipe inverts of all lot line connections, are to be shown on the approved plan and identified in the legend.
- (3) Any revised site conditions such as a deleted retaining wall, new driveway connection, relocated hydrant, etc.

A separate Geotechnical and Structural Engineer certification shall be submitted for retaining walls greater than 1m in height.

If applicable, we will also require a certificate from the noise consultant, sealed, signed and dated by a Professional Engineer certifying that the recommended noise attenuation measures have been implemented in the development in accordance with the noise report noted in the site plan agreement.

If applicable, we will also require a certificate from the electrical consultant, sealed, signed and dated by a Professional Engineer certifying that all outside lighting erected on the lands have been diffused and directed downward and inward from adjacent land uses and public streets.

All site plan inspection requests must be made through the Reserves and Investments Department. Any request for inspections, accompanied with an "As Constructed" site servicing and grading plan(s) certified by a Professional Engineer that is submitted prior to September 15 of each year, will be assured an inspection of the site prior to October 31. Site plan inspections are suspended during the winter months, typically from November to April.

Following your request for inspection to the Reserves and Investments Department for the release of Letter of Credit, each affected City Department will conduct up to two inspections per department at no additional charge. Prior to releasing the Letter of Credit, the owner shall pay for any additional inspection charge.

Please contact the Engineering Department's Construction Services Division at (905) 832-8525 if you require additional information or clarifications.

## APPENDIX 2



## memorandum

**DATE:** July 22, 2014 **[Sent Via Email]**

**TO:** Nadia Porukova, Engineering Assistant

**CC:** Christina Napoli, Senior Planner  
Tony Magliocchi, Manager of Development Services  
Andrew Pearce, Director of Development/Transportation Engineering  
Jack Graziosi, Director of Engineering Services  
Paulo Masaro, Acting Manager, Engineering Design Services  
Tabitha Lee, Cole Engineering

**RE:** **Environmental Site Assessment (ESA) Documentation Review # 2**  
**Vaughan Healthcare Centre Precinct**  
**DA14-035 (Related: 19T-13V007 & Z13-038)**

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Nadia,

In regards to the Subject Property above, I have reviewed the following additional environmental site assessment (ESA) related reports:

- Cole Engineering Group Ltd. (Cole) letter entitled "*Work Plan and Cost Estimate for Environmental Site Remediation Activities*" dated April 30, 2014;
- Cole DRAFT letter report entitled "*Closure Report – Remedial Activities – Future Vaughan Healthcare Centre, Part Lots 20 & 21, Concession 5, Vaughan, ON*" dated May 26, 2014;
- Conestoga-Rovers & Associates (CRA) Draft Memorandum entitled "*Phase Two Environmental Site Assessment Recommendations, Proposed Mackenzie Vaughan Hospital, Vaughan, Ontario*" dated July 10, 2014; and
- Cole response letters entitled "*Implementation of the Soil Management Strategy AND Recommendations for Soil Management based on CRA's Phase Two Environmental Site Assessment Recommendations, Proposed Mackenzie Vaughan Hospital, Vaughan, Ontario*" dated July 16, 2014

At this time, I am satisfied with the submitted documents to date including Cole's proposed remediation strategy and have no objections for the development application to proceed to a technical report to the Committee of the Whole.

Based on my review of the above documents, I provide additional comments to be addressed by the proponent's environmental consultant, to the City's satisfaction, as part of ESA related clearance conditions in the future Site Plan Agreement:

- 1) The final version of the Closure Report (i.e., Phase Three ESA) shall be provided to the City for our review and to our satisfaction. As part of the final version of the Closure Report, Cole will be required to include the following:

## memorandum

- a) Site Plan showing boreholes and summary of analytical results for the Additional Sampling Program conducted on April 2, 2014 to delineate EC impacts.
  - b) Site Plan, confirmatory sample results, and weigh bills following the remediation of Free Cyanide impacts identified in the CRA investigation.
  - c) Confirmation of acceptance from the Regional Municipality of York for the use of MOE Table 3 for the Subject Property.
- 2) The proponent will be required to submit a hard and electronic copy of the MOE Record of Site Condition (RSC) successfully filed on the Environmental Site Registry covering the Subject Property including the MOE acknowledgement letter and any new ESA reports relied upon for the RSC filing.

Should you wish to discuss any of the above further, please let me know.



Andy Lee, P. Eng.  
Environmental Engineer  
Development and Transportation Engineering  
City of Vaughan  
905-832-8585 x8711

## **ATTACHMENT NO. 1A**

### **CITY OF VAUGHAN - URBAN DESIGN**

#### **CONDITIONS OF APPROVAL**

##### **CONDITIONS OF MASTER SITE PLAN APPROVAL**

1. Detailed Design Plans and Drawings will be required to meet the specifications for detailed design including minimum standards for urban design and landscaping set out in the Landscape Design Guidelines Vaughan Healthcare Centre Precinct Appendix A, Urban Design Principles Vaughan Healthcare Centre Precinct Appendix B, Terms of Reference Pedestrian Level Wind Study Appendix C, Terms of Reference Sun/ Shadow Study Appendix D, Vaughan Healthcare Centre Precinct Plan Urban Design Guidelines (August 2013) Appendix E, and the Vaughan Healthcare Centre Precinct Landscape Master Plan (to be completed by Spring 2015), to the satisfaction of the City.

##### **DETAILED DESIGN PLAN APPROVAL / SUBSEQUENT SITE PLAN APPROVAL REQUIREMENTS**

###### **URBAN DESIGN**

2. Detailed site plans shall be consistent with the Landscape Design Guidelines Vaughan Healthcare Centre Precinct Appendix A, Urban Design Principles Vaughan Healthcare Centre Precinct Appendix B, Terms of Reference Pedestrian Level Wind Study Appendix C, Terms of Reference Sun/ Shadow Study Appendix D, Vaughan Healthcare Centre Precinct Plan Urban Design Guidelines (August 2013) Appendix E, and the Vaughan Healthcare Centre Precinct Landscape Master Plan (to be completed by Spring 2015), to the satisfaction of the City.
3. The design proposal is reviewed by the City of Vaughan Design Review Panel prior to the submission of the Stage 2 Site Plan, following the Design Review Panel Terms of Reference and Protocol Appendix F.

###### **URBAN DESIGN SUBMISSION REQUIREMENTS**

4. The Proponent shall submit the following drawings and documents as part of the development application process, to the satisfaction of the City:
  - a. Urban Design and Sustainable Design Brief, including a description of the overall concept and approach to how the Application meets City Policy, the Vaughan Healthcare Centre Precinct Plan, and the Vaughan Healthcare Centre Precinct Landscape Master Plan
  - b. Pedestrian and Bicycle Circulation Plan
  - c. Detailed Site Plan
  - d. Landscape Master Plan
  - e. Landscape Plans, Landscape Details, and Specifications



- f. Snow Storage Plans (may be on the Landscape Plan)
- g. Limits of Underground Parking indicated on Site Plan and Landscape Plan
- h. Grading Plan
- i. Architectural Guidelines
- j. Architectural Elevations (Black & White)
- k. Architectural Details and Specifications for exterior facades
- l. Architecture Materials Board for exterior facades
- m. Ground Floor Plan (with proposed uses and entrances demarcated)
- n. Height Analysis of the surrounding context for all tall building/ structure proposals
- o. Digital perspectives / Computer generated physical massing model depicting the proposed development and its relationship to surrounding lands
- p. Exterior Photometric Lighting Plan
- q. Public Art Strategy
- r. Pedestrian Level Wind Study in accordance with City of Vaughan Terms of Reference Pedestrian Level Wind Study Appendix D
- s. A Sun/Shadow Study in accordance with City of Vaughan Terms of Reference Sun/Shadow Study Appendix E
- t. Landscape Cost Estimates for Site Works and Streetscapes (Major Mackenzie and Jane Street)

## **STREETSCAPES**

5. The Proponent is required to provide detailed streetscape design plans, cross sections, and specifications for the north side of Major Mackenzie Drive and the west side of Jane Street, fronting Block 2, from curb to property line, in accordance to the conceptual streetscape design in the Vaughan Healthcare Centre Precinct Landscape Master Plan, to the satisfaction of the City and Regional Municipality of York.

The Proponent is required to construct the streetscapes for the segments of Major Mackenzie Drive and Jane Street fronting Block 2, from curb to property line, following the conceptual streetscape design in the Vaughan Healthcare Centre Precinct Landscape Master Plan, to the satisfaction of the City and Regional Municipality of York.

The Proponent is required to post securities and provide payments as per the City's standard site plan agreement process as it relates to the construction of streetscapes, site landscape works, and site signage.

6. The streetscapes within the site shall be integrated with the streetscape design for the Vaughan Healthcare Centre Precinct established by the Vaughan Healthcare Centre Precinct Landscape Master Plan, including paving, lighting, and furnishings.

## **EXTERIOR LIGHTING**

7. The Proponent shall submit a Lighting Plan for the approval of the City identifying all lighting fixtures and that the placement of outdoor lighting will prevent or minimize impacts on the night sky and adjacent properties. All lighting fixtures shall contain full cut-off shields that are night-sky friendly and mitigate light at the source so that no illumination projects beyond the property line.

8. Photometric plans shall be submitted for the approval of the City ensuring that minimum 5 lux for pedestrians and 6 lux for driveways are achieved.
9. All exterior lighting shall be in accordance with City of Vaughan Engineering standards.

#### ***SITE AND LANDSCAPE PLANS***

8. Landscape Plans shall be integrated and cross referenced with Storm Water Management Plans to include proposed on-site Low Impact Development (L.I.D.) measures and source controls, to the satisfaction of the City.
9. The site shall be designed at the pedestrian scale in support of fostering safe social interaction and active streetscapes.
10. The site shall include clearly defined gateways shown on Figure 6 in VHCP and identify key view corridors and vistas for wayfinding and placemaking purposes.
11. The site shall provide a hierarchy of multi-modal streets and pedestrian walkways to create a safe, comfortable, and walkable environment as a basic ingredient of vibrant urbanism.
12. To enhance connectivity to allow for ease of travel by multiple modes of transportation, the design of the circulation network shall connect with the Precinct's urban street grid, with consideration given for multi-modal and/ or pedestrian links to connect Street C to D (north-south) and Street A to F (east-west).
13. The design of the pedestrian circulation system within the site shall provide for interconnection with the multi-use (recreational) path system outlined in the Vaughan Healthcare Centre Precinct Plan and the Vaughan Healthcare Centre Precinct Landscape Master Plan.
14. The pedestrian and cycling routes shall incorporate the following features:
  - a. Wayfinding signage and other visual cues (surface markings, textured edges, change in colours, etc.) for route identification and pedestrian orientation.
  - b. Pedestrian-scaled illumination along the route with emphasis at crossings, gathering areas, gateways, and building entrances.
  - c. Clear sight lines along the route by providing visibility to destinations and eliminating potential entrapment areas.
  - d. Landscape treatments and tree-plantings along the route to assist in creating a pleasurable walking experience.
  - e. Bicycle parking facilities provided in close proximity to building entrances, along pedestrian/ cycling and multi-modal circulation routes, at nodes and key locations throughout the site such as control gathering spaces and squares.
15. The site shall be designed to include a central gathering space or "piazza", to the satisfaction of the City, that meets the following criteria:

- a. Be highly visible and accessible.
  - b. Be spatially defined for human scale with considerations of effective proportion and vertical “enclosure”.
  - c. Be animated by active uses at grade in adjacent buildings and by public or private street frontage.
  - d. Reflect high quality design and materials.
  - e. Support year round use.
  - f. Include site amenities.
  - g. Provide a comfortable sitting microclimate.
16. Surface parking lot(s) shall be designed, to the satisfaction of the City, to meet the following criteria:
- a. Be in accordance with the Vaughan Healthcare Centre Precinct Plan Urban Design Guidelines (August 2013) Appendix A.
  - b. Provide a layout of trees and planting areas to: i) reduce urban heat island effect, and, ii) to enhance views into the site from surrounding public street(s) and from the adjacent residential community to the north.
  - c. Tree planting areas designed with adequate soil volume and soil quality to support the healthy growth of trees to maturity.

## **ARCHITECTURE**

17. Active and accessible facades are required in the design and treatment of buildings at street edges along key north-south and east-west connections, to the satisfaction of the City.
18. Where feasible buildings shall be situated at or near the street edge to frame the streets.
19. Parking structure(s) shall be designed to allow for active uses facing a public street to foster a comfortable and vibrant pedestrian environment.
20. The architectural design, detailing and building materials of the parking structure(s) shall be compatible to those of adjacent buildings and structures, and shall enhance the pedestrian environment at street level, starting from the initial stage to future phases, to the satisfaction of the City.
21. The location and design of the Central Utility Plant (CUP), including stack, are to be designed to the satisfaction of the City, with the following criteria so as not to negatively impact the vistas and quality of life of the residential neighbourhood to the north of the site:
- i. Design to minimize the height of plant structures to reduce the scale of the plant and the shading of surrounding area.
  - ii. Meet the angular plane and separation distance outlined in the Precinct Plan.
  - iii. Provide a high quality architectural design to blend into the surrounding architecture and enhance the aesthetic attractiveness of the site.
  - iv. Consider incorporating art into the architecture to create an attractive landmark feature.

- v. Minimize the extent of dark surfaces to reduce the urban heat island effect.
  - vi. Incorporate state-of-the-art design features in the architecture and landscape as a showcase for green and energy efficient technologies.
  - vii. Include permanent display boards to provide information that educates visitors of the sustainability aspects of the plant.
22. Servicing, loading, waste storage areas, and building utilities/mechanical equipment shall be visually integrated with screening or enclosed within the building and not visible from the street, to the satisfaction of the City.
23. Exterior Insulation and Finish System (EIFS) shall not be used as an exterior building material.
24. Where feasible the use of glass spandrel as exterior cladding material shall be minimized.

### ***PUBLIC ART***

25. The Proponent shall incorporate opportunities for public art into the site design at publically-accessible pedestrian traffic areas, such as the piazza, intersections, walkways, and gardens.
26. The Proponent shall be required to conform with the scope and costs where feasible outlined in the City Wide Public Art Study currently being undertaken by the City of Vaughan with a scheduled completion date of 4<sup>th</sup> quarter 2015.

### ***EXTERIOR SIGNAGE***

27. The Proponent shall submit site and exterior architectural signage designs and details, to the satisfaction of the City.
28. Signage shall be integrated into the site and building design to ensure coordination of design and reduce signage clutter.
29. All signage shall be coordinated, unified and consistent throughout the site.
30. Wayfinding signage shall be integrated with the overall signage program, landscape design, and circulation routes (vehicular and pedestrian).
31. Signage shall be high quality, and comprise durable materials that are environmentally-conscious.
32. First party back-illuminated panels and signage up-lighting are permitted for hospital purposes. Third party back-illuminated panels and signage up-lighting are not permitted.

### ***PHASING PLANS***

33. Provide Phasing Plan(s) to 2029 that illustrate site planning for the build out of the hospital and ancillary buildings.

**APPENDIX A**  
**LANDSCAPE DESIGN GUIDELINES**  
**VAUGHAN HEALTHCARE CENTRE PRECINCT**

The intent of the design criteria included herein is to provide guidance to the consortia ultimately awarded the tender for design and construction of the New Mackenzie Health Hospital, and for all subsequent development phases, with respect to the detailed design of the project site and building form as the project progresses from preliminary Master Site Plan Approval to Detailed Design Site Plan Approval. The application(s) for Detailed Site Plan Approval will be reviewed in the context of these design criteria in order to ascertain the suitability of the proposal for approval. The design criteria included herein are supplemental to the Vaughan Healthcare Centre Precinct Plan Appendix A: Urban Design Guidelines (August 2013). It is intended to compliment the City of Vaughan Zoning By-law and all other applicable policies and legislative requirements of the City of Vaughan, Region of York, and Province of Ontario, and does not supersede any of these policies or legislative requirements.

The landscape design shall coordinate with the Vaughan Healthcare Centre Precinct Landscape Master Plan. The Vaughan Healthcare Centre Precinct Landscape Master Plan will include the following components:

- i. Precinct Landscape Development Concept, excluding Block 2.
- ii. Conceptual streetscape designs for Major Mackenzie Drive and Jane Street.
- iii. Conceptual and detailed streetscape designs for public streets within the Vaughan Healthcare Centre Precinct, including landscape design details and specifications for streetscape design components.

***General Standards***

1. Sustainable design features should be incorporated into the built environment.
2. The landscape design should specifically address health and wellness in the design, including such considerations as urban nature, art, materials, sunlight, “sense sensitive design”, acoustics, places of refuge, meditation and regeneration, places for children, indoor-outdoor connections, accessibility for all ages and abilities, recreation, active transportation, and a landscape design that encourages people to be outside.
3. Use landscaping treatments to define distinct site areas and to distinguish between and enhance surface parking areas, building edges and forecourts, courtyards and plazas, gardens and pedestrian areas.
4. Use landscaping to effectively screen parking areas, access and service roads, loading areas, and utilities.

***Privately-Owned Publicly-Accessible Spaces***

5. Include a hierarchy of privately-owned publicly accessible open spaces, such as urban squares, courtyards, pocket parks and landmark features, connected with the

Vaughan Healthcare Centre Precinct public realm network, to promote pedestrian activity and social interaction.

6. Privately-owned publically-accessible open spaces should be readily accessible, consist of a clear function, a distinct character, and spatial definition.
7. Privately-owned publically accessible spaces are encouraged to include recreational elements such as trails, play spaces, and spaces for gathering, eating, sitting, meditating and people-watching that people of all ages and abilities can enjoy.
8. Incorporate a varied palette of furniture that can perform well within different settings and is durable, easily maintained, and compatible with the local climate.
9. Locate seating in active pedestrian areas that support the activities of that space and are oriented towards the sun whenever possible so they can function for year round activity and facilitate pedestrian movement.
10. Locate litter and recycling receptacles in conjunction with seating areas, pedestrian entrances, parking areas, key amenity areas, and at regular intervals along circulation routes.

#### ***Rooftop Amenity Spaces***

11. Consider designing flat roofs and roof terraces as opportunities for outdoor amenity areas and gardens that implement “green” roof technologies.

#### ***Bicycle Parking***

12. Provide short-term bicycle parking near building entrances, along pedestrian/ cycling and vehicular circulation routes, at nodes and key locations, such as central gathering spaces and squares as appropriate.
13. Ensure bicycle parking areas are designed with:
  - a. A location as close as possible to building entrances without impeding pedestrian flows, and that is clearly visible along major building approach lines.
  - b. Ample clearance to not impede pedestrian circulation and snow clearing and other maintenance equipment (when bicycles are parked).
  - c. Weather protection, if possible.
  - d. Racks that secure the bicycle frame in two places and enable the bicycle frame and both wheels to be secured.
  - e. Powder coated steel racks, or a material of equal or greater durability.
  - f. Racks installed on a hard surface and held firmly in place with in-ground mount(s).

#### ***Plant Material***

14. Provide a mix of tree types (species or cultivars). The City of Vaughan provides the following guidelines for tree species diversity:

- a. No single species to represent more than 5% of the tree population
  - b. No genus to represent more than 10%
  - c. No family to represent more than 20%
- 15. Select species according to specific growing conditions and microclimates within the site for good plant health and lower resource inputs and maintenance.
- 16. Consider the use of native and adaptive plant materials that require lower resource inputs, and that support biodiversity.
- 17. Consider the food and habitat value of selected trees and plants for urban wildlife, including pollinators. However, pollinators should only be considered in specific locations along perimeter or within landscape buffers and away from building entrances.
- 18. Provide plant material that meets the following minimums.
  - a. Deciduous Trees: 3 – 3.5m height, 60mm caliper
  - b. Coniferous Trees: 1.5m height
  - c. Shrubs: 60cm height

### ***Growing Environments***

- 19. Provide an adequate growing environment (to include structural soil cells beneath pavement if needed), to support trees with the following minimum soil volumes:
  - a. Small Stature Tree (less than 8 metre spread): 16 m<sup>3</sup>
  - b. Medium Stature Tree (8 to 15 metre spread): 22 m<sup>3</sup>
  - c. Large Stature Tree (greater than 15 metre spread): 30 m<sup>3</sup>
- 20. Provide adequate spacing between trees:
  - a. Small stature tree (less than 8 metre spread): 8 metre spacing
  - b. Medium stature tree (8 to 15 metre spread): 10 metre spacing
  - c. Large stature tree (greater than 15 metre spread): 12 metre spacing
- 21. Provide minimum depth of cover for all landscaped areas:
  - a. 900 mm for tree plantings
  - b. 600 mm for shrub plantings
  - c. 400 mm for sod areas
- 22. Planting areas (including backfill) shall be free of aggregate base and other materials or construction debris deemed detrimental to optimal plant growth.
- 23. Ensure soil surface areas are adequately covered with under-storey plantings, such as shrubs, perennials, ornamental grasses and groundcover.
- 24. Ensure that all planting locations are coordinated with above- and below- ground utilities.

25. Consider the use of enhanced rooting environment techniques to promote root growth.
26. Consider installing irrigation system(s) that utilize underground storage fed by stormwater run-off.



## **APPENDIX B**

### **URBAN DESIGN PRINCIPLES**

#### **VAUGHAN HEALTHCARE CENTRE PRECINCT**

The intent of the Urban Design Principles included herein is to provide guidance to the consortia ultimately awarded the tender for design and construction of the New Mackenzie Health Hospital, and for all subsequent development phases, with respect to the detailed design of the project site and building form as the project progresses from preliminary Master Site Plan Approval to Detailed Design Site Plan Approval. The application(s) for Detailed Site Plan Approval will be reviewed in the context of these urban design principles in order to ascertain the suitability of the proposal for approval. The design criteria included herein are supplemental to the Vaughan Healthcare Centre Precinct Plan Appendix A: Urban Design Guidelines (August 2013). It is intended to compliment the City of Vaughan Zoning By-law and all other applicable policies and legislative requirements of the City of Vaughan, Region of York, and Province of Ontario, and does not supersede any of these policies or legislative requirements. The urban design principles focus on creating an environment that promotes health and wellness and a precinct that attracts investment and talent.

1. Build a health and wellness community

- Design to promote an inclusive sense of community
- Environmental health (includes ecology, ecosystem services, sustainable development)
- Active transportation
- Holistic health

2. Strive for excellence in architectural and material quality

- New developments should seek to contribute to a mix and variety of high quality architecture
- Exterior architectural and landscape finishes should exhibit quality of workmanship, durability, and sustainability

3. Design a walkable and bike-able place

- Complete streets
- Human scale
- Interest at pedestrian level
- Comfortable for all ages and abilities (such as the inclusion of benches for rest, microclimate protection, non-slip surfaces etc.)
- Functional in all four seasons
- Be supportive of transit use with clear pedestrian/ cycling connections between transit stops, the public realm network, and building entrances

4. Include different scales and types of outdoor destinations

- A fine grain network of public and publicly-accessible outdoor spaces, including connectors and destinations

- The precinct should offer a variety of destinations such as places for socializing, quiet refuge, health regeneration, children's play, recreation, meeting and transfer nodes, community gathering space, promenade, water, etc.
5. Make it navigable for everyone
    - Pedestrian and cycling amenities, such as benches, lighting, art and surface materials, can act as landmarks to guide people through the network of spaces
    - Minimize conflict between service functions and everyday pedestrian/ cycling experience
    - Clear and comfortable visual and physical connections for cyclists, pedestrians, vehicles
    - All elements within the public realm will be accessible in accordance with integrated OADA accessibility standards.
  6. Connect spaces together
    - Connect public and publically-accessible spaces together in a fine grain and permeable network
    - Connect indoors and outdoors when possible
    - Provide mid-block pedestrian connections for block lengths greater than 150 metres
  7. Delineate and define the edges
    - Design edges to reinforce the precinct's identity
    - Make the edges as spaces in themselves
    - Make edges permeable along public adjacencies
    - Create privacy for private residential adjacencies
    - Visual and noise landscape buffering where needed
  8. Create views
    - Design streets, landscape, and architecture to create a variety of inspiring views for people to look at: from patient's windows, to visually connect public and publicly-accessible spaces with each other, at gateways
  9. Treat water as a resource and amenity
    - Integrate the storm water management ponds and channel into the block fabric as designed amenity spaces
    - Design for healthy and resilient ecosystems
    - Incorporate LIDs into development

10. Mix functions and harmonize land use interfaces

- When compatible, combine uses and functions to maximize available land area and to create interesting places (e.g. watercourse, SWM ponds and public amenity space)
- Design mutually supportive interfaces between public and private realms
- Minimize negative effects of servicing and parking on the public realm
- Integrate transportation infrastructure into the finer grain urban fabric
- Integrated design

11. Make it green and sustainable

- Environmentally, economically and socially
- Provide light, air and greenery for mental and physical health
- Create pleasant microclimates
- Use tree planting to improve surface parking areas wherever possible
- Promote biodiversity
- Support ecosystem services (for pollution, noise and urban heat island effect mitigation)
- Operations and maintenance

12. Make spaces that delight and restore the spirit

- With consideration of “sense sensitive design”, materiality, nature, art, sunlight, acoustics
- Make it beautiful.

**APPENDIX C**  
**TERMS OF REFERENCE**  
**PEDESTRIAN LEVEL WIND STUDY**

Pedestrian Level Wind Study is a technical document that provides a model and written description of the impact of winds associated with development on adjacent streets, parks and open spaces. These studies are done to evaluate the impact of the wind conditions at various times of the year.

This study may be required for:

- Official Plan and Zoning By-law Amendments seeking development over 32 metres or 10-storeys, which may be asked to provide a Wind Study. The requirement for this should be discussed with the Planner and Urban Designer in pre-application consultation meetings.
- Site Plan Control applications over 32 metres or 10 storeys in height (Complex applications only).

**Content**

In the majority of instances, the content described under Final Wind Study will be sufficient to appropriately assess the impacts of proposed developments. However, a Preliminary Wind Study may be required for large sites, waterfront sites and/or sites where a substantial increase in height is requested. The requirement for, and scope of this work, should be discussed with the Planner and Urban Designer in pre-application consultation meetings.

**1. Preliminary Wind Analysis**

A preliminary wind study may be required for developments that meet the above criteria. The study will be conducted by a qualified microclimate specialist to identify any design or massing features that could create pedestrian comfort concerns.

General issues to be addressed in the preliminary wind study include the following:

- Height of the proposed development in relation to the height of surrounding structures
- The orientation and general massing of the development with respect to the primary wind directions
- Location and shape of specific design features that induce wind activity
- Orientation of the development with respect to sun angles
- Potential impact of wind speed increases created by the development on the surroundings
- Outline of basic mitigative features to be included in development design including base and podium conditions, canopies and tower orientation

As part of the preliminary study, a quantitative pedestrian comfort evaluation including a wind tunnel test will be undertaken. This study will include a minimum of 15 sensor locations. The focus of this initial study is to recommend appropriate mitigation measures that involve changes to the building design, massing and form. Changes to landscaping are not to be included in the initial study.

The assumption is that the wind flow characteristics and remedial solutions will be incorporated into tested building designs and/or will be used to modify building design to achieve appropriate wind conditions.

## **2. Final Wind Study**

Prior to finalizing the application, proposals that meet the study criteria may require quantitative wind testing by a certified wind tunnel specialist that meets the following criteria:

- **Model Scale:** The model shall be no smaller than a 1:500 representation of the proposed development and will include all buildings within a minimum of 480 m of the site, in keeping with the industry standard.
- **Test Configuration:** Unless otherwise agreed to by the City, the following conditions will be evaluated:
  - Initial conditions defined as all existing City approved development, those developments under construction and the development being proposed
  - If design mitigation is necessary to increase pedestrian comfort, the mitigation measures are also to be evaluated

Note: Development that is approved but not built for 5 years is not to be included in the test.

### **Scope of Study**

Before the final testing is done, the test sensor locations will be approved by the City of Vaughan Urban Designer. A draft proposal for sensor locations should be faxed or E-mailed to the Urban Designer for comment.

Pedestrian comfort is to be evaluated based on wind force, thermal comfort and wind chill to evaluate the comfortable use of sidewalks and open spaces for appropriate uses including sitting, standing and walking.

Areas found to be uncomfortable or severe must be accompanied with mitigation solutions. At this stage of the process, this may include landscape elements.

The submission will include:

- Eight bound paper copies of the study for distribution and review by appropriate agencies. The submission will include a letter summarizing the study, the wind impacts of the development and appropriate mitigation measures.
- One digital copy of the development massing.

**APPENDIX D**  
**TERMS OF REFERENCE**  
**SUN/ SHADOW STUDY**

Sun/Shadow Study is a technical document that provides a visual model and written description of the impact of shadows cast by a proposed development on adjacent streets, parks and properties. These studies are done to evaluate the impact of shadows at various times of day, through the year.

This Study may be required for the following applications for developments over 32 metres or 10 storeys in height:

- Official Plan and Zoning By-law Amendments
- Site Plan Control applications (Complex applications only)

Sun/shadow tests may also be requested for developments that are lower than 32 metres, in particular on rezoning applications where additional height is applied for near shadow sensitive areas (such as parks, cemeteries, etc.). The requirement for, and scope of this work, should be discussed with the Planner and Urban Designer in pre-application consultation meetings.

**Content**

The applicant may be requested to submit a proposed and final shadow study. Sun/shadow testing of alternative building massing may be required during the application review to assist in making decisions about how to achieve Council's goals regarding sun/shadows. When the massing of the application has been agreed to, a final sun/shadow study will be prepared to the following standards:

**A. The Model**

A typical model will include all streets, blocks, parks and open spaces as well as buildings to a distance adequate to show the shadow impacts during requested times.

Modeling will have two parts, the first showing the existing situation and the second showing the proposed development in its context. The proposed development context should include other approved but not built buildings within the model area. These should be indicated graphically as different from the proposal and the built context.

Shadow diagrams should be plotted in colour to a standard metric scale and include a bar scale on each sheet labeled in 1,2,5,10,20, 100 and 200m increments. A reference base plan should also be plotted at a metric standard scale.

"As of right" or other site specific applicable shadow conditions should be indicated clearly by a contrasting colour single-line overlay with explanatory notation provided in a printed legend (i.e., red for "as of right" on the subject property, yellow for approved but not yet built adjacent development).

## **B. Test Times**

Sun/Shadow tests should be done for March 21 and September 21 at 9:18 a.m., 10:18 a.m., 11:18 a.m., 12:18 p.m., 3:18 p.m., 4:18 p.m., 5:18 p.m. and 6:18 p.m.

Development that proposes additional shadow impacts on public parks or publicly accessible open space will require Sun/Shadow tests at hourly increments for both June 21 and December 21 to provide additional information on the impacts of shadows on these important public places.

Note: Additional times may be requested to respond to specific site contexts.

## **C. Format of the Study**

The final study will include:

- A letter summarizing the study and the sun/shadow impacts of the development.
- Images of sun/shadow tests using models, either real or digital, that clearly indicate the development site, its boundary, the foot print and mass of buildings within the test site, any streets, public parks and accessible open spaces.
- Images of the sun and shadow situation for the existing context and with the proposal (a single page or pages side by side are preferred as this will assist in understanding the impacts).
- 8 bound paper copies of the study for distribution and review by appropriate agencies.
- One digital copy of the development massing model.
- Large mounted versions of critical times or power point images may be requested for public meetings.

**APPENDIX E**  
**VAUGHAN HEALTHCARE CENTRE PRECINCT PLAN**  
**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 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 the 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:
  - o An Urban Design Brief or Guidelines;
  - o Architectural Guidelines;
  - o A Sustainable Development Report;
  - o A Public Realm Plan;
  - o A Streetscape Plan;
  - o A Computer Generated Building Mass Model;
  - o A Wind Study; and
  - o Sun/Shadow Study.

Ultimately, the design measures resulting from 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 comply with the appropriate accessibility standards. Roadways should be designed to an appropriate width for their context.
- 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.
- 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 shown on Figure 6 on the VHCP 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 or a Multi-use path 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 wide multi-use pathway should be provided along the north side of Street C, the west and south sides of Street 'E' (abutting the channel and stormwater management ponds) and the east 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 in a manner that does not interfere with the access, operation, maintenance, or accessibility requirements of the 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 on the south side of Major Mackenzie Drive shown on the VHCP.
- Vehicular crossings of dedicated bike lanes should be minimized.

### **Urban Design Guidelines - Public Art**

- The scope and costs for public art will be outlined in the City-wide Public Art Study currently being undertaken by the City of Vaughan with a scheduled completion date of the 4<sup>th</sup> quarter 2015.
- 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 over time. 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 with building heights declining toward the northerly boundary of the Precinct Plan area with the residential community to the north.
- A consistent transition in building heights should be provided, addressing the full length of the northern Precinct boundary from Jane Street to Highway 400.
- The transitional area should allow only Low-Rise building forms in the areas immediately adjacent to the north property boundary.
- 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.

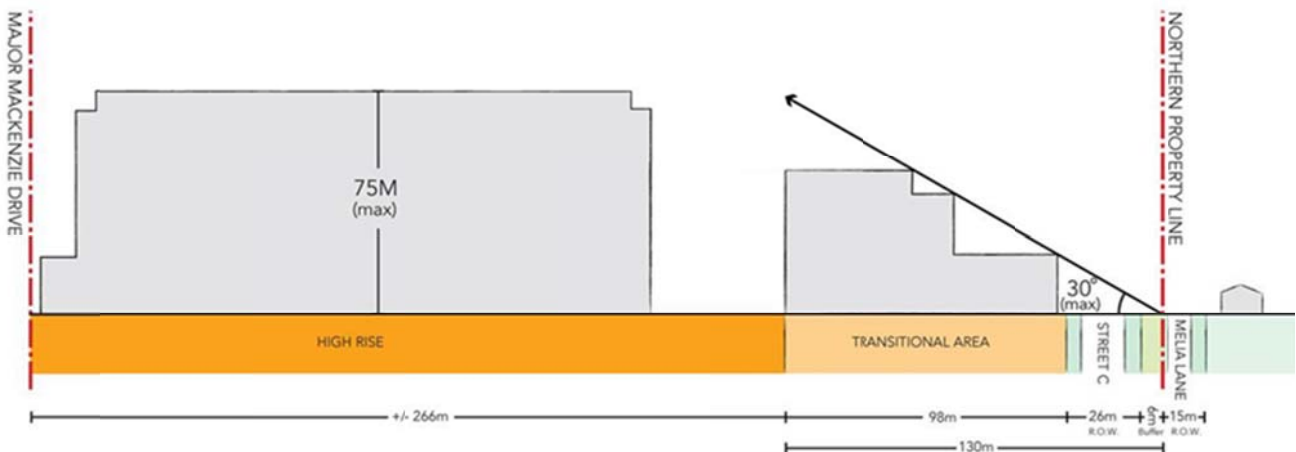
- Where building step-backs are required or considered appropriate they should provide a clear distinction between the building base, middle and top. Alternatively they may be used to define a “tower” element emphasizing verticality, therefore mitigating the mass of the building.
- High rise built forms should generally have articulated upper floors to reduce bulk and achieve a distinct skyline profile to create a landmark location visible from a distance.
- 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 an appropriate transition between land uses and buildings.
- To ensure that light, view and privacy is maintained for the existing residential neighbourhood to the north the maximum heights will be defined by a 30 degree angular plane, measured from the north property line, to a point of intersection with the maximum height permitted in the High-Rise area (75 m).
- Landscape and amenity areas can function as an appropriate buffer in locations. A minimum 32 metre non-structural setback from the north property line shall be required to provide a buffer to the residential community to the north.
- Prior to development taking place, the applicant, in consultation with the City, will undertake a 3D Visual Impact Assessment, based on visual simulation modeling, of any proposed development to illustrate the impacts on the residential area to the north. The parameters of the Assessment will be to the satisfaction of the City and will, at minimum, assess the effects from the perspective of residents on Melia Lane and LaMaria Lane or as maybe prescribed by the City. Such assessment will form the basis for any necessary mitigation measures.

This will provide assurance the design has addressed this issue.

- Landscape buffers will be established to address the needs of the individual situation. Adjacent to the residential area to the north, the landscape buffer treatment will focus on minimizing the physical presence of higher buildings to the south through reinforced planting on the intervening street boulevards to support the creation of a solid canopy sufficient to mitigate any impacts arising from the buildings to the south.



### 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 and is to be designed with the input of York Region Transit.

- 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 and coordinated with York Region Transit.
- 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 F**  
**DESIGN REVIEW PANEL**  
**TERMS OF REFERENCE AND PROTOCOL**

**1.0 Purpose of the City of Vaughan Design Review Panel**

- 1.1 The City of Vaughan Design Review Panel ("Panel") is strictly an advisory body and makes recommendations only. It does not have authority to approve or refuse projects or make policy decisions. The Panel is not intended to replace the development approval process, or the role of City Council. It provides an additional stream of consultation to enhance the City's development approval process.

**2.0 Duties of the Panel**

- 2.1 To give independent design advice and make recommendations to staff, the applicant, and their consultants on all development applications within the Vaughan Metropolitan Centre, and other areas in the City where higher density development is taking place, and where Secondary Plans are either in place or are being formulated.
- 2.2 To give design advice on the potential physical and aesthetic impact of proposed significant buildings, structures, landscapes, streetscapes, parks and infrastructure projects on the community public realm, including an evaluation of its relationship to the site and its surroundings.
- 2.3 To promote the understanding of design quality, and ensure the efforts to improve the quality of the design through the reviews of the Design Review Panel are achieved with an effective working relationship with the development industry.

**3.0 Scope of Work**

- 3.1 The Design Review Panel will evaluate development applications and major high profile public capital projects brought forward to it, and provide professional advice to City staff, on matters of design that affect the public realm, including the design of proposed buildings, site plans, structures, parks and open spaces and associated streetscapes in order to promote and uphold standards of design excellence.
- 3.2 The Commissioner of Planning or his/her designate has the discretionary authority to waive or accept projects for the review of the Panel.

**4.0 Design Review Panel Membership**

- 4.1 The Design Review Panel will be comprised of architects, landscape architects, urban designers and a transportation engineer. To establish quorum during the meetings, the Panel should not have less than seven (7) members, at least three

(3) architects, two (2) landscape architects, one (1) urban designer and one (1) other individual from a different discipline.

- 4.2 The City will issue a request for expression of interest for Panel members and will include criteria to ensure an appropriate mix of professionals with appropriate expertise.
- 4.3 City staff will nominate Panel members from expressions of interest to ensure appropriate Panel membership mix, and make recommendations for approval by City Council.
- 4.4 Panel members will be appointed for a two year term. However, the terms of Panel members will be staggered to ensure an orderly transition of new members. The terms may be extended depending on the composition of the Panel membership.
- 4.5 The Panel members are to be non-paid positions. Traveling expenses to Panel meetings will be covered by the City. The City's Planning Commission will host an annual dinner meeting as a symbol of the City's appreciation of each Panel member's commitment and contribution.
- 4.6 Each member of the Panel has the duty to advise City staff and the chair of any conflict of interest prior to a project review. If a conflict of interest arises, the Panel member shall decline to participate in the project review and remove themselves from the meeting. A conflict of interest is defined as any Panel member having a financial, personal or business interest in the project (e.g. retained as a consultant for the same project), or where multiple interests, one of which could influence, corrupt or exploit a decision, or where the appearance of a conflict exists. Any declared conflicts will be recorded in the minutes.
- 4.7 A Panel member shall cease to be a member of the Design Review Panel if absent from three (3) consecutive meetings without prior authorization from the City's Panel Co-ordinator.

## **5.0 Panel Nomination Criteria**

- 5.1 Design Review Panel members shall be highly qualified design professionals who are well respected among their peers, and have membership in one of the following professional design associations:
  - a) Ontario Association of Architects (OAA)
  - b) Ontario Association of Landscape Architects (OALA)
  - c) Ontario Professional Planners Institute (OPPI)
  - d) Professional Engineers of Ontario (PEO)
- 5.2 Each Panel member shall have a minimum 15 years of practice in their respective professional field.
- 5.3 No member shall be appointed to the Panel, if they are employees of the City of Vaughan.

- 5.4 The Panel shall have a wide range of relevant professional experience including:
- a) High quality design in the fields of architecture, landscape architecture, urban design, planning and transportation engineering;
  - b) Mix of local and international practice;
  - c) Mix of project scales;
  - d) Mix of project types (commercial, residential, institutional, parks and public space design);
  - e) Knowledge and practice of sustainable design; and,
  - f) Professional research and academic involvement.

## **6.0 Meeting Schedule**

- 6.1 The Design Review Panel is scheduled to meet the last Thursday of every month on the dates shown in the Schedule of Meetings. The meetings will start at 9:00AM at Vaughan City Hall, 2141 Major Mackenzie Drive, Committee Room #243, and the meeting schedule will be monitored by staff and adjusted, if required.
- 6.2 A maximum of three (3) projects will be scheduled for each meeting date to allow for appropriate time for members to evaluate the presentation material, and discuss and formulate their recommendations on each project.
- 6.3 Every fourth (4<sup>th</sup>) Design Review Panel meeting is scheduled as a Panel discussion to review and adjust the meeting rules and protocol as required.
- 6.4 The Design Review Panel members will nominate a Chair and Vice-Chair for a period of two (2) years.

## **7.0 Meeting Protocol**

- 7.1 The Agenda for each Design Review Panel meeting will be couriered to Panel members together with the complete presentation packages, one (1) week prior to each meeting.
- 7.2 Each project will be allocated 1 hour and 10 minutes on the Agenda with the following time restrictions:
- a) Staff Project Presentation to Panel (General Planning context overview and Urban Design Questions for Panel) – 5 minutes;
  - b) Applicant Project Presentation to Panel (Design Objectives) – 15 minutes;
  - c) Question and Answer Period through the Chair;
  - d) Remaining Time – Informal discussion and formulate recommendations to Chair.
- 7.3 At the beginning of each meeting, the Design Review Panel Chair will request all Design Review Panel members to Disclose Interest for any projects on the meeting Agenda.
- 7.4 Projects where the design work being presented will form part of a future competitive public tender, including access to information prior to the release of a

tender, which may jeopardize the competitive process contemplated for an RFP (Request for Proposal) will be held in-camera.

- 7.5 The minutes of each meeting, and recording of the Design Review Panel recommendations will be performed by the Urban Design staff from the City's Development Planning Department.
- 7.6 The Design Review Panel will provide a clear consensus to staff on Key Aspects Needing Improvement for each presentation, followed with Related Commentary.
- 7.7 Projects that have significant public realm impacts or are contentious and may end up at the Ontario Municipal Board (OMB) should not go before the Design Review Panel; however, if they do, the particular situation or possibility of an OMB appeal should be disclosed to Panel Members.
- 7.8 The Design Review Panel does not discuss height or density for projects.
- 7.9 Individual Panel Members will not be identified in the minutes; however, individual specific comments will be recorded without attribution.
- 7.10 The meeting minutes will be reviewed by the Manager of Urban Design and Chair prior to distribution to the Panel Members and Applicant in their final form.
- 7.11 The Panel Members will be asked to approve the minutes of the previous meeting, at the next scheduled Design Review meeting and will have an opportunity to comment on the minutes at that time.
- 7.12 Applicants will not have the opportunity or ability to request any changes to the minutes without agreement of 2/3 quorum of the Design Review Panel and Manager of Urban Design.

## **8.0 Project Review Timing**

- 8.1 During the development process for complex projects, design issues usually are not resolved at the pre-consultation stage, and many remain to be resolved once a formal application has been submitted, and projects subject to the Design Review Panel process will be reviewed twice as follows:
  - a) First / Schematic Review – The first review will be scheduled at the pre-consultation stage during the initial functional design of the project, to afford the possibilities of significant changes, if advised by the Design Review Panel.
  - b) Second / Final Review – The second review will be scheduled following revisions having been made, and is intended to contribute to the detailed design process of the project.

## **9.0 Meeting Procedure**

- 9.1 The Design Review Panel meetings will be open to the public, City Councillors and appropriate City staff to attend as required. The Development Planner and

Urban Designer responsible for the project will make a brief presentation to provide the Panel members with an understanding of the general planning overview and present the urban design questions that staff would like the panel to address.

- 9.2 The role of the Design Review Panel is strictly an advisory body and makes recommendations only. It does not have authority to approve or refuse projects or make policy decisions. It is an independent design advisory body to the Development Planning Department, and is not intended to replace the development planning process, or the role of Council.
  - 9.3 Development Planning Department staff will liaise with the Applicant to ensure that applications are scheduled for review at the appropriate time; ideally, the first review occurs early in the process during schematic design (pre-consultation), with the second review taking place after refinements to the application have been made at detailed design.
  - 9.4 The Applicant and their design consultant will be given an opportunity to make a brief presentation to explain the project design objectives and how it responds to the City's policies.
  - 9.5 Following the staff and Applicant presentation, the Design Review Panel will have the opportunity to ask questions of the design team on any aspect of their design proposal.
  - 9.6 The Design Review Panel will review the presentation material, followed by a discussion on the merits of the design of the project. The Panel will formulate their recommendations for the project through the Chairperson, at the end of the Design Review Panel meeting.
  - 9.7 The Design Review Panel's comments will be based on Council approved land use and urban design policies. The role of the Panel is to help staff interpret the policy for specific sites and projects, and define areas of concern that need to be resolved respecting the design of proposed developments.
  - 9.8 Following the meeting, the Commissioner of Planning or his/her designate(s) will undertake a review of the recommendations and determine the appropriate actions to be taken by the Applicant.
  - 9.9 The Manager of Urban Design will advise the Design Review Panel on actions taken, as a result of the Panel's recommendation, prior to the next scheduled Design Review Panel meeting.
- 10.0 Presentation Materials**
- 10.1 The presentation materials package for the Design Review Panel review must be submitted by the applicant not less than three (3) weeks prior to the scheduled meeting date.

- 10.2 The presentation materials package shall contain the following minimum information. At its sole discretion the City may require additional information be provided by the applicant.

| Document   | First/<br>Schematic<br>Review | Second/<br>Detailed<br>Design<br>Review |
|--|-------------------------------|---|
| Project Summary Sheet  | ✓                             | ✓                                       |
| Context Plan   | ✓                             | ✓                                       |
| Photographs which illustrate existing site conditions and surrounding context  | ✓                             | ✓                                       |
| An Approach To: How the Application meets City Policy; Urban Design; Architecture; and Public Realm                            | ✓                             | ✓                                       |
| Summary of response to issues identified from the First Review   |                               | ✓                                       |
| Summary of approach to environmental sustainability and energy model, if available   | ✓                             | ✓                                       |
| Site Plan, situated in context   | ✓                             | ✓                                       |
| Site Plan  | ✓                             | ✓                                       |
| Landscape Plan (Concept)   | ✓                             |   |
| Landscape Plan (Layout and Planting)   |                               | ✓                                       |
| Grading Plan   |                               | ✓                                       |
| Ground Floor Plan with proposed uses   | ✓                             | ✓                                       |
| Elevations (colour rendered)   | ✓                             | ✓                                       |
| Building Elevation Materials   |                               | ✓                                       |
| Sections   | ✓                             | ✓                                       |
| Limits of Underground Parking indicated on Site Plan and Landscape Plan  | ✓                             | ✓                                       |
| Public Art Strategy  |                               | ✓                                       |
| Heritage Impact Assessment, as required  | ✓                             | ✓                                       |
| Environmental Impact Assessment, as required   | ✓                             | ✓                                       |
| Archaeological Impact Assessment, as required  | ✓                             | ✓                                       |
| Height Analysis of the surrounding context for all tall building proposals   | ✓                             | ✓                                       |
| Digital perspectives or a physical massing model depicting the proposed development and its relationship to surrounding lands. |                               | ✓                                       |

|  |   |   |
|--|---|---|
| Sun/ Shadow Analysis for High-Rise buildings   | ✓ | ✓ |
| Preliminary Pedestrian-Level Wind Study (desktop model analysis) for High-Rise buildings | ✓ |   |
| Detail Modelled Pedestrian-Level Wind Study for High-Rise buildings                      |   | ✓ |
| One CD labelled with project name and address containing presentation materials          | ✓ | ✓ |
| Twenty copies of the presentation material package in a bound booklet form.              | ✓ | ✓ |

- 10.3 All presentation material shall be mounted on panels not greater than 90cm x 120cm (3' x 4') in size. In addition, twenty (20) copies of the presentation material package in a bound booklet form being no larger than 28cm x 43cm (11' x 17' landscape format) shall be submitted by the Applicant to the Development Planning Department.
- 10.4 The Applicant may decide to include a Power Point Presentation with the above information to further describe the proposal to the Panel members at the scheduled Design Review Panel meeting.
- 10.5 Meeting agendas along with copies of the presentation material and Development Planning Department information will be forwarded to the Design Review Panel members and the Applicant, not less than one (1) week in advance of the scheduled meeting.

## **11.0 Monitoring**

- 11.1 A significant aspect of the Design Review Panel Pilot Project is the continual refinement of the Panels process and evaluation of its function. Accordingly, Development Planning Department staff will monitor the Design Review Panel's function by collecting feedback from Panel members, applicants and professional design consultants whose projects have been reviewed and to evaluate any necessary changes that may be needed to the procedures, from time to time.

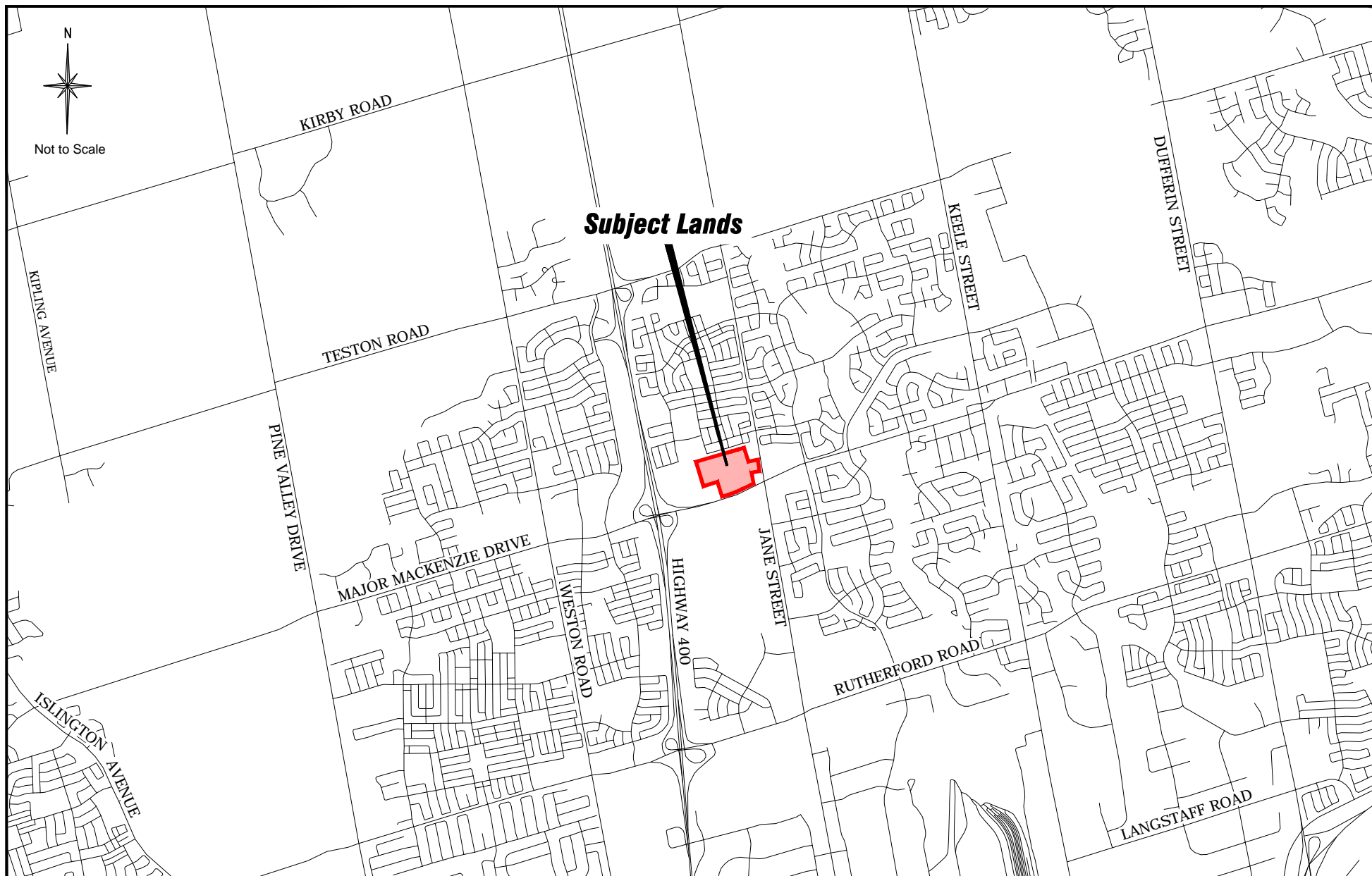
## **12.0 Conflict of Interest**

- 12.1 Each member of the Design Review Panel has the duty to advise of any conflict of interest with respect to all projects being reviewed by the Panel. In this regard, the Municipal Conflict of Interest Act as adopted for the purposes of the Design Review Panel will apply and the Panel member shall decline to participate in the review of that project in conflict, specifically:
- Where a member, either on his or her own behalf or while acting for, by, with or through another, has any pecuniary interest, direct or indirect, in any matter and is present at a meeting at which the matter is the subject of consideration, the member,

- (a) shall, prior to any consideration of the matter at the meeting, disclose the interest and the general nature thereof;
  - (b) shall not take part in the discussion of any question in respect of the matter; and,
  - (c) shall not attempt in any way whether before, during or after the meeting to influence the discussion on the application.
- Where the meeting is not open to the public, the member shall forthwith leave the meeting or the part of the meeting during which the matter is under consideration. R.S.O. 1990, c. M.50, s. 5 (2).
  - Where the interest of a member has not been disclosed by reason of the member's absence from the meeting, the member shall disclose the interest at the first meeting of the Design Review Panel, as the case may be, attended by the member after the meeting referred to in subsection (1). R.S.O. 1990, c. M.50, s. 5 (3).
  - Every declaration of interest and the general nature thereof made under section 5 shall, be recorded in the minutes of the meeting by the secretary of the Design Review Panel, as the case may be. R.S.O. 1990, c. M.50, s. 6 (1).

12.2 Each member of the Design Review Panel will be asked to sign an agenda form to confirm there is no Conflict of Interest prior to the commencement of a meeting. The sign-off form must be presented to the Manager of Urban Design at the beginning of the meeting.





## Context Location Map

Location: Part of Lot 21,  
Concession 5

Applicant: Mackenzie Vaughan Hospital

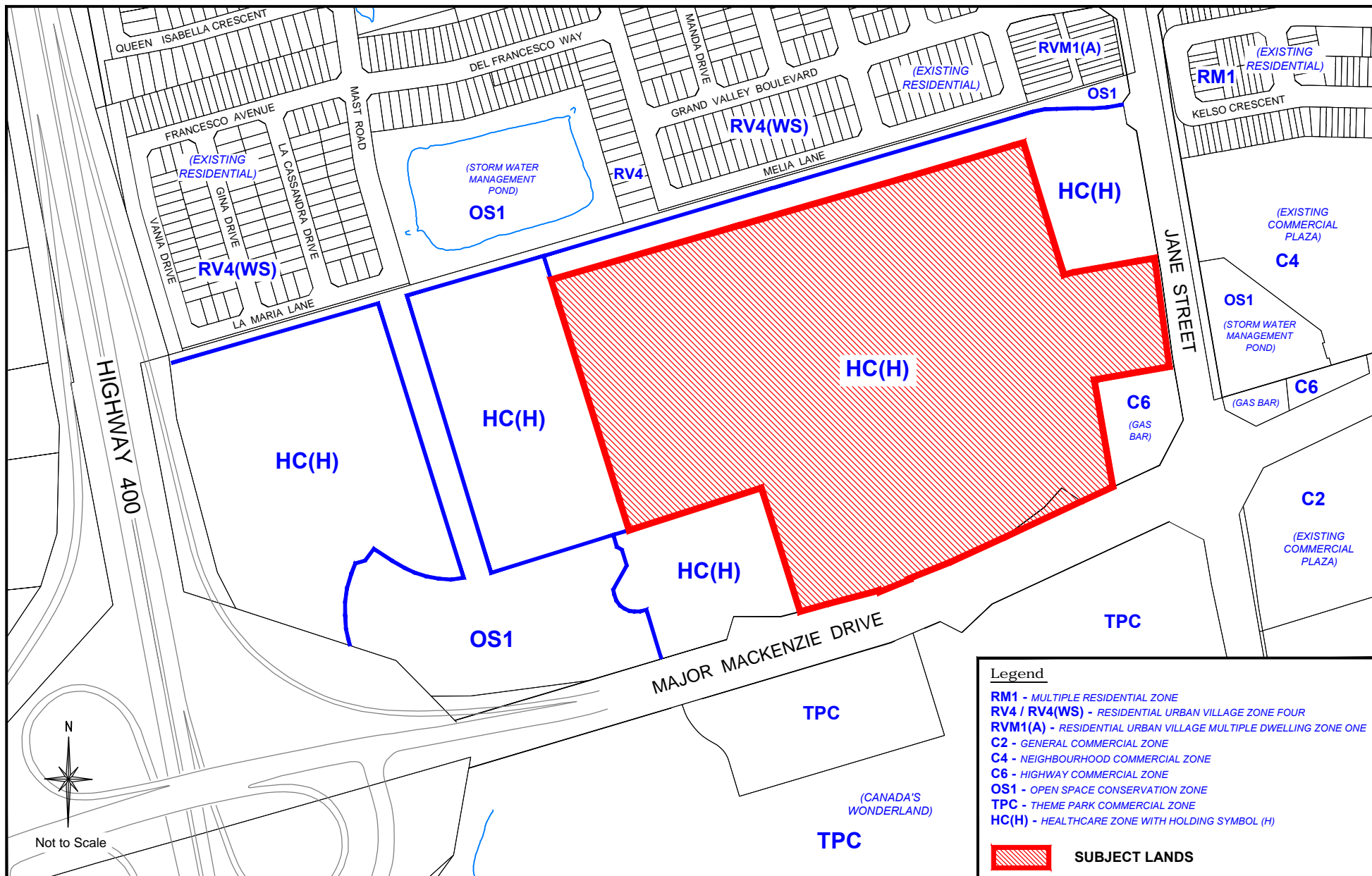


## Attachment

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Date: September 2, 2014

2



## Location Map

Location: Part of Lot 21,  
Concession 5

Applicant: Mackenzie Vaughan Hospital



## Attachment

Files: DA.14.035

Date: September 2, 2014

3











SOUTH ELEVATION (FACING MAJOR MACKENZIE DRIVE)



NORTH ELEVATION

Not to Scale

## Illustrative North and South Building Elevations

Applicant: Mackenzie  
Vaughan Hospital

Location: Part of Lot 21,  
Concession 5

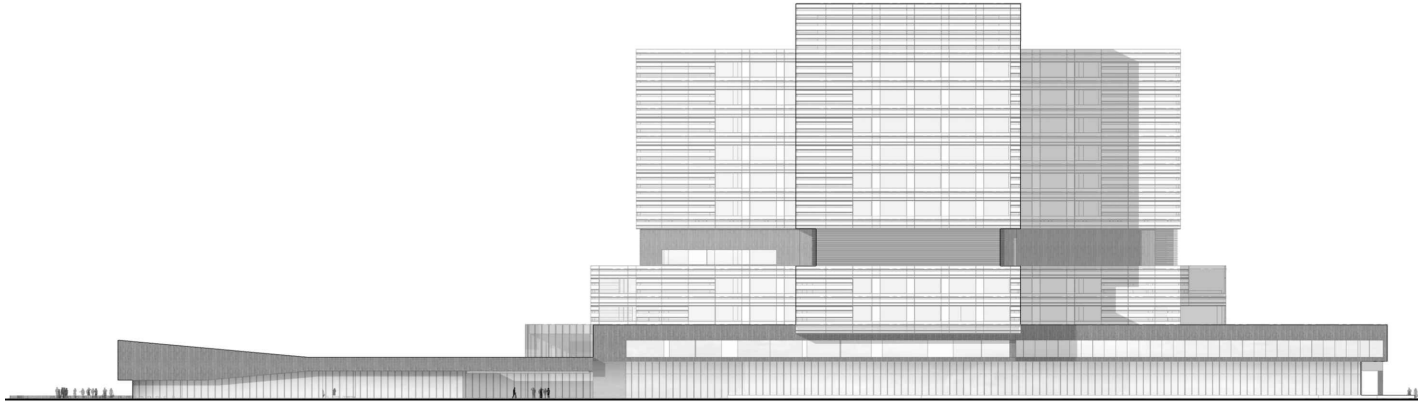


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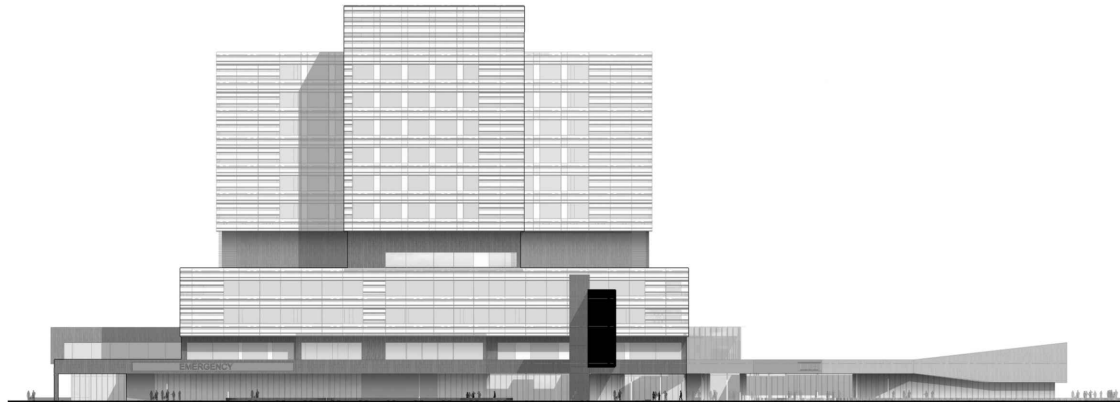
Files: DA.14.035

Date: September 2, 2014

6



EAST ELEVATION (FACING JANE STREET)



WEST ELEVATION (FACING HIGHWAY 400)

Not to Scale

## *Illustrative East and West Building Elevations*

*Applicant: Mackenzie  
Vaughan Hospital*

*Location: Part of Lot 21,  
Concession 5*



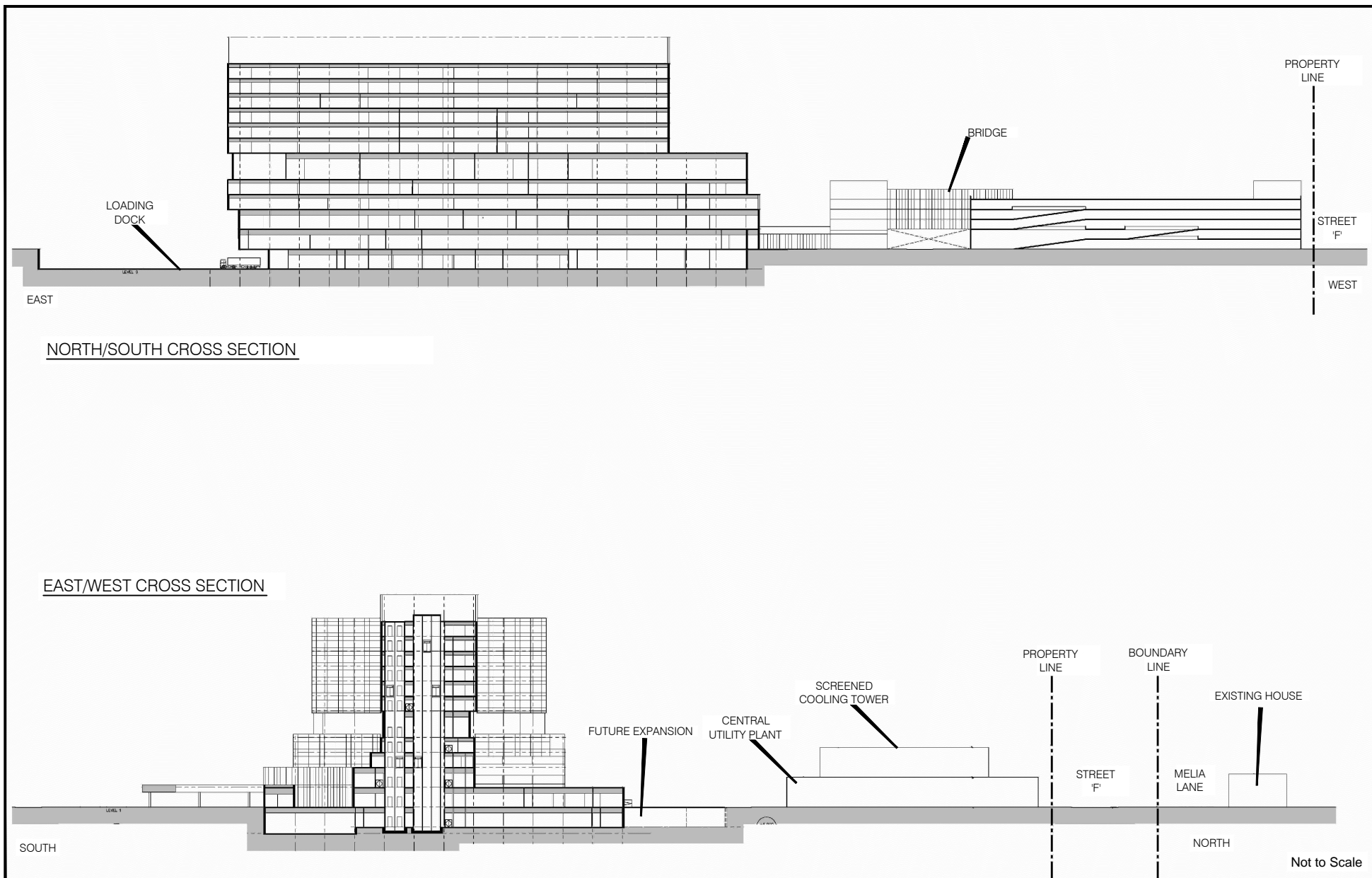
## *Attachment*

*Files: DA.14.035*

*Date: September 2, 2014*

# 7





## Illustrative Building Cross Sections

Location: Part of Lot 21,  
Concession 5

Applicant: Mackenzie Vaughan Hospital

N:\DFT\1 ATTACHMENTS\DA\DA.14.035.dwg



Attachment

Files: DA.14.035

Date: September 2, 2014

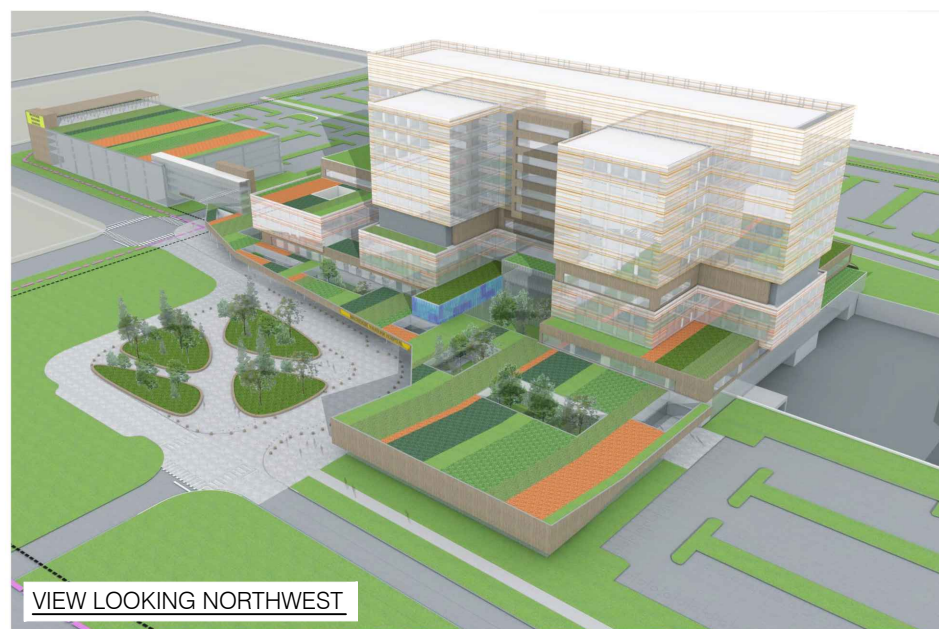
8



VIEW LOOKING NORTH (FROM MAJOR MACKENZIE DRIVE)



VIEW LOOKING SOUTHEAST



VIEW LOOKING NORTHWEST

## Illustrative Building Perspectives

Location: Part of Lot 21,  
Concession 5

Applicant: Mackenzie Vaughan Hospital

N:\DFT\1 ATTACHMENTS\DA\DA.14.035.dwg



Attachment

Files: DA.14.035

Date: September 2, 2014

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