#### **EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 19. 2013**

Item 1, Report No. 50, of the Special Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on November 19, 2013.

1 VAUGHAN HEALTHCARE CENTRE PRECINCT PLAN (THE "VHCP" PLAN)
NORTHWEST QUADRANT OF JANE STREET AND MAJOR MACKENZIE DRIVE
CITY OF VAUGHAN RESPONSE TO PUBLIC, GOVERNMENT AND
AGENCY SUBMISSIONS
FILE 15.107.3
WARD 1

The Special Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated November 5, 2013, be approved subject to approving the following in accordance with Communication C1, from the Commissioner of Planning, dated November 5, 2013;
  - That attachment 7 of the Report of the Commissioner of Planning, dated November 5, 2013, with respect to Vaughan Healthcare Centre Precinct Plan (The "VHCP" Plan) be deleted, and replaced with the revised Attachment 7 Figure 7: Pedestrian & Bicycle Circulation and Connections Plan (modified Nov. 5, 2013) attached hereto:
- 2) That the presentation by the Senior Policy Planner, and C2, presentation material entitled "Vaughan Healthcare Centre Precinct Plan", dated November 5, 2013, be received; and
- 3) That the following deputations and communications be received:
  - 1. Mr. Altaf Stationwala, President and Chief Executive Officer, Mackenzie Health, and C3, presentation material entitled "Creating a World Class Health Experience Mackenzie Vaughan Hospital Planning Process", dated November 5, 2013;
  - 2. Ms. Carrie Liddy, Humberview Drive, Woodbridge, and Communication C4, dated November 5, 2013;
  - 3. Ms. Rose Savage, Radley Street, Woodbridge; and
  - 4. Mr. Mario Racco, Checker Street, Thornhill.

#### Recommendation

The Commissioner of Planning recommends that:

- The modifications to the Vaughan Healthcare Centre Precinct Plan recommended in the section of the report entitled "Issues Resulting in Substantive Changes to the Plan" be approved;
- 2. The modifications to the Vaughan Healthcare Centre Precinct Plan set out in Attachment 2 "Response Table for Agency and Public Comments" be approved;
- 3. The Vaughan Healthcare Centre Precinct Plan be amended to reflect the Council approved modifications and that the finalized Precinct Plan form the basis for the submission of the implementing draft plan of subdivision and zoning amendment applications; and
- 4. Mackenzie Health and stakeholders be requested to consider the guidance set out in the Vaughan Healthcare Centre Precinct Plan in the planning for the Mackenzie Vaughan Hospital.

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#### **Contribution to Sustainability**

Green Directions Vaughan was approved by Council on April 2009. It is the City's Community Sustainability and Environmental Master Plan and is one of the foundations for the Vaughan Healthcare Centre Precinct Plan (VHCP Plan). It is designed to guide the community toward a more sustainable future by addressing environmental, cultural, social and economic issues. The goals, objectives and action items of Green Directions were considered in the preparation of the Plan, Under Objective 4.1 (To foster a city with strong social cohesion, an engaging arts scene, and a clear sense of its culture and heritage), action 4.1.8 states that the City is to provide continuing support for the development of a future hospital for Vaughan.

#### **Economic Impact**

The funding for the Precinct Plan will be drawn from the approved Vaughan Hospital Land Development Account for Capital Project CO-0054-09.

#### **Communications Plan**

Notice of this Special Committee of the Whole meeting was mailed on October 24, 2013 to those who requested notification at the September 3, 2013 Public Hearing and/or by written correspondence. This notice was also posted on the City's website at <a href="www.vaughan.ca">www.vaughan.ca</a>, the City Page Online and through social media sites.

In addition Council adopted a motion on September 17, 2013 directing that this matter be considered at an evening meeting.

#### **Purpose**

To report on and obtain Council direction on requested modifications emerging from the September 3, 2013 Public Hearing and the agency and stakeholder review process for the purposes of the finalization and approval of the VHCP Plan.

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

#### **Background**

On September 3, 2013 Staff brought forward a Public Hearing Report to Committee of the Whole presenting the draft VHCP Plan. The Public Hearing Report discussed the provisions of the Plan including: building height, setbacks and buffers; the street network and transportation, land use; servicing; urban design; sustainability; and implementation. In addition, it included a preliminary conceptual plan. The following recommendations of Committee of the Whole were ratified and further modified by Council on September 17, 2013 by approving the following:

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

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

As per Recommendation 2, staff have received comments from a number of sources which will be addressed in this report. Staff have held further discussions with the affected external agencies and have received the submissions received to-date. These are analyzed in the staff

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report and in the "Response Table for Agency and Public Comments", forming Attachment 2. When warranted, modifications to the VHCP Plan have been recommended.

#### Recommended Modifications to the Draft VHCP Plan (September 2013)

For the purpose of responding to the comments and requested changes, two categories of revisions were identified. These include:

- a. Major Changes that would potentially have a substantive effect on the Precinct Plan; and
- b. Other issues that may be resolved through minor changes to the Plan or further clarification.

Issues that may result in a major change to the VHCP Plan are discussed in the staff report in the Section entitled "Issues Resulting in Substantive Changes to the Plan". More minor issues are identified and commented on in the "Response Table for Agency and Public Comments", forming Attachment 2.

#### Issues Resulting in Substantive Changes to the Plan

#### a) Building Heights and Setbacks

#### Issue:

Concerns were raised at the Public Hearing on September 3, 2013, and in subsequent correspondence, regarding the proposed setbacks and height restrictions. Concerns were mainly focused around the proximity of the High-Rise (maximum height of 75 metres) designation to the residential neighbourhood to the north. Concerns were also raised that the proposed combination of a 30 degree and a 45 degree angular planes, originating at the north property line, were inadequate to act as a visual transition between the High Rise designation and the residential, community to the north. Also, there was a desire to increase the 70 m separation distance from the High Rise designation, so as not to impact on the vistas and quality of life of the residents to the north of the site.

#### Comment:

City staff and consultants have met with the Ward Councillor and Mackenzie Health to discuss this issue. As a result, the following measures are recommended to address the concerns, which will be reflected in Figure 8 "Heights" and Figure 9 "Angular Plane":

- Maintain the High Rise designation (maximum height 75 m) across the southerly portion of the site;
- Eliminate the Mid Rise and Low Rise designations in the northerly portion of the site:
- Replace the Mid Rise and Low Rise designations with a new Transitional Area designation, which is based on a 30 degree angular plane extending south from the northern border of the VHCP line which will define the maximum building heights within that zone;
- The Transitional Area will extend south to the point where the rising 30 degree angular plane intersects with the maximum height permitted by the High Rise designation (75 m), approximately 130 m from the north property line or boundary of the VHCP Plan.

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This proposed modification will result in a consistent building height transition across the whole northerly portion of the site. By relying solely on the 30 degree angular plane it will allow for a more gradual height transition from the northerly property line to the maximum height permitted in the High Rise area. The designation will provide Mackenzie Health with the flexibility to use adaptive measures, like tiered building forms, to fall within the angular plane.

To reinforce this measure, policies will be added to the Urban Design Guidelines of the VHCP Plan to require visual simulation models, that include a street view vantage point, to accompany development proposals to illustrate their effects and to test further mitigation measures. This will assist in minimizing any visual impacts on the lands to the north, particularly in relation to homes fronting on Melia Lane and LaMaria Lane. Mitigation measures that will be considered include reinforced tree planting on the north and south side of the northern property line in order to develop a substantial green canopy to screen the proposed buildings to the south. Consideration may also be given to undertaking an accelerated planting program to establish the basis for a substantial planted screen prior to or concurrent with construction commencing on the hospital.

#### Recommendations:

That Figure 8 "Heights" (Attachment 3), Figure 9 "Angular Plane" (Attachment 4) be replaced by Figures 8 and 9 as shown in Attachment 3 and Attachment 4; and that the policies of Sections 1.2.1.(4), 4.3 and elsewhere in the Plan, be modified to reflect the amended Figures.

That Appendix A "Urban Design Guidelines – Height and Massing" be modified by deleting bullet points 1 through 4 and inserting the following:

- 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.

That Appendix A "Urban Design Guidelines – Transition and Buffering" be modified by deleting bullet points 1 through 4 and inserting the following:

- 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 neighborhood to the north, the maximum building 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 specific locations. A minimum 30 metre non-structural setback from the north property line shall be required to provide a buffer to the residential community to the north.
- 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

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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.

 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 a solid canopy sufficient to mitigate any impacts arising from the buildings to the south.

#### b) Road Network - Street "F" and the Requirement for a Contiguous Hospital Site

#### Issue:

The City received correspondence from Mackenzie Health on August 30, 2013, indicating that Street 'F' compromises the objective of maintaining 50 contiguous acres of land for the initial development and the on-going expansion and regeneration of the Hospital and related uses on Blocks 2 (the "Hospital" Block) and 3 (the expansion and regeneration Block).

In addition, it was noted that the Precinct Plan indicates that Mackenzie Health may require the use of Block 3 to enable future redevelopment "contiguous to the initial phase of the Hospital", and that the Precinct Plan can be amended to allow the removal of Street 'F' based on traffic servicing studies and the replacement of its function subject to satisfactory agreements between Mackenzie Health and the City. However the conditions under which Street "F" would be eliminated and the infrastructure costs are not currently well articulated.

#### Comment:

Extensive transportation studies have been completed by the City's consultant which demonstrate that the optimum street pattern is reflected in Figure 6 "Street Hierarchy" of the VHCP Plan. The Transportation Study was conducted in consideration of the needs of Mackenzie Health, York Region, the Ministry of Transportation, and the proposed land uses and densities, traffic generation assumptions, and easement requirements in order to satisfy existing traffic conditions imposed by Canada's Wonderland to the south. The results of the analysis demonstrate that the proposed street configuration including Street "F" is optimal and should be maintained.

Subsequent to the September 3, 2013 Public Hearing, the City has had ongoing discussions with Mackenzie Health regarding the "permanency" of Street "F". It has been concluded that Street "F" is only required to service the transportation component of the site for the purposes of managing internal traffic capacity. However, the City has agreed to modify the Plan to relocate any subsurface municipal services (water and wastewater) from under Street "F" as shown in Attachments 5 and 6. This will provide more flexibility in the event that it is demonstrated that the lands are required for the use of regeneration and expansion for the hospital use. This will essentially allow for potential road closure and transfer for use of a private entity once required transportation analysis is approved to the satisfaction of the City and other approval authorities demonstrating non-disruptive alternative routes that can maintain the capacity levels.

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#### Recommendations:

- That Figures 13 and 16 of the Precinct Plan be modified to reflect the removal of the sanitary sewer and water mains from the Street "F" right-of-way;
- That Sections 7.1.1 "Option 1 Connection to Existing Sanitary Sewer at Jane / Grand Valley" and "Option 2 Section 7.1.2 Connecting to Existing Pumping Station on Canada's Wonderland Property" be modified to include policy to read as "Any subsurface permanent municipal infrastructure such as sewers for water and wastewater, and utilities is not permitted on or under Street 'F";
- That Section 8.4 "Infrastructure" be amended to include the following paragraph:

Transportation analysis concludes that Street "F" is required to service the transportation component of the site to manage internal traffic capacity, however, in advance of a draft plan of subdivision or site plan for the Hospital portion of the site, any subsurface municipal services (water and wastewater) is not permitted under Street "F", so as to incorporate more flexibility in the event that it is demonstrated at a later stage that the lands are required for the regeneration and expansion of the hospital use. This will allow for the potential road closure and its transfer for use by a private entity once the required transportation analysis is approved to the satisfaction of the City demonstrating that non-disruptive alternative routes can maintain the necessary capacity levels.

#### c) <u>Maximum Gross Floor Area</u>

#### Issue:

The plan assumes 1.2 million sq. ft. of GFA for Block 2 for hospital uses and 780,000 sq. ft. of GFA for Blocks 1, 4, 5, and 7 for other health care related uses. Development beyond the level of 1.98 million square feet will require a further transportation analysis to determine the transportation infrastructure, such as the Highway 400 northbound Off-Ramp Extension, required to support the additional floor space. The hospital contemplates two time horizons for development: Opening in 2018/19 with 1.2 M sq. ft. of GFA for hospital uses and 300,000 sq. ft. of GFA for a medical office building (10% for hospital programs); and in 2028/29 an expansion from 1.2 million sq. ft. of GFA to 1.5 million sq. ft. of GFA for the hospital is projected with the potential for an additional medical office building.

#### Comment:

The City recognizes there may be the need for additional development capacity beyond the initial 1.98 million sq. ft threshold for the entire VHCP Plan area. Preliminary numbers were confirmed with the consulting teams to determine the land area required for the initial development of the Hospital within Block 2 and residual development outside of the hospital block. The data was included in the assumptions used in the traffic modeling to inform the development of the concept plan. The results of the traffic analysis show that, due to access constraints and capacity limits at existing intersections including Jane Street and Major Mackenzie Drive, there is limited traffic that can be accommodated within the Precinct. However, an initial development of 1.98 M sq. ft can be supported by the road pattern proposed in the VHCP Plan. Additional floor space, not accounted for in the development of the Precinct Plan, that exceeds the numeric values identified in Section 4.0, 4.1.1 "Floor Space" of the Plan, must be evaluated through the submission of traffic impact studies and other required studies, which will be determined through the Pre Application Consultation process as part of the Development review process.

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#### Recommendations:

That Section 8 "Implementation" of the Precinct Plan, Plan be modified to add a new paragraph which provides as follows:

"All Development proposals, including zoning amendment and site plan approval applications, that exceed the maximum floor area values indicated in the Precinct Plan must be accompanied by the submission of the appropriate studies, including but not limited to traffic and functional servicing studies to be determined through the City's Pre-Application Consultation process, to establish the measures required to support the additional floor space."

#### d) Parking and Enforcement

#### Issue:

Concerns have been raised that there will not be enough parking on site to accommodate both staff and visitors in the VHCP Plan area. In addition there is, a concern from the residents in the neighbourhood to the north that paid parking on-site, will result in parking 'overspill' onto the residential streets surrounding the Precinct, so that visitors to the Hospital can avoid paying parking fees.

#### Comment:

The City recognizes the need for a Parking Management Strategy for the lands within and surrounding the Precinct Plan area. The City also acknowledges the concern of parking overspill to the residential communities surrounding the subject lands. More detailed analysis of Parking and Parking Strategy will take place through the Development Approvals process for the Hospital Site and remainder of the Precinct. The applications will inform the approach required to manage/enforce the Parking Management Strategy for the Precinct and surrounding neighbourhoods. The development applications will need to be accompanied by a detailed parking analysis / strategy. The City agrees that a Parking Management Strategy should be prepared to guide initial construction activities and be in force by the time of the opening of the Mackenzie Vaughan Hospital. City staff will be communicating this requirement to Mackenzie Health and Infrastructure Ontario.

#### Recommendations:

That the following paragraphs be added to Section 6.3 "Parking" of the Precinct Plan:

- A Parking Management Strategy should be prepared prior to construction commencing and be in force by the time of opening of the Mackenzie Vaughan Hospital. The major elements of the strategy will include:
  - Contemporary parking standards for the hospital and other users;
  - A pricing strategy and understanding of the potential spill-over effects resulting from paid parking;
  - An enforcement strategy to prevent parking 'spillover' into sensitive areas, particularly the residential area to the north;
  - Design and way-finding measures to ensure that parking is easily and safely accessed;
  - Consideration of opportunities for shared parking amongst users, which may or may not include the hospital;
  - Consideration of the opportunity to create a Parking Authority.

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e) <u>Sustainability – District Energy System</u>

Issue:

One of the strategic measures identified in the Sustainability section of the Precinct Plan report is the development of a District Energy System to serve the entire plan area. The City of Vaughan through its wholly owned subsidiary Vaughan Holdings Inc. has recently decided not to pursue the development of a District Energy System in the Precinct Plan area at this time. However, there is merit in maintaining the opportunity to establish such a system in the future by protecting for connections via streets and by requesting that capacity for expansion be considered in the design of the hospital's energy system. The City's desire for protection of the opportunity for energy connections will be communicated to Mackenzie Health in the planning of the site.

Therefore, it is recommended that the existing Section 5.1.2.1 "The District Energy System" be replaced by the following:

#### 5.1.2.1 Preserving Opportunities for District Energy

District Energy Systems generally provide one or more of the following services:

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

The focus of District Energy Systems is on providing highly reliable energy services at competitive prices, which are produced in a sustainable manner. There are no immediate plans to develop a District Energy System for the Precinct Plan Area. It is expected that the Mackenzie Vaughan Hospital will be servicing its site with a Central Utility Plant (CUP). The means of serving the remaining lands will be determined through the subsequent development review processes. While a precinct-wide system is not being planned for at this time, it will be important to not foreclose on future opportunities to develop such as system.

Therefore, it is recommended that, throughout the development process, opportunities for the future installation of a District Energy be assessed, and where warranted, the necessary accommodations be made through measures including but not limited to:

- Protecting for energy transmission connections between development blocks
- Protecting for the CUP required by Mackenzie Health to be upgraded in the future to service an expanded hospital and or nearby health related uses.

On-Site Generation and Distribution

Roof-top photovoltaic cells provide an opportunity for the on-site generation of electricity. This should be explored for all buildings in the Precinct.

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Where individual buildings maintain emergency power systems, the potential for their use to augment the power supply during peak periods should be explored. This could be achieved either through a connection to the grid or supplanting grid supplied power for building functions.

In either instance there will be the need to undertake further investigation in cooperation with the local utility operator.

It is further recommended that Section 5.1.3 "Implementation" be modified by replacing paragraph 1 with the following:

The City of Vaughan will work with Mackenzie Health and Infrastructure Ontario to assess future opportunities for establishing a broader District Energy System to serve the entire Precinct and, where warranted, take measures to preserve and secure such opportunities through the development process and through the protection of: energy transmission connections between development blocks; and protecting for the CUP required by Mackenzie Health to be upgraded in the future to service an expanded hospital and or nearby health related uses.

#### f) Requirements for Other Approvals

#### Issue:

Section 8.5 of the VHCP Plan "Other Approvals and Consultations" identifies other matters that will require consideration throughout the development process for the Precinct. It has been determined by staff that the requirement exists to initiate a Municipal Engineers Association (MEA) Class EA for roadways, servicing infrastructure, stormwater management ponds, and the channelization of a watercourse. Input and studies conducted as part of the VHCP Plan will provide support and justification for Phases 1 and 2 of the MEA Class EA (Schedule B). To assist in integrating the Planning Act and Class EA processes, language will be added to the plan to ensure an appropriate level of coordination.

#### Recommendations:

It is recommended that the following paragraph be added at the end of Section 8.5 "Other Approvals and Consultations".

Concurrent with the development of the VHCP Plan, the City (as proponent) will be conducting a MEA Class EA related to roadways, servicing infrastructure, stormwater management ponds and the channelization of a watercourse. The VHCP Plan will be used to support the preparation of the Class EA. The respective approval processes will be integrated where possible to ensure a comprehensive consideration of the issues and to provide for thorough public consultation.

#### g) The Response Table for Agency and Public Comments

The Vaughan Healthcare Centre Precinct Plan was made available for public review on August 29, 2013 and comments were received prior to the public hearing on September 3, 2013. Further submissions were requested by September 17 by the Council approved Recommendation 2 from the September 3 Public Hearing. Responses have continued to be received beyond that date. Staff have endeavoured to respond to all that have been received. As such, responses have been prepared to each submission, which are reflected either in the body of the report or in Attachment 2.

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It is recognized that some issues may not be resolved to the satisfaction of some respondents, upon the City's adoption of the Precinct Plan. Post approval, opportunities for adjustments may be considered through the development review process.

#### Submissions Review

Several objectives were used as the basis for analyzing the submissions made by landowners, public agencies, residents and interest groups regarding the VHCP Plan. This included ensuring that the principles of OPA 715 and OPA 725 were maintained, that the broader policy direction was considered (Regional Official Plan, Places to Grow) along with the application of sound planning principles. Meetings were held with Mackenzie Health, the TRCA, York Region, the Ministry of Transportation, the Ministry of Health and Long Term Care, and Infrastructure Ontario to clarify issues and to discuss potential solutions.

The submissions were each considered on their own merit and recommendations made on appropriate responses and actions. In addition, Staff has identified areas where changes should be made to the Precinct plan policies. The "Response Table for Agency and Public Comments" (Attachment 2) presents information response/concerns/requests, staff comments and any recommended policy and schedule changes. Summaries in Attachment 2 contain the following in tabular format:

- The Item number:
- The submission date:
- The correspondence content, as summarized by Staff;
- Staff comment on the submission; and
- Staff recommendation on the submission.

The "Response Table for Agency and Public Comments" (Attachment 2) will form part of the public record of comments.

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

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

#### Regional Implications

This report and resulting Council minutes and the modified VHCP Plan will be forwarded to the Region of York and other agencies and stakeholders that have commented on the VHCP Plan for their information.

#### **Conclusion**

The modifications recommended in this report respond to public and agency concerns and reflect changes to better co-ordinate the policies with the schedules. The changes also clarify and provide guidance on issues that will need to be addressed through future development applications. Therefore, it is recommended that the recommendations of this report be approved and the VHCP Plan be modified accordingly for the purpose of informing the subsequent draft plan of subdivision and zoning amendment applications and to provide guidance to all future development proponents. Upon modification the VHCP Plan will be forwarded to all participating agencies and stakeholders for their information and application.

#### **EXTRACT FROM COUNCIL MEETING MINUTES OF NOVEMBER 19. 2013**

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#### **Attachments**

- 1. Location Map and Context Plan
- 2. Response Table for Agency and Public Comments
- 3. Figure 8 Heights (Modified as of November 5, 2013).
- 4. Figure 9 Angular Plane (Modified as of November 5, 2013)
- a) Figure 13 Option 1 Sanitary Sewer System (Modified as of November 5, 2013)
   b) Figure 14 Option 2 Sanitary Sewer System (Modified as of November 5, 2013)
- 6. Figure 16 Water Supply System (Modified as of November 5, 2013)
- 7. Figure 7 Pedestrian and Bicycle Circulation and Connections Plan (Modified as of November 5, 2013)
- 8. Figure 22 Channel Cross Section (Modified as of November 5, 2013)
- 9. Cross Section Street "E" Collector Road (North-South)
- Staff Report Committee of the Whole Meeting September 3, 2013 and Council Extracts September 17, 2013 "Vaughan Healthcare Centre Precinct Plan (The "VHCP Plan") Northwest Quadrant of Jane Street and Major Mackenzie Drive City of Vaughan"

#### Report prepared by:

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

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



#### memorandum

COMMUNICATION

SPCW- Nov 5/13

TO:

MAYOR AND MEMBERS OF COUNCIL

FROM:

JOHN MACKENZIE. COMMISSIONER OF PLANNING

DATE:

**NOVEMBER 5, 2013** 

SUBJECT:

COMMUNICATION

ITEM #1 - SPECIAL COMMITTEE OF THE WHOLE - NOVEMBER 5, 2013

VAUGHAN HEALTHCARE CENTRE PRECINCT PLAN (THE "VHCP" PLAN)
NORTHWEST QUADRANT OF JANE STREET AND MAJOR MACKENZIE DRIVE
CITY OF VAUGHAN RESPONSE TO PUBLIC, GOVERNMENT AND AGENCY

SUBMISSIONS FILE 15.107.3 WARD 1

#### Recommendation

The Commissioner of Planning recommends:

 THAT Attachment 7 of the Report of the Commissioner of Planning, dated November 5, 2013, with respect to Vaughan Healthcare Centre Precinct Plan (The "VHCP" Plan) be deleted, and replaced with the revised Attachment 7 - Figure 7: Pedestrian & Bicycle Circulation and Connections Plan (Modified Nov. 5, 2013), attached hereto.

#### Background

The Region of York has asked the City to consider the potential to use the existing easterly Major Mackenzie Drive underpass as a future pedestrian/bicycle link between the future Transit Hub on the south side of Major Mackenzie Drive and the new hospital site to the north. Figure 7 (Attachment 7), as shown in the November 5, 2013 Committee of the Whole staff report, shows the crossing farther to the east of its actual location. The replacement Figure 7 shows the actual location of this link, further to the west - adjacent to the Future Transit Hub.

#### Conclusion

It is appropriate to consider the existing Major Mackenzie Drive underpass as a future pedestrian/bicycle link between the Transit Hub and the hospital site. The revised Figure 7 more accurately depicts its location. Therefore it is recommended that the revised Figure 7 attached hereto replace the Figure 7 which forms Attachment 7 to Item 1 of the Special Committee of the Whole meeting of November 5, 2013.

Respectfully submitted,

JOHN MACKENZIE

Commissioner of Planning

/lm

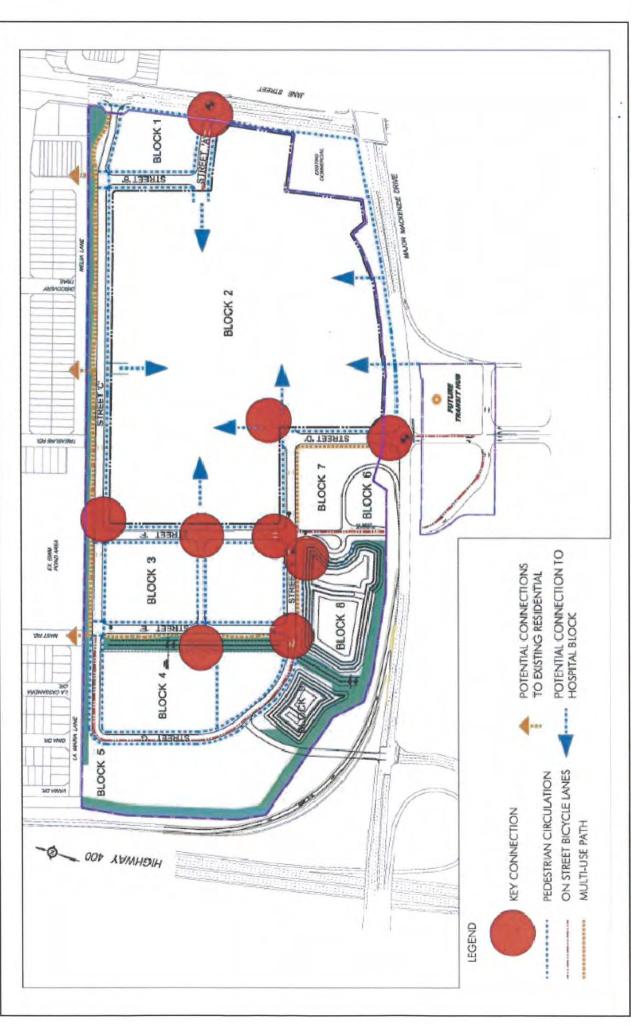
Copy To:

Barbara Cribbett, Interim City Manager

Jeffrey A. Abrams, City Clerk

Roy McQuillin, Manager of Policy Planning

Melissa Rossi, Senior Planner



# Attachment

File: 15.107.3

Date: November 5, 2013

Policy Planning Department

VAUGHAN

Location: Part of Lot 6, REVISED Concession 2

Figure 7: Pedestrian & Bicycle Circulation and

Connections Plan (Modified Nov. 5, 2013)

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# Vaughan Healthcare Centre Precinct Plan

Presentation to Special Committee of the Whole November 5, 2013

Presented By:
Melissa Rossi, MES (PI), MCIP, RPP
Senior Policy Planner



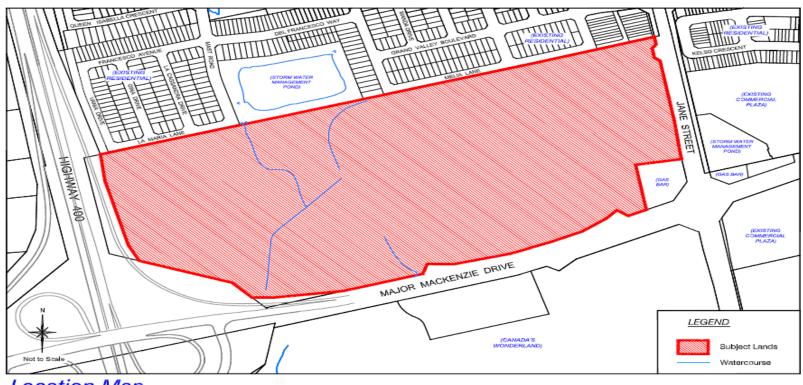
### **Outline**

- Precinct Plan
- Background
- Addressing the Issues: Nov 5, 2013 Committee of the Whole Staff Report
- Summary of Changes
- Next Steps





### **Precinct Plan - Location**













# Precinct Plan – Land Use (Sept 2013)





### **Precinct Plan**

- Requirement of Part B, Section 6.1 of OPA 715 (as amended), and builds on guiding principles and objectives.
- Purpose:
  - 1. Land use planning document that **sets the detailed development framework and requirements** to ensure that development is functionally and aesthetically coordinated.
  - 2. Presents a **conceptual representation** of: land use, structural and built form elements, building heights, street network, streetscape components, open space, other characteristics.



# **Background**

- Committee of the Whole Public Hearing, September 3, 2013
- Council Ratification, September 17, 2013
  - "That at the time this matter is addressed in a comprehensive report to Committee of the Whole, that the meeting take place in the evening; and...
  - 1. THAT a Public Hearing report for the draft Vaughan Healthcare Centre Precinct Plan File 15.107.3 (City of Vaughan) forming Attachment 14 hereto, BE RECEIVED and that any issues raised at the public meeting and comments submitted in writing be addressed in a comprehensive report to Committee of the Whole; and
  - 2. That written comments from the public be requested by September 17, 2013"
- Attachment 2 of Staff Report contains table highlighting summary of issues, staff comment, and staff recommendation received from agencies and the public.



# Addressing the Issues: Nov 5, 2013 Committee of the Whole Staff Report

- Two categories of revisions were identified. These include:
  - Major Changes that would potentially have a substantive effect on the Precinct Plan; and (Discussed in body of Staff Report)
  - 2. Other issues that may be resolved through minor changes to the Plan or further clarification (Discussed in Attachment 2 of Staff Report)





# Summary of Substantive Changes to the Precinct Plan

- Building Heights and Setbacks
- Road Network Street "F" and Requirement for a Contiguous Hospital Site
- Maximum Gross Floor Area
- Parking and Enforcement
- Sustainability District Energy System
- Requirements for Other Approvals



#### Issue:

Proximity of proposed "High-Rise" (max 75 m) development too close to residential neighbourhood to the north.

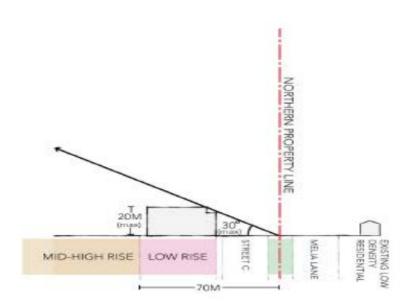
#### **Recommendation:**

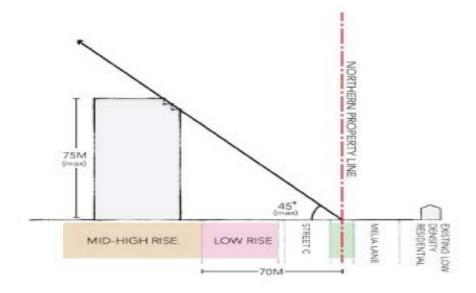
- "Transitional Area" lands extending south to the point where the rising 30° angular plane intersects with max height permitted by 'High-Rise" designation (75 m), approx. 130 m from the north property line.
- Amendment to Figure 8 "Height" and Figure 9 "Angular Plane" to increase distance of "High-Rise" development away from community to north.
- Requirement for 3D Visual Impact Assessment to residential community to the north for lands within "Transitional Area".



### **Angular Plane – Proposed Sept 2013**

Figure 9: Angular Plane



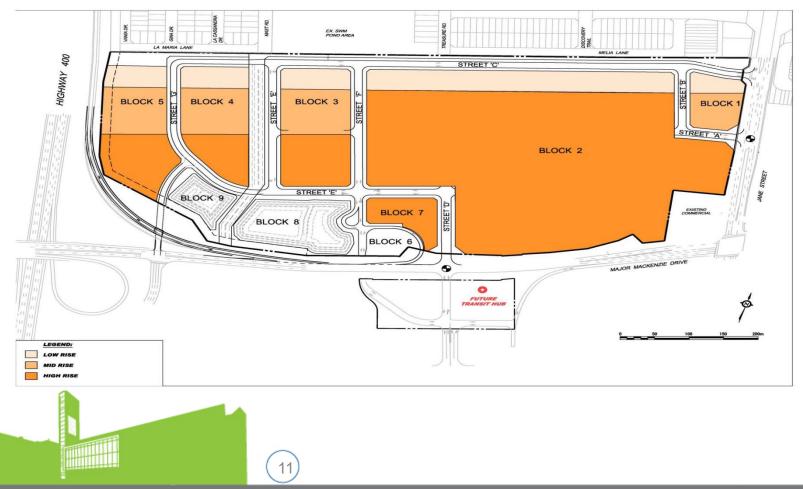






### **Proposed September 2013**

Figure 8: Height





# **Building Heights & Setbacks Proposed November 2013**

Figure 9: Angular Plane (Modified Nov 2013)

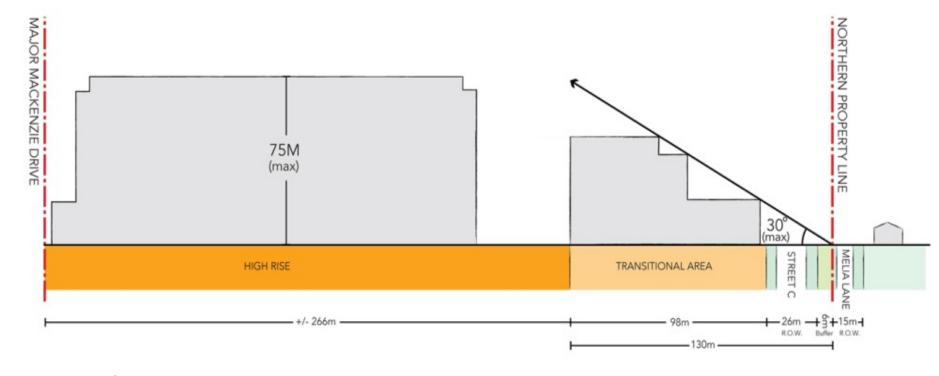




Figure 8: Height (Modified Nov 2013)



# Road Network – Street "F" and Requirement for Contiguous Hospital Site

#### Issue:

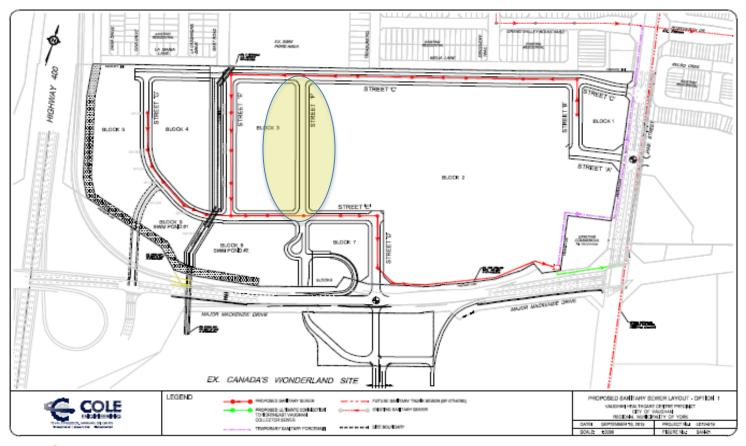
Location of public infrastructure under Street "F" will encumber lands required for expansion and regeneration for hospital uses.

#### **Recommendation:**

- Modify Figures 13 (Option 1 Sanitary Sewer), 14 (Option 2 Sanitary Sewer) and 16 (Water Supply System) to remove proposed infrastructure within the Street "F" right-of-way;
- Revise Sections 7.1 "Sanitary Sewers" and 8.4 "Infrastructure" to restrict placement of permanent municipal infrastructure such as major sanitary and water lines under the proposed Street "F".



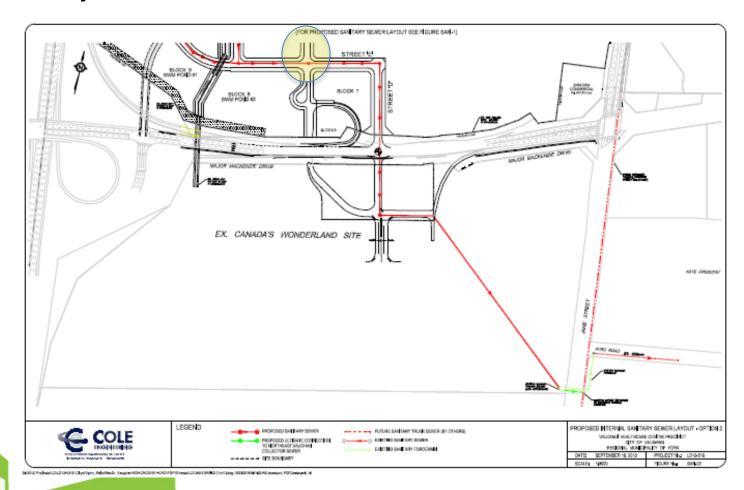
# Figure 13: Option 1- Sanitary Sewer System *(modified)*





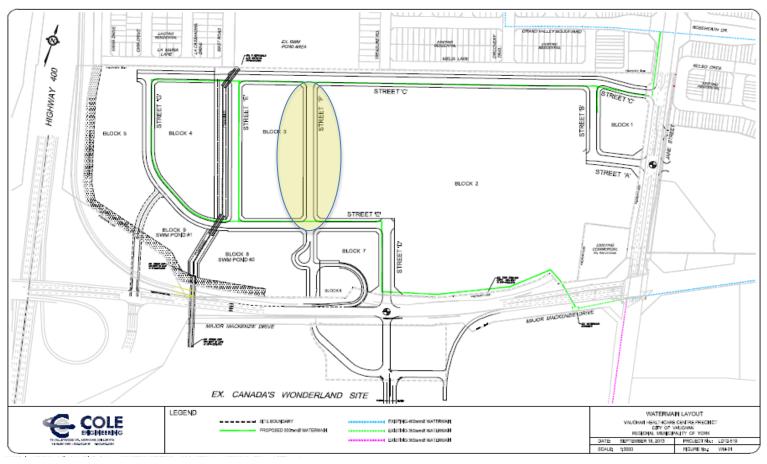


# Figure 14: Option 2 – Sanitary Sewer System *(modified)*





# Figure 16: Water Supply System (modified)







## **Maximum Gross Floor Area**

#### Issue:

Future requirement for GFA to be allocated for additional office uses

#### **Recommendation:**

 Require additional studies (e.g. traffic and functional servicing) for uses in excess of the maximum floor area values (greater than 1.98 M sq. f) indicated in Section 8 "Implementation" of the Precinct Plan to identify measures required to support additional floor space.



# **Parking and Enforcement**

#### Issue:

- There will be limited parking to accommodate staff and visitors to site.
- Potential paid parking on site may result in parking 'overspill' onto surrounding residential streets.

#### **Recommendation:**

- Require a Parking Management Strategy as a condition of Site Plan approval to be implemented prior to Hospital opening.
- Require the examination of appropriate standards for pricing, enforcement strategy, design and wayfinding, opportunities for shared parking, including consideration of a Parking Authority.





# Sustainability - District Energy System

#### Issue:

Vaughan Holdings Inc. will not be pursuing District Energy at this time. Challenge to maintain opportunity to establish a system in the future.

#### **Recommendation:**

- Incorporate provisions for the future installation of District Energy.
- Assess and preserve opportunities throughout the development planning process as identified in Section 5.1 "Community Energy Strategy".



# Requirements for Other Approvals

#### Issue:

- Identification of requirement to initiate a Municipal Engineers Association Class EA for roadways, servicing infrastructure, stormwater ponds, and channelization of watercourse.
- Integration of *Planning Act* and Class Environmental Assessment processes.

#### **Recommendation:**

Add policy to Section 8.5 "Implementation" to permit the use of the VHCP Plan to support the preparation of Class EA, and to integrate processes where possible.



# **Next Steps**

- Feedback will be considered and incorporated into the finalized Precinct Plan, including correspondence not received by the deadline of September 17, 2013.
- Council ratification of Committee of the Whole Report -November 19, 2013.
- Final Precinct Plan will be made available to the public.
- Draft Plan of Subdivision / Zoning Amendment Applications will be subject to Committee of the Whole Public Hearing – November 26, 2013.





# Creating a World Class Health Experience – Mackenzie Vaughan Hospital Planning Process

Special Meeting
Committee of the Whole
City of Vaughan
November 5, 2013

# **Mackenzie Health**















# **Planning for Growth**

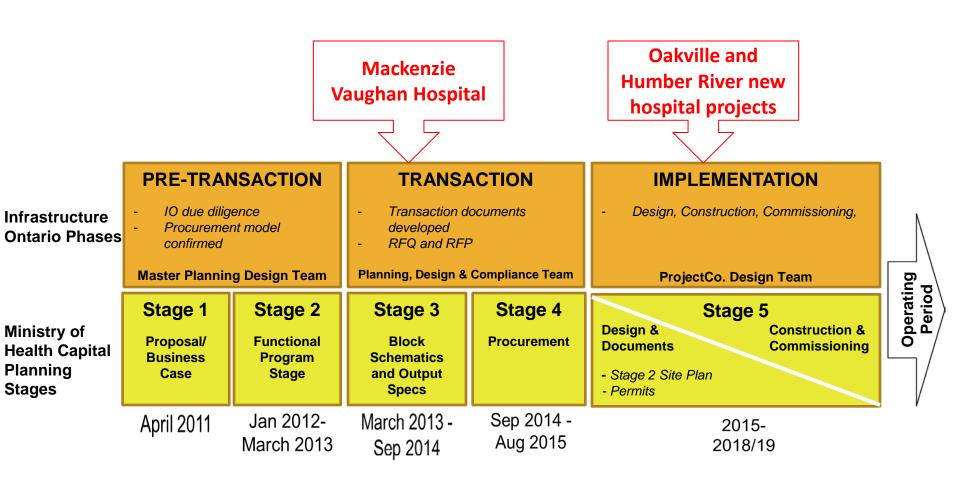






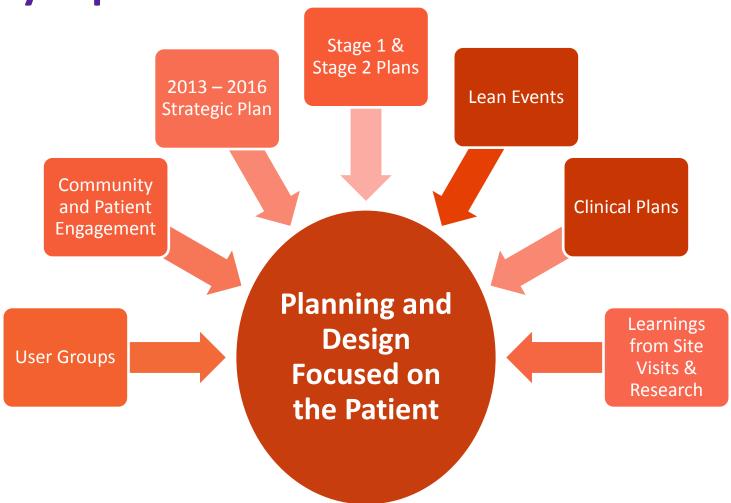


# **New Hospital Steps**





# **Key Inputs**





# **Extensive Community Consultation**

Over 2,500 people have participated in community engagement activities to-date including:

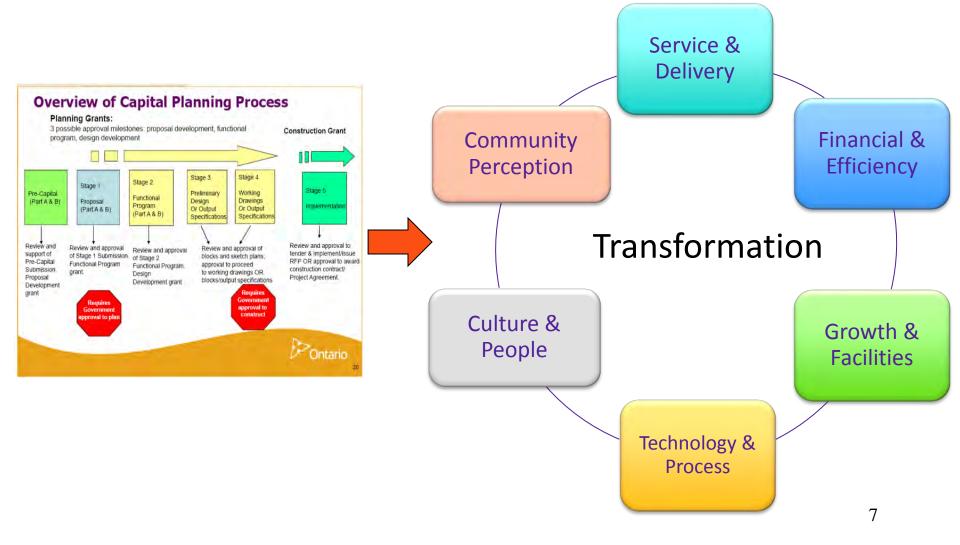
- Open Community Consultations in Vaughan and Richmond Hill
- President's Community Advisory Council
- Community Focus Groups Seniors,
   Sandwich Generation Moms, Opinion Leaders
- Open Public On-line Surveys via website
- Group consultation sessions including: religious organizations, ratepayers and seniors groups, service clubs, and Vaughan Social Action Council

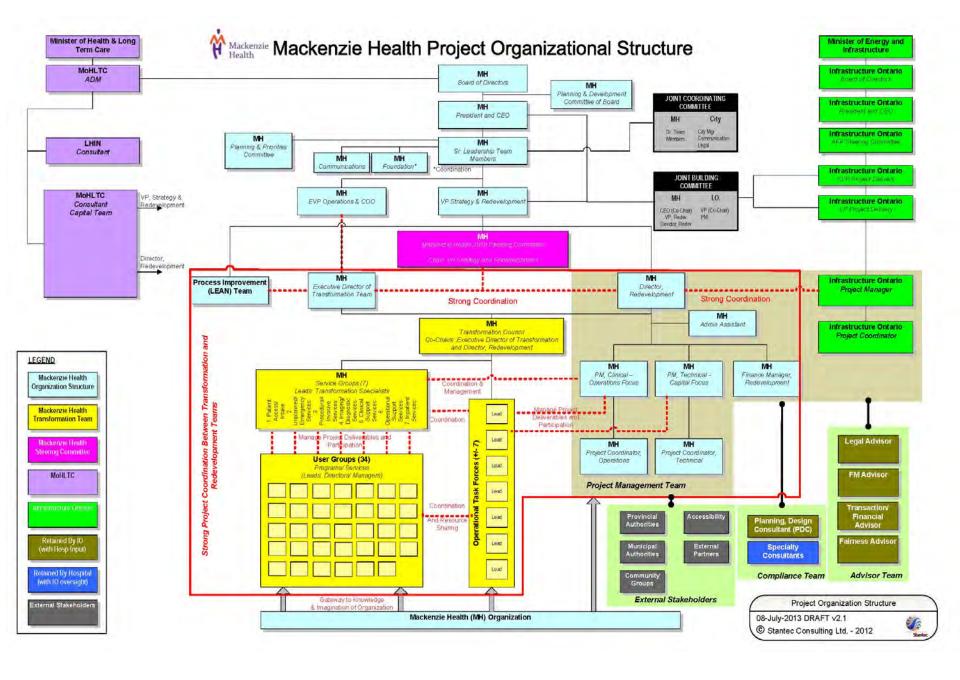






# Reframing the "Project"







# **Stage 3 Submission Components**

- Revised Master Plan
- Clinical Statements
- Room Data Sheets
- Room Templates
- Equipment & Furniture Lists
- Illustrative Schematic Designs
- Project Costs
- Local Share
- Post Construction Operating Plan (PCOP)

# Precinct Plan and Hospital Master Plan – # 50 (40 + 10) Contiguous Acres

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



Mackenzie



# **Site Plan and Ministry Quote**

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

Ministry of Health and Long Term-Care July 26, 2013

# Site Plan and Ministry Quote Cont'd

"Although we can draw on other recent new hospital projects for "lessons learned", the planning context for the Vaughan new hospital project is new and unprecedented. There is a unique convergence of factors including: new hospital in a new location and municipality (i.e. not a replacement of an existing site); high growth area with significant existing population base and major infrastructure and intensification plans (e.g. subway); reconfirmation of services of a single organization to a two site model; emerging best practices on patient based design; new patient access patterns based on health system funding reform implementation during project planning and implementation. No other hospital, including the new Humber and Oakville hospitals, will experience all these factors."

Ministry of Health and Long Term Care, July 2013

# New healthcare funding formula is a game changer for how resources are allocated and to whom

**Health System Funding Reform (HSFR)** 







- Premise: "funding follows the patient"
- Operating fund allocation based on:
  - How many patients cared for (volume)
  - Type of services delivered
  - Evidence-based quality/efficiency of services
  - Needs of the population served

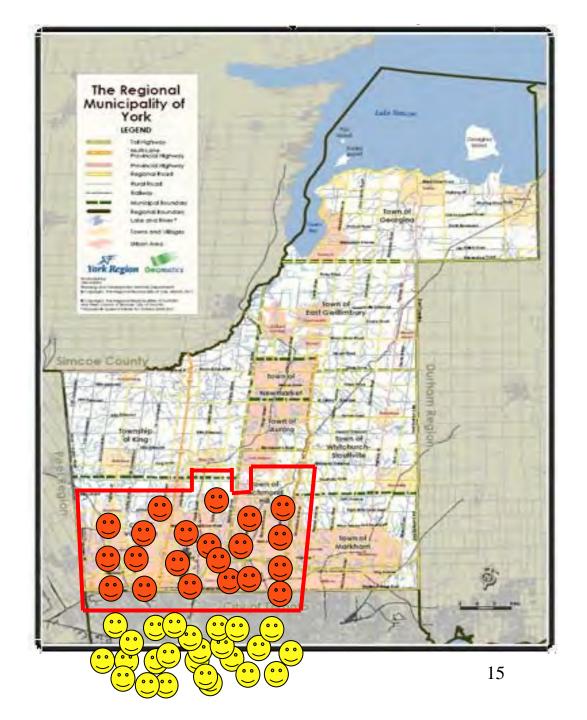
# How does HSFR change the game?

Currently, funding is historically-based:

## **Impact:**

40-50% of Southwest York Region residents use services elsewhere (mostly Toronto)

BUT.....

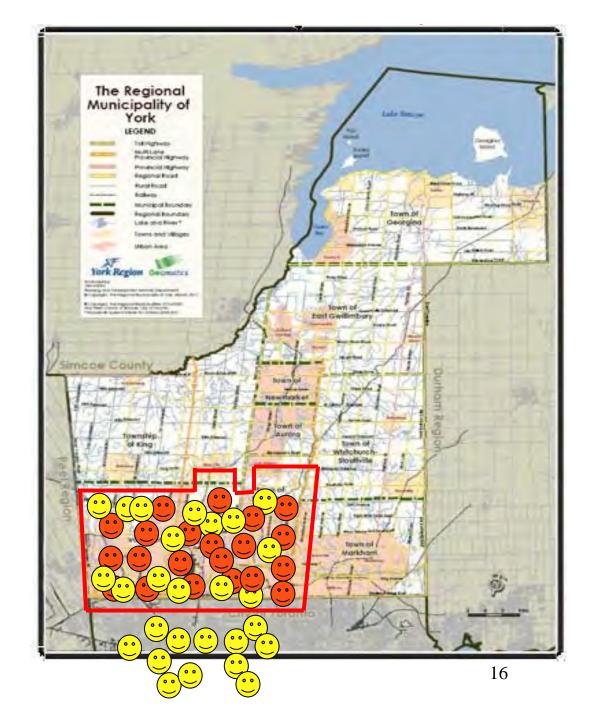


# Future is brighter for with HSFR

With implementation of new HSFR funding methodology:

## **Impact**

Funding will follow the patient. Therefore providers in high growth areas who can operate efficiently and with high quality will receive more funding.



# Project Specific Output Specifications (PSOS) & Tender Process Mackenzie Mackenzie Health

## **Project Documents**

RFP, PA and PSOS Documents

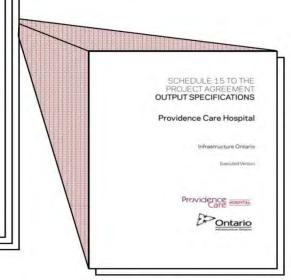


Request for Proposals (RFP) (prepared by Legal Advisor)



Project Agreement (PA) (prepared by Legal Advisor)

 The Output Specifications (PSOS) is one schedule (Schedule 15) of many in the Project Agreement.

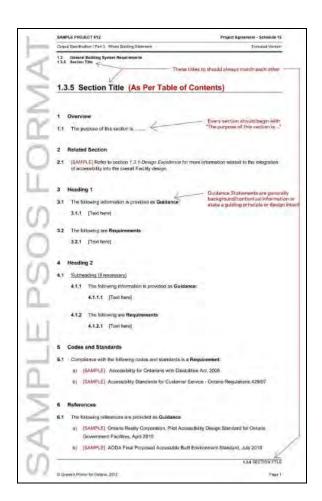


Output Specifications (PSOS): Schedule 15 of the Project Agreement

Sample Illustration

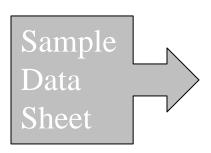


1. Written Requirements – Clinical Statements





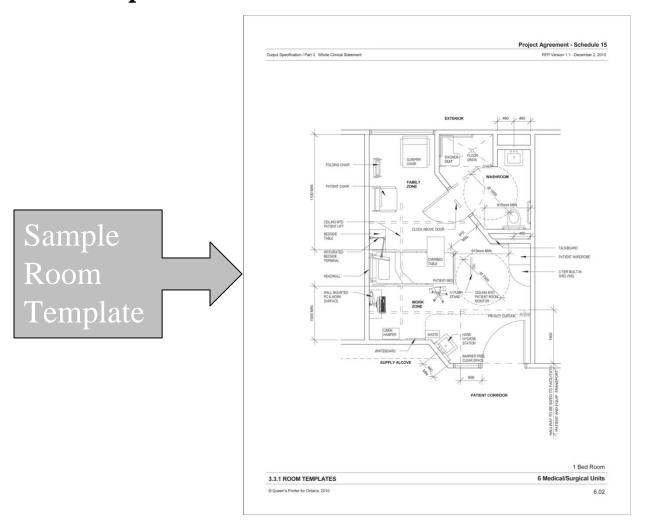
## 2. Room Data Sheets



Room Name 1-Bed Room RDS W: 00.001	Output Specification / Part 3: Whole Clinical Statemen		Project Agreement – Schedule 15
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NCHTECTURAL	Department: Common Requirements		Room Template: 6.02*, 8.02**
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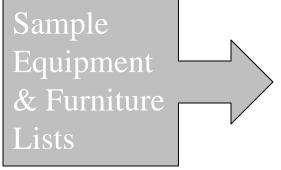


# 3. Room Templates





# 4. Equipment & Furniture Lists

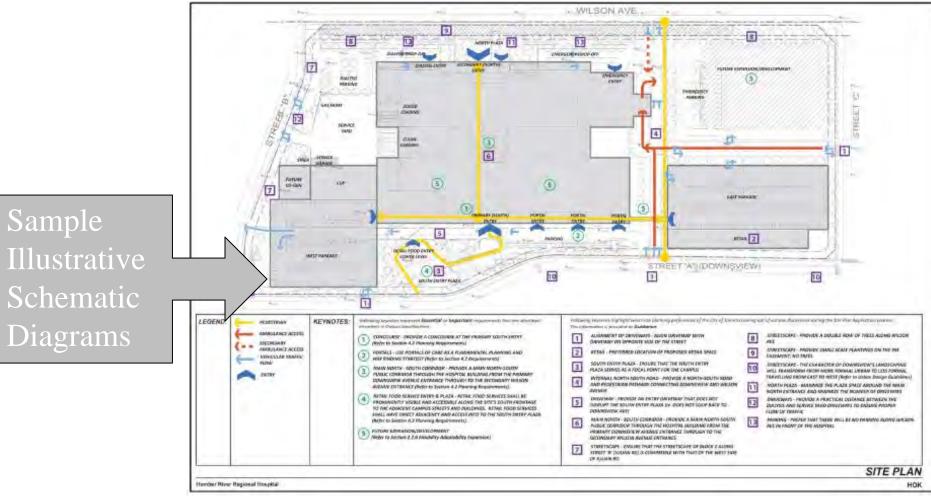


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# **PSOS Format and Structure**



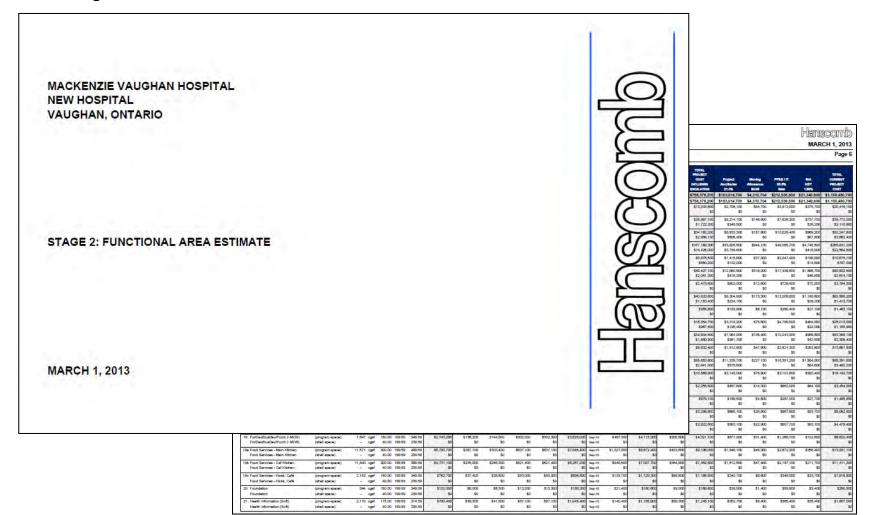
# 5. Illustrative Schematic Diagrams



# **Other Submission Requirements**



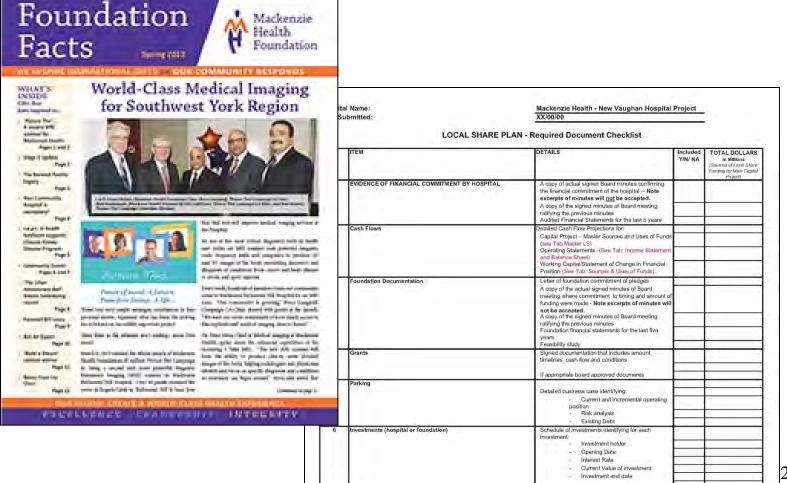
# 6. Project Costs



# **Other Submission Requirements**



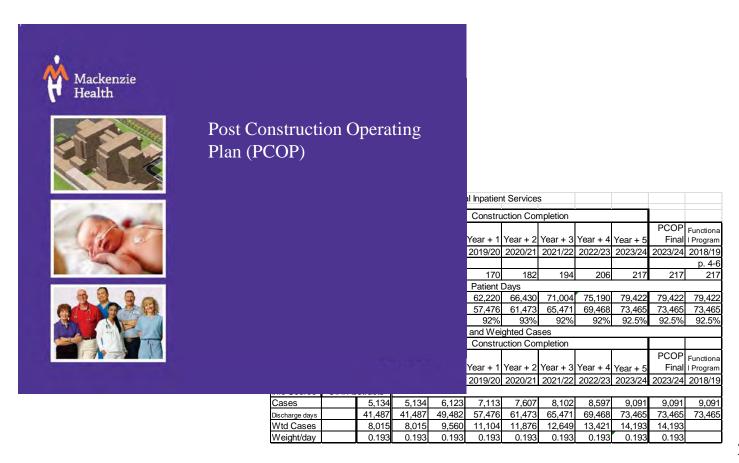
## 7. Local Share Plan



# **Other Submission Requirements**



# 8. Post Construction Operating Plan (PCOP)





# The PDC Team

- Led by Zeidler Partnership Architects
- Extensive team of engineering and specialty consultants:
  - Urban Planner
  - Structural, Mechanical & Electrical
  - Civil Engineering Services
  - Furniture, Fixture & Equipment (FF&E) Consultants
  - Traffic, Transportation & Parking Consultant
  - Accessibility Consultant
  - LEED Certification Consultant
  - ICAT Consultant
  - Commissioning Consultant
  - FM Consultant

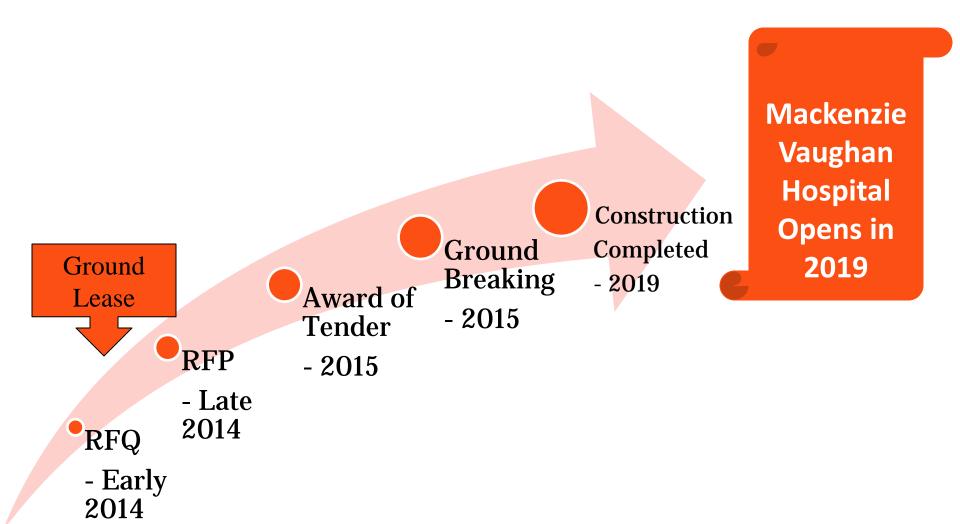


# **PDC Objectives**

- Establish the guidelines and performance requirements that the successful building team must meet when preparing their designs
- Monitor construction progress and provide coordination and oversight services throughout the course of the project.



# **Key Dates**





# **Upcoming Public Consultations**



You are Invited to Attend our Community Consultations on Future Hospital Development

## Community Consultation Vaughan

**Date:** Monday,

Nov. 25th

**Time:** 7:00 p.m. to

9:00 p.m.

## **Location:**

Vellore Village Community Centre 1 Villa Royale Avenue Vaughan

## Community Consultation Richmond Hill

**Date:** Wednesday,

Nov. 27th

**Time:** 7:00 p.m. to

9:00 p.m.

## **Location:**

Richmond Hill Centre for the Performing Arts 10268 Yonge St. Richmond Hill



# Questions



### SPECIAL COMMITTEE OF THE WHOLE NOVEMBER 5, 2013

VAUGHAN HEALTHCARE CENTRE PRECINCT PLAN (THE "VHCP" PLAN) NORTHWEST QUADRANT OF JANE STREET AND MAJOR MACKENZIE DRIVE CITY OF VAUGHAN RESPONSE TO PUBLIC, GOVERNMENT AND AGENCY SUBMISSIONS FILE 15.107.3 WARD 1

### Recommendation

The Commissioner of Planning recommends that:

- The modifications to the Vaughan Healthcare Centre Precinct Plan recommended in the section of the report entitled "Issues Resulting in Substantive Changes to the Plan" be approved;
- 2. The modifications to the Vaughan Healthcare Centre Precinct Plan set out in Attachment 2 "Response Table for Agency and Public Comments" be approved;
- 3. The Vaughan Healthcare Centre Precinct Plan be amended to reflect the Council approved modifications and that the finalized Precinct Plan form the basis for the submission of the implementing draft plan of subdivision and zoning amendment applications; and
- 4. Mackenzie Health and stakeholders be requested to consider the guidance set out in the Vaughan Healthcare Centre Precinct Plan in the planning for the Mackenzie Vaughan Hospital.

### **Contribution to Sustainability**

Green Directions Vaughan was approved by Council on April 2009. It is the City's Community Sustainability and Environmental Master Plan and is one of the foundations for the Vaughan Healthcare Centre Precinct Plan (VHCP Plan). It is designed to guide the community toward a more sustainable future by addressing environmental, cultural, social and economic issues. The goals, objectives and action items of Green Directions were considered in the preparation of the Plan, Under Objective 4.1 (To foster a city with strong social cohesion, an engaging arts scene, and a clear sense of its culture and heritage), action 4.1.8 states that the City is to provide continuing support for the development of a future hospital for Vaughan.

### **Economic Impact**

The funding for the Precinct Plan will be drawn from the approved Vaughan Hospital Land Development Account for Capital Project CO-0054-09.

#### **Communications Plan**

Notice of this Special Committee of the Whole meeting was mailed on October 24, 2013 to those who requested notification at the September 3, 2013 Public Hearing and/or by written correspondence. This notice was also posted on the City's website at <a href="www.vaughan.ca">www.vaughan.ca</a>, the City Page Online and through social media sites.

In addition Council adopted a motion on September 17, 2013 directing that this matter be considered at an evening meeting.

### **Purpose**

To report on and obtain Council direction on requested modifications emerging from the September 3, 2013 Public Hearing and the agency and stakeholder review process for the purposes of the finalization and approval of the VHCP Plan.

## **Background - Analysis and Options**

### Background

On September 3, 2013 Staff brought forward a Public Hearing Report to Committee of the Whole presenting the draft VHCP Plan. The Public Hearing Report discussed the provisions of the Plan including: building height, setbacks and buffers; the street network and transportation, land use; servicing; urban design; sustainability; and implementation. In addition, it included a preliminary conceptual plan. The following recommendations of Committee of the Whole were ratified and further modified by Council on September 17, 2013 by approving the following:

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

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

As per Recommendation 2, staff have received comments from a number of sources which will be addressed in this report. Staff have held further discussions with the affected external agencies and have received the submissions received to-date. These are analyzed in the staff report and in the "Response Table for Agency and Public Comments", forming Attachment 2. When warranted, modifications to the VHCP Plan have been recommended.

### Recommended Modifications to the Draft VHCP Plan (September 2013)

For the purpose of responding to the comments and requested changes, two categories of revisions were identified. These include:

- a. Major Changes that would potentially have a substantive effect on the Precinct Plan; and
- b. Other issues that may be resolved through minor changes to the Plan or further clarification.

Issues that may result in a major change to the VHCP Plan are discussed in the staff report in the Section entitled "Issues Resulting in Substantive Changes to the Plan". More minor issues are identified and commented on in the "Response Table for Agency and Public Comments", forming Attachment 2.

## Issues Resulting in Substantive Changes to the Plan

### a) Building Heights and Setbacks

#### Issue:

Concerns were raised at the Public Hearing on September 3, 2013, and in subsequent correspondence, regarding the proposed setbacks and height restrictions. Concerns were mainly focused around the proximity of the High-Rise (maximum height of 75 metres) designation to the residential neighbourhood to the north. Concerns were also raised

that the proposed combination of a 30 degree and a 45 degree angular planes, originating at the north property line, were inadequate to act as a visual transition between the High Rise designation and the residential, community to the north. Also, there was a desire to increase the 70 m separation distance from the High Rise designation, so as not to impact on the vistas and quality of life of the residents to the north of the site.

#### Comment:

City staff and consultants have met with the Ward Councillor and Mackenzie Health to discuss this issue. As a result, the following measures are recommended to address the concerns, which will be reflected in Figure 8 "Heights" and Figure 9 "Angular Plane":

- Maintain the High Rise designation (maximum height 75 m) across the southerly portion of the site;
- Eliminate the Mid Rise and Low Rise designations in the northerly portion of the site;
- Replace the Mid Rise and Low Rise designations with a new Transitional Area designation, which is based on a 30 degree angular plane extending south from the northern border of the VHCP line which will define the maximum building heights within that zone;
- The Transitional Area will extend south to the point where the rising 30 degree angular plane intersects with the maximum height permitted by the High Rise designation (75 m), approximately 130 m from the north property line or boundary of the VHCP Plan.

This proposed modification will result in a consistent building height transition across the whole northerly portion of the site. By relying solely on the 30 degree angular plane it will allow for a more gradual height transition from the northerly property line to the maximum height permitted in the High Rise area. The designation will provide Mackenzie Health with the flexibility to use adaptive measures, like tiered building forms, to fall within the angular plane.

To reinforce this measure, policies will be added to the Urban Design Guidelines of the VHCP Plan to require visual simulation models, that include a street view vantage point, to accompany development proposals to illustrate their effects and to test further mitigation measures. This will assist in minimizing any visual impacts on the lands to the north, particularly in relation to homes fronting on Melia Lane and LaMaria Lane. Mitigation measures that will be considered include reinforced tree planting on the north and south side of the northern property line in order to develop a substantial green canopy to screen the proposed buildings to the south. Consideration may also be given to undertaking an accelerated planting program to establish the basis for a substantial planted screen prior to or concurrent with construction commencing on the hospital.

#### Recommendations:

That Figure 8 "Heights" (Attachment 3), Figure 9 "Angular Plane" (Attachment 4) be replaced by Figures 8 and 9 as shown in Attachment 3 and Attachment 4; and that the policies of Sections 1.2.1.(4), 4.3 and elsewhere in the Plan, be modified to reflect the amended Figures.

That Appendix A "Urban Design Guidelines – Height and Massing" be modified by deleting bullet points 1 through 4 and inserting the following:

• 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.

That Appendix A "Urban Design Guidelines – Transition and Buffering" be modified by deleting bullet points 1 through 4 and inserting the following:

- 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 neighborhood to the north, the maximum building 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 specific locations. A minimum 30 metre non-structural setback from the north property line shall be required to provide a buffer to the residential community to the north.
- 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.
- 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 a solid canopy sufficient to mitigate any impacts arising from the buildings to the south.

### b) Road Network - Street "F" and the Requirement for a Contiguous Hospital Site

#### Issue:

The City received correspondence from Mackenzie Health on August 30, 2013, indicating that Street 'F' compromises the objective of maintaining 50 contiguous acres of land for the initial development and the on-going expansion and regeneration of the Hospital and related uses on Blocks 2 (the "Hospital" Block) and 3 (the expansion and regeneration Block).

In addition, it was noted that the Precinct Plan indicates that Mackenzie Health may require the use of Block 3 to enable future redevelopment "contiguous to the initial phase of the Hospital", and that the Precinct Plan can be amended to allow the removal of Street 'F' based on traffic servicing studies and the replacement of its function subject to satisfactory agreements between Mackenzie Health and the City. However the conditions under which Street "F" would be eliminated and the infrastructure costs are not currently well articulated.

#### Comment:

Extensive transportation studies have been completed by the City's consultant which demonstrate that the optimum street pattern is reflected in Figure 6 "Street Hierarchy" of the VHCP Plan. The Transportation Study was conducted in consideration of the needs of Mackenzie Health, York Region, the Ministry of Transportation, and the proposed land uses and densities, traffic generation assumptions, and easement requirements in order

to satisfy existing traffic conditions imposed by Canada's Wonderland to the south. The results of the analysis demonstrate that the proposed street configuration including Street "F" is optimal and should be maintained.

Subsequent to the September 3, 2013 Public Hearing, the City has had ongoing discussions with Mackenzie Health regarding the "permanency" of Street "F". It has been concluded that Street "F" is only required to service the transportation component of the site for the purposes of managing internal traffic capacity. However, the City has agreed to modify the Plan to relocate any subsurface municipal services (water and wastewater) from under Street "F" as shown in Attachments 5 and 6. This will provide more flexibility in the event that it is demonstrated that the lands are required for the use of regeneration and expansion for the hospital use. This will essentially allow for potential road closure and transfer for use of a private entity once required transportation analysis is approved to the satisfaction of the City and other approval authorities demonstrating non-disruptive alternative routes that can maintain the capacity levels.

#### Recommendations:

- That Figures 13 and 16 of the Precinct Plan be modified to reflect the removal of the sanitary sewer and water mains from the Street "F" right-of-way;
- That Sections 7.1.1 "Option 1 Connection to Existing Sanitary Sewer at Jane / Grand Valley" and "Option 2 Section 7.1.2 Connecting to Existing Pumping Station on Canada's Wonderland Property" be modified to include policy to read as "Any subsurface permanent municipal infrastructure such as sewers for water and wastewater, and utilities is not permitted on or under Street 'F":
- That Section 8.4 "Infrastructure" be amended to include the following paragraph:

Transportation analysis concludes that Street "F" is required to service the transportation component of the site to manage internal traffic capacity, however, in advance of a draft plan of subdivision or site plan for the Hospital portion of the site, any subsurface municipal services (water and wastewater) is not permitted under Street "F", so as to incorporate more flexibility in the event that it is demonstrated at a later stage that the lands are required for the regeneration and expansion of the hospital use. This will allow for the potential road closure and its transfer for use by a private entity once the required transportation analysis is approved to the satisfaction of the City demonstrating that non-disruptive alternative routes can maintain the necessary capacity levels.

### c) <u>Maximum Gross Floor Area</u>

### Issue:

The plan assumes 1.2 million sq. ft. of GFA for Block 2 for hospital uses and 780,000 sq. ft. of GFA for Blocks 1, 4, 5, and 7 for other health care related uses. Development beyond the level of 1.98 million square feet will require a further transportation analysis to determine the transportation infrastructure, such as the Highway 400 northbound Off-Ramp Extension, required to support the additional floor space. The hospital contemplates two time horizons for development: Opening in 2018/19 with 1.2 M sq. ft. of GFA for hospital uses and 300,000 sq. ft. of GFA for a medical office building (10% for hospital programs); and in 2028/29 an expansion from 1.2 million sq. ft. of GFA to 1.5 million sq. ft. of GFA for the hospital is projected with the potential for an additional medical office building.

#### Comment:

The City recognizes there may be the need for additional development capacity beyond the initial 1.98 million sq. ft threshold for the entire VHCP Plan area. Preliminary numbers were confirmed with the consulting teams to determine the land area required for the initial development of the Hospital within Block 2 and residual development outside of the hospital block. The data was included in the assumptions used in the traffic modeling to inform the development of the concept plan. The results of the traffic analysis show that, due to access constraints and capacity limits at existing intersections including Jane Street and Major Mackenzie Drive, there is limited traffic that can be accommodated within the Precinct. However, an initial development of 1.98 M sq. ft can be supported by the road pattern proposed in the VHCP Plan. Additional floor space, not accounted for in the development of the Precinct Plan, that exceeds the numeric values identified in Section 4.0, 4.1.1 "Floor Space" of the Plan, must be evaluated through the submission of traffic impact studies and other required studies, which will be determined through the Pre Application Consultation process as part of the Development review process.

#### Recommendations:

That Section 8 "Implementation" of the Precinct Plan, Plan be modified to add a new paragraph which provides as follows:

"All Development proposals, including zoning amendment and site plan approval applications, that exceed the maximum floor area values indicated in the Precinct Plan must be accompanied by the submission of the appropriate studies, including but not limited to traffic and functional servicing studies to be determined through the City's Pre-Application Consultation process, to establish the measures required to support the additional floor space."

## d) Parking and Enforcement

#### Issue:

Concerns have been raised that there will not be enough parking on site to accommodate both staff and visitors in the VHCP Plan area. In addition there is, a concern from the residents in the neighbourhood to the north that paid parking on-site, will result in parking 'overspill' onto the residential streets surrounding the Precinct, so that visitors to the Hospital can avoid paying parking fees.

### Comment:

The City recognizes the need for a Parking Management Strategy for the lands within and surrounding the Precinct Plan area. The City also acknowledges the concern of parking overspill to the residential communities surrounding the subject lands. More detailed analysis of Parking and Parking Strategy will take place through the Development Approvals process for the Hospital Site and remainder of the Precinct. The applications will inform the approach required to manage/enforce the Parking Management Strategy for the Precinct and surrounding neighbourhoods. The development applications will need to be accompanied by a detailed parking analysis / strategy. The City agrees that a Parking Management Strategy should be prepared to guide initial construction activities and be in force by the time of the opening of the Mackenzie Vaughan Hospital. City staff will be communicating this requirement to Mackenzie Health and Infrastructure Ontario.

## Recommendations:

That the following paragraphs be added to Section 6.3 "Parking" of the Precinct Plan:

A Parking Management Strategy should be prepared prior to construction commencing and be in force by the time of opening of the Mackenzie Vaughan Hospital. The major elements of the strategy will include:

- Contemporary parking standards for the hospital and other users;
- A pricing strategy and understanding of the potential spill-over effects resulting from paid parking;
- An enforcement strategy to prevent parking 'spillover' into sensitive areas, particularly the residential area to the north;
- Design and way-finding measures to ensure that parking is easily and safely accessed;
- Consideration of opportunities for shared parking amongst users, which may or may not include the hospital;
- Consideration of the opportunity to create a Parking Authority.

## e) <u>Sustainability – District Energy System</u>

#### Issue:

One of the strategic measures identified in the Sustainability section of the Precinct Plan report is the development of a District Energy System to serve the entire plan area. The City of Vaughan through its wholly owned subsidiary Vaughan Holdings Inc. has recently decided not to pursue the development of a District Energy System in the Precinct Plan area at this time. However, there is merit in maintaining the opportunity to establish such a system in the future by protecting for connections via streets and by requesting that capacity for expansion be considered in the design of the hospital's energy system. The City's desire for protection of the opportunity for energy connections will be communicated to Mackenzie Health in the planning of the site.

### Recommendations:

Therefore, it is recommended that the existing Section 5.1.2.1 "The District Energy System" be replaced by the following:

## 5.1.2.1 Preserving Opportunities for District Energy

District Energy Systems generally provide one or more of the following services:

- Hot and cold water for space heating and cooling and the production of domestic hot water;
- · Process steam;
- Emergency electrical power;
- Possible co-generation of electricity associated with the production of hot water/steam to be sold on the grid or to be purchased for use within the service area.

The focus of District Energy Systems is on providing highly reliable energy services at competitive prices, which are produced in a sustainable manner. There are no immediate plans to develop a District Energy System for the Precinct Plan Area. It is expected that the Mackenzie Vaughan Hospital will be servicing its site with a Central Utility Plant (CUP). The means of serving the remaining lands will be determined through the subsequent development review processes. While a precinct-wide system is not being planned for at

this time, it will be important to not foreclose on future opportunities to develop such as system.

Therefore, it is recommended that, throughout the development process, opportunities for the future installation of a District Energy be assessed, and where warranted, the necessary accommodations be made through measures including but not limited to:

- Protecting for energy transmission connections between development blocks
- Protecting for the CUP required by Mackenzie Health to be upgraded in the future to service an expanded hospital and or nearby health related uses.

#### On-Site Generation and Distribution

Roof-top photovoltaic cells provide an opportunity for the on-site generation of electricity. This should be explored for all buildings in the Precinct.

Where individual buildings maintain emergency power systems, the potential for their use to augment the power supply during peak periods should be explored. This could be achieved either through a connection to the grid or supplanting grid supplied power for building functions.

In either instance there will be the need to undertake further investigation in cooperation with the local utility operator.

It is further recommended that Section 5.1.3 "Implementation" be modified by replacing paragraph 1 with the following:

The City of Vaughan will work with Mackenzie Health and Infrastructure Ontario to assess future opportunities for establishing a broader District Energy System to serve the entire Precinct and, where warranted, take measures to preserve and secure such opportunities through the development process and through the protection of: energy transmission connections between development blocks; and protecting for the CUP required by Mackenzie Health to be upgraded in the future to service an expanded hospital and or nearby health related uses.

#### f) Requirements for Other Approvals

#### Issue:

Section 8.5 of the VHCP Plan "Other Approvals and Consultations" identifies other matters that will require consideration throughout the development process for the Precinct. It has been determined by staff that the requirement exists to initiate a Municipal Engineers Association (MEA) Class EA for roadways, servicing infrastructure, stormwater management ponds, and the channelization of a watercourse. Input and studies conducted as part of the VHCP Plan will provide support and justification for Phases 1 and 2 of the MEA Class EA (Schedule B). To assist in integrating the Planning Act and Class EA processes, language will be added to the plan to ensure an appropriate level of coordination.

#### Recommendations:

It is recommended that the following paragraph be added at the end of Section 8.5 "Other Approvals and Consultations".

Concurrent with the development of the VHCP Plan, the City (as proponent) will be conducting a MEA Class EA related to roadways, servicing infrastructure, stormwater management ponds and the channelization of a watercourse. The VHCP Plan will be used to support the preparation of the Class EA. The respective approval processes will be integrated where possible to ensure a comprehensive consideration of the issues and to provide for thorough public consultation.

#### g) The Response Table for Agency and Public Comments

The Vaughan Healthcare Centre Precinct Plan was made available for public review on August 29, 2013 and comments were received prior to the public hearing on September 3, 2013. Further submissions were requested by September 17 by the Council approved Recommendation 2 from the September 3 Public Hearing. Responses have continued to be received beyond that date. Staff have endeavoured to respond to all that have been received. As such, responses have been prepared to each submission, which are reflected either in the body of the report or in Attachment 2.

It is recognized that some issues may not be resolved to the satisfaction of some respondents, upon the City's adoption of the Precinct Plan. Post approval, opportunities for adjustments may be considered through the development review process.

#### Submissions Review

Several objectives were used as the basis for analyzing the submissions made by landowners, public agencies, residents and interest groups regarding the VHCP Plan. This included ensuring that the principles of OPA 715 and OPA 725 were maintained, that the broader policy direction was considered (Regional Official Plan, Places to Grow) along with the application of sound planning principles. Meetings were held with Mackenzie Health, the TRCA, York Region, the Ministry of Transportation, the Ministry of Health and Long Term Care, and Infrastructure Ontario to clarify issues and to discuss potential solutions.

The submissions were each considered on their own merit and recommendations made on appropriate responses and actions. In addition, Staff has identified areas where changes should be made to the Precinct plan policies. The "Response Table for Agency and Public Comments" (Attachment 2) presents information response/concerns/requests, staff comments and any recommended policy and schedule changes. Summaries in Attachment 2 contain the following in tabular format:

- The Item number;
- The submission date;
- The correspondence content, as summarized by Staff;
- Staff comment on the submission; and
- Staff recommendation on the submission.

The "Response Table for Agency and Public Comments" (Attachment 2) will form part of the public record of comments.

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

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

#### **Regional Implications**

This report and resulting Council minutes and the modified VHCP Plan will be forwarded to the Region of York and other agencies and stakeholders that have commented on the VHCP Plan for their information.

#### Conclusion

The modifications recommended in this report respond to public and agency concerns and reflect changes to better co-ordinate the policies with the schedules. The changes also clarify and provide guidance on issues that will need to be addressed through future development applications. Therefore, it is recommended that the recommendations of this report be approved and the VHCP Plan be modified accordingly for the purpose of informing the subsequent draft plan of subdivision and zoning amendment applications and to provide guidance to all future development proponents. Upon modification the VHCP Plan will be forwarded to all participating agencies and stakeholders for their information and application.

#### **Attachments**

- 1. Location Map and Context Plan
- 2. Response Table for Agency and Public Comments
- 3. Figure 8 Heights (Modified as of November 5, 2013).
- 4. Figure 9 Angular Plane (Modified as of November 5, 2013)
- 5. a) Figure 13 Option 1 Sanitary Sewer System (Modified as of November 5, 2013) b) Figure 14 Option 2 –Sanitary Sewer System (Modified as of November 5, 2013)
- 6. Figure 16 Water Supply System (Modified as of November 5, 2013)
- 7. Figure 7 Pedestrian and Bicycle Circulation and Connections Plan (Modified as of November 5, 2013)
- 8. Figure 22 Channel Cross Section (Modified as of November 5, 2013)
- 9. Cross Section Street "E" Collector Road (North-South)
- 10. Staff Report Committee of the Whole Meeting September 3, 2013 and Council Extracts September 17, 2013 "Vaughan Healthcare Centre Precinct Plan (The "VHCP Plan") Northwest Quadrant of Jane Street and Major Mackenzie Drive City of Vaughan"

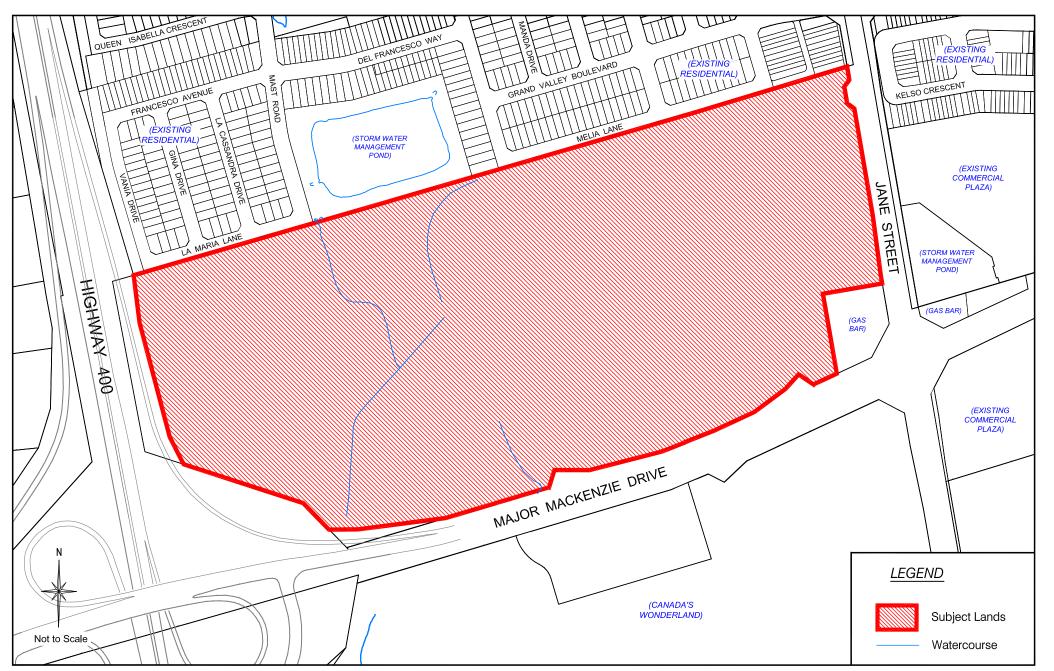
#### Report prepared by:

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

Respectfully submitted,

JOHN MACKENZIE Commissioner of Planning

/lm



Location Map

Location: Part of Lot 6, Concession 2



## **Attachment**

File: 15.107.3

Date: November 5, 2013

ITEM	Submission	Issue	Comment	Recommendation
1	DATE: September 3, 2013 Respondent: Osler, Hoskin & Harcourt LLP	VHCC's position is the conveyance in excess of 40 acres to Mackenzie Health contravenes a Contribution Agreement that is still valid.	The content in this report addresses Land Use Planning matters only. The City considers the contribution agreement null and void.	1) No change recommended.
	Michael Watts on behalf of the Vaughan Health Campus of Care VHCC	2) VHCC Suggests that the City should receive verification from the MOHLTC if 40 acres is no longer sufficient.	2) The City has allocated land for the hospital to Mackenzie Health through the Council resolution of December 11, 2012.	2) No change Recommended.
2	DATE: September 9, 2013 Respondent: Nancy Van Kessel (email)	1) Concern about the height of the building(s), up to 20 metres in height, next to the low rise residential community to the north as well as 75 metres immediately south. Height of the existing Mackenzie Richmond Hill hospital is lower.	1) Height limits have been modified for the northern part of the site in response to community concerns. Refer to "Issues Resulting in Substantive Changes to the Plan" under subsection "Building Heights and Setbacks" in the Staff Report for comment, and recommendations.	
		2) Comments on the proposed road pattern and potential expansion of the hospital (Street F).	2) Road network issues have been addressed in the staff report under "Issues Resulting in Substantive Changes to Plan" under Road Network Street "F" and the Requirement for a Contigous Hospital Site.	
3	DATE: September 10, 2013 Respondent:	1) No Comment	1) No comment	1) No change required.
1	Power Stream			
4	DATE: September 18, 2013	A) Concern regarding potential traffic operational impacts of the free-flow ramps from the south side of Major Mackenzie Drive to	A) This is an existing condition for access from Canada's Wonderland on the south side of Major Makenzie Drive.	1. A) No change required.
	Respondent: Region of York	the east and west;	This issue has been discussed with the Region and details will be provided to Region to address this	

ITEM	Submission	Issue	Comment	Recommendation
(#4 cont'd)	(Meetings, Conference Calls, emails)	B) The loop ramp around Block 6 will create a weaving section with the westbound to northbound Hwy 400 ramp resulting in safety issues.	concern through the development process.  B) The loop ramp is a merge condition followed by a diverge to northbound Highway 400 and not a weave. This issue has been discussed with Region and additional details will be provided to Region to address this concern through the development process.	B) No change required.
		2) Free flow ramp is not supportive of the future urban design for walking and cycling in the corridor. Similarly the northbound to eastbound free-flow ramp from Canada's Wonderland to Major Mackenzie Drive will impact on future pedestrian and cycling facilities.	2) The free flow ramp is in the immediate vicinity of the northbound Highway 400 ramp which will not change in the future. This issue has been discussed with the Region and additional details will be provided to the Region to address this concern through the development process. The Region will need to consider this issue in future plans for upgrades to Major Mackenzie Drive.	2. No change recommend.
		3) The loop ramp sterilizes Block 6 and request to re-examine an east-west road connection between Street F and Street D without the loop ramp.	3) This issue has been examined in consultation with the Region and MTO. The ramp addresses Cedar Fair (Canada's Wonderland) access requirements.	3. No change recommended.
		4) Examine implications of traffic on allowing development of Block 6 with frontage on Major Mackenzie.	4) The Precinct Plan designates the lands in Block 6 as "Landscape and Amenity". No development is proposed for this block at this time and any development proposal will be subject of further review as a community amenity space.	4. No change recommended.
		5) Question why Street D on the south side of Major Mackenzie is proposed to be one-way southbound. From a network perspective would it make more sense to have the Street D portion south of Major Mackenzie as a two-way street?	5) The one way designation was requested by Canada's Wonderland to limit public access to their employee and maintenance areas. This also reduces potential directional movement conflicts and increases the capacity for the Precinct traffic exiting the site to Major Mackenzie Drive.	5. No change recommended.

ITEM	Submission	Issue	Comment	Recommendation
(#4 cont'd)		6) Street D splits the 5 acre block for the potential future transit hub into two. Question as to how the road will be integrated and how the transit users and buses will access the site?	6) The Precinct Plan has been modified to include additional considerations for access and connectivity to the proposed Transit Hub. The detailed design of the proposed future Transit Hub including connections to and from the Hub to the hospital, Canada's Wonderland and surrounding community will be determined in conjunction with the Region, Metrolix and other agencies as necessary. Precinct Plan design guidelines, Region of York Centres and Corridors policies and Metrolinx Mobility Hub Guidelines and other guidance documents during development review of Transit Hub design.	6. No change recommended.
		7) Asks about the status of the eastern tunnel under Major Mackenzie.	7) Section 6.1.3. "Transportation" of the Precinct Plan proposes that the eastern tunnel be removed.  Through further analysis, the Precinct Plan now proposes that the eastern tunnel be maintained for consideration for pedestrian and bicycle access only.	7. That Section 6.1.3. and Figure 7 "Pedestrian and Bicycle Circulation and Connections Plan" of the Precinct Plan be replaced as shown on Attachment 7 of this report.
5	DATE: September 20, 2013 Respondent: Toronto and Region Conservation Authority (Letter)	1. A) Request to provide a satisfactory distance from the physical top of bank/floodplain as the two features are coincident. TRCA suggests the adjustments to Appendix D to require a 5 metre setback on the west side of the proposed water course be complimented by an additional 5 metre building and structural setback, while maintaining the 10 metre setback from the flood plain.	A) The detailed studies and design of the setbacks will confirmed through the development process. The TRCA position has been considered in the preparation of the modified schedules of the Precinct Plan.	1. A) That modifications to Figure 22 (Attachment 8) and Cross Sections for Street "E" Collector Road (North-South) in Appendix C of the Precinct Plan (Attachment 9) be replaced to reflect these setback requirements where possible.

ITEM	Submission	Issue	Comment	Recommendation
(#5 cont'd)		B) Concern that the west side of Street E, that within the first 7 metres of the road right-of-way there would be no structures and therefore a 7 metre buffer is provided within the road allowance. To compliment this, TRCA requires that an additional 3 metre buffer be provided from the top of bank/floodplain. This would provide a 10 metre buffer.	B) The City is in agreement with this request and details will be confirmed through the development process.	B) That Street Cross Section "E" (North – South) in Appendix C of the Precinct Plan (Attachment 9) and Figure 22 "Channel Cross Section" in Appendix D (Attachment 8) be modified to reflect an additional 3 metre buffer west of Street "E" in as incorporated into the existing 7 metre boulevard.
		2. At the time of detailed design of the watercourse, consideration will be given to the provision of wetlands within the design of the corridor and stormwater ponds to provide habitat similar to that of the existing wetlands that have been identified on the property and possible meandering and naturalization of the channel.	The detailed studies and design of the wetland feature will be considered through the development process.	2. That the detailed study and design of the wetland feature be considered through the development process No change recommended.
6	DATE: September 20, 2013 Respondent: Mackenzie Health, Urban Strategies Inc. BA Consulting	Mackenzie Health provided a cover letter making reference to detailed comments from retained specialty consultants who completed a review of the Precinct Plan. The letter confirms the Hospitals full support of the consultant's recommendations.	Noted	No change required

# Attachment 2 - Response Table for Agency and Public Comments ITEM Submission Issue Comment

ITEM	Submission	Issue	Comment	Recommendation
(#6 cont'd)	Group, R.V. Anderson	Urban Strategies Inc. (USI)  1) Requirement for hospital GFA of 1.2M sq. ft. and a Medical Office Building of 300K for a total development of 1.5M sq. ft. on 40 acre hospital parcel. The Precinct Plan allocates only 1.2 M sq. ft. total to the initial 40 acre parcel and thus deficient by 300K. USI suggests the municipality consider the use of 'holding zones' (H) with conditions to remove the H provisions. USI recommends that the full build out GFA requirements in the Stage Two submission be granted to the hospital and the City reduce the GFA on City lands to accomplish this.	Urban Strategies Inc. (USI)  1) Based on the information provided by Mackenzie Health at the time of the preparation of the Precinct Plan, the City did not anticipate a medical office building (MOB) of 300,000 sq. ft. The municipality was advised towards the latter stages of Precinct Plan preparation that Mackenzie Health is now proposing a 300,000 sq. ft. MOB which is additional and separate from the initial hospital project proposal. MOHLTC confirmation of support for this additional 300,000 sq. ft. is pending. The proposed additional 300,000 sq.f. MOB will be considered through the development process. The City may consider the use of a Holding Symbol or "H" zone that will allow development of an MOB in a specific location within the Precinct subject to provision of parking, transportation, servicing or other required studies at the time of the development application as determined through the Pre Application Consultation (PAC) process.	Urban Strategies Inc. (USI)  1) No change recommended to figures.
		2) USI suggests that the additional 10 acres which could be used by the City for interim uses (December 12, 2012 resolution) seems in direct opposition to permitting future hospital development to occur. The City reinforces this by Street F which divides the two parcels. Many of the objectives of the Precinct Plan including pedestrian and cycling connections and gateways can be accomplished through site planning and architecture without the need	2) Refer to "Issues Resulting in Substantive Changes to the Plan" under subtitle "Road Network – Street F" in the Staff Report for comment and discussion.	2) Section 8 of the Precinct Plan will be modified to indicate that development proposals including site plan and zoning applications that exceed the numeric values indicated in the Precinct Plan must be accompanied by submission of appropriate studies including but not limited to traffic and functional servicing studies to be determined through the developmentapproval process.

ITEM	Submission	Issue	Comment	Recommendation
(#6 cont'd)		for a public street. USI recommends that language used to describe Street F be amended to acknowledge its private and temporary nature until such time as the Hospital required the land. Further USI suggests that the future land be landscaped as publicly accessible open space with full intention of redevelopment when needed.		
		3) USI recommends that language be added to the implementation section that allows for minor revisions to the schedules or numeric values in the Precinct Plan without requiring its wholesale amendment.	3) The numeric values in the Precinct Plan have been derived through technical studies that support the initial development of the hospital and complementary uses. The Precinct Plan is a non-statutory guidance document that informs development and sets the stage for future development applications including the draft plan of subdivision and zoning by-law. Section 8 of the Precinct Plan will be modified to indicate that development proposals including site plan and zoning applications that exceed the numeric values indicated in the Precinct Plan must be accompanied by submission of appropriate studies including but not limited to traffic and functional servicing studies to be determined through the developmentapproval process.	3) Refer to "Issues Resulting in Significant Changes to the Plan" under subtitle "Road Network – Street F" in the Staff Report for proposed recommendation.  Section 8 on Implementation of the Precinct Plan has been modified to indicate that development proposals including site plan and zoning applications that exceed the numeric values indicated in the Precinct Plan must be accompanied by submission of appropriate studies including but not limited to traffic and functional servicing studies to be determined through the development approval process.

ITEM Submission Issue Comment Recommendation (#6 BA Group (BA) BA Group (BA) BA Group (BA) cont'd) 1) A) Acknowledge that the 1) A) The reference to 780K sq. ft. should include Blocks 1) A) Section 8 on Precinct Plan provides a 1,3,4,5 and 7. A copy of the Transportation Study will Implementation of the threshold of 1.98M sq. ft. of be available on the City's website: www.vaughan.ca Precinct Plan has been Gross Floor Area (GFA) for the November 1, 2013. modified to indicate that Precinct as a whole. The plan development proposals assumes 1.2M sq. ft. of GFA for including site plan and zoning Block 2 for hospital uses and applications that exceed the 780K sq. ft. of GFA for Blocks numeric values indicated in 1,4,5, and 7 for other health care the Precinct Plan must be related uses. The development accompanied by submission of appropriate studies beyond the threshold levels need to be the subject of further including but not limited to traffic and functional transportation analysis and possibly the implementation of servicing studies to be additional transportation determined through the infrastructure - such as the City's development approval Highway 400 northbound Ramp process. Extension. The hospital contemplates two time horizons for development. Opening in 2018/19 with 1.2 M sq. ft. of GFA for hospital uses and 300K sq. ft. of GFA for medical office (10% for hospital programs). In 2028/29 an expansion to 1.5 M sq. ft. of GFA for the hospital and potential for an additional medical office building. BA recommends the City provide MH with a copy of the full Transportation Report to enable them to review and comment upon the analysis of the initial threshold development program identified in the plan.

ITEM	Submission	Issue	Comment	Recommendation
(#6 cont'd)		1) B) In addition BA recommends that the City commission their consulting team to prepare a separate complimentary urban transportation report which confirms the conditions under which a) 1.5 M sq. ft. of GFA of hospital uses, b) 300K sq. ft. of GFA medical office building uses, and c) potential for further expansion of the hospital and related uses including Medical Office can be implemented on Blocks 2 and 3 together with other blocks can be reasonably supported by the planned transportation infrastructure and on-going public transit initiatives.	1) B) Refer to "Issues Resulting in Significant Changes to the Plan" under subtitle "Road Network – Street F" in the Staff Report for comment and discussion.  Regarding c) Outside of Precinct Plan process the City has requested the Region and Metrolinx to consider service upgrades on Jane Street to coincide with construction and development of the hospital and has protected for the development of a Transit Hub on lands immediately south of the proposed hospital site to leverage existing service interregional transit service connections operating at Canada's Wonderland. The provision of appropriately sized and configured streets such as Street F and E will provide flexibility to transit agencies in servicing the Precinct.	1) B) To address concern additional language Section 8 on Implementation of the Precinct Plan has been modified to indicate that development proposals including site plan and zoning applications that exceed the numeric values indicated in the Precinct Plan must be accompanied by submission of appropriate studies including but not limited to traffic and functional servicing studies to be determined through the City's PAC process.
		C) The plan provides for the implementation of a local street - Street 'F' which would effectively separate Block 2 and 3. Street F is intended to be a local road and have a right-ofway of 23 metres (without dedicated bike lanes), with sidewalks and discourage heavy traffic flows. The plan indicates	C) Refer to "Issues Resulting in Substantive Changes to the Plan" under subtitle "Road Network – Street F" in the Staff Report for comment and discussion.	C) Refer to "Issues Resulting in Substantive Changes to the Plan" under subtitle "Road Network – Street F" in the Staff Report for proposed recommendation.

ITEM	Submission	Issue	Comment	Recommendation
		that MH may require the use of		
(#6		Block 3 to enable future		
cont'd)		redevelopment "contiguous to		
		the initial phase of the Hospital".		
		The Precinct Plan will be		
		amended to allow the removal		
		of Street 'F' based on traffic		
		servicing studies and the		
		replacement of its function		
		subject to satisfactory		
		agreements between MH and		
		the City. The Plan further		
		indicates that municipal water		
		and sanitary sewer services be		
		provided within Street 'F' which		
		would complicate its future		
		removal. Conditions under which		
		Street 'F' would be eliminated		
		and the related infrastructure		
		costs are not currently well		
		articulated. The inclusion of		
		Street 'F' compromises the		
		objectives of maintaining 50		
		contiguous acres of land for		
		initial, on-going expansion and		
		regeneration of the Hospital and		
		related uses on Blocks 2 and 3.		
		The Plan does not offer any		
		compelling rational for including		
		Street 'F' from an urban		
		transportation perspective and		
		based on available information,		
		the basic functions of the local		
		street can be reasonably		
		provided by private driveways		
		and/or private street. BA		

ITEM	Submission	Issue	Comment	Recommendation
(#6 cont'd)		recommends that MH request that the City remove local Street 'F' from the Plan, and request that the City commission its consulting team to prepare a separate complimentary report which explains and confirms the need and rational for including local Street 'F' in the Plan and the conditions and costs associated with its removal in the future.		
		D)Other comments on other aspects of the Precinct Plan include a suggestion that:  a) the City and Region consider permitting inbound left turns and outbound left turns at the intersection of Street E with Jane Street with peak period time restrictions if required.	a) The City has consulted with the Region and Regional staff have indicated concerns with additional turning movements at the intersection of Street C (and not Street E as it appears in the BA Group letter) and Jane Street. The Region's position will be confirmed through development process.	a) No change recommended.
		b) The wording related to the outbound movement at the Highway 400 off-ramp extension be revised to permit dual right turns of necessary.	b) The Ministry of Transportation has indicated in their comments to the City, that they are not supportive of outbound movements from the future roadway connection to the ramp connection to at Major Mackenzie Drive. Technical studies in support of the Precinct Plan indicate that the initial development of 1.98 M sq. ft. does not require the direct roadway connection to the ramp terminal at Major Mackenzie Drive. Any proposed outbound movements can be considered in future EA and design studies if development is proposed to exceed the 1.98 M sq ft. threshold.	b) No change recommended.

ITEM	Submission	Issue	Comment	Recommendation
(#6 cont'd)		c) Street B should be classified as a collector street rather than a local street.	c) Street 'B' can be classified as a collector road even with a reduced right-of-way and one lane per direction.	c) To be determined.
		d) The Plan provide for either on-street bike lanes or an off- street 3.0m multi-use on both Streets 'A' and 'B'.	d) Street 'C' can provide for bicycle facilities linking directly to Jane Street.	d) To be determined.
		e) Minor revisions be made to some of the wording in the urban design guidelines relating specifically to urban transportation matters.	e) Details have not been provided to City.	e) No change recommended.
		f) Details of the municipal street cross-sections be further discussed with the City.	f) Details of the municipal street cross sections will be finalized through the development process.	f) No change recommended.
		R.V. Anderson Associates Limited (RVA):	R.V. Anderson Associates Limited (RVA):	R.V. Anderson Associates Limited (RVA):
		1) Two options for sanitary servicing are presented. RVA requests that Block 1and 2 be explored for gravity discharge to the existing sanitary truck sewer at Jane St. and Grand Valley Blvd. Further, a solution which requires pumping for lower areas (Blocks 4 and 5), independent of areas that could be drained by gravity, is requested to be reviewed.	1) These alternatives will be addressed in the Master Servicing Plan (MSP).	1) To be determined

ITEM	Submission	Issue	Comment	Recommendation
(#6 cont'd)		2) The meander belt is understood to be within the larger Regional Storm Channel, and hence MH request to be advised that there would be no hospital land or regeneration lands used for the meandering requirement.	2) No hospital or regeneration lands will be used.	2) To be confirmed through detailed design.
		3) Given the soils are understood to be of low permeability and infiltration practices can lead to standing water, RVA requests that infiltrations practices not be mandated for the site, but done on a voluntary basis, if and where deemed appropriate for Blocks 2 and 3.	3) All SWM practices will be addressed in the MSP. It is not anticipated that infiltration practice will be mandated for Blocks 2 and 3.	3) To be determined at detailed design.
		4) RVA requests the need for a water main on Street F as Blocks 2 and 3 can be serviced from alternative locations. The precinct plan or servicing reports should advise on issues such as backflow prevention, metering and fire protection.	4) There will be no watermain on Street 'F' in the MSP.	4) To be determined at detailed design.
		5) Regarding Implementation; RVA requests that the Precinct Plan address the phasing and site plan approval requirements given that the approval process for the hospital will not be a 'typical' one compared to the other Blocks. Given that Block 3	5) Phase 2 servicing will include all roads on which Blocks 2 and 3 have frontage (i.e. Streets A, B, C, D, E, and F.	5) No change recommended

ITEM	Submission	Issue	Comment	Recommendation
		is subject to hospital regeneration, interim uses of this site would be for a limited time and the Precinct Plan would be an appropriate mechanism to advise on this matter.  6) RVA suggests that Street F is	6) Refer to "Issues Resulting in Significant Changes to	6) Refer to "Issues Resulting in
		not required from a servicing perspective and if it is possible to remove it in the future, consideration should be given to remove it from the Precinct Plan	the Plan" under subtitle "Road Network – Street F" in the Staff Report for comment and discussion.  Servicing infrastructure in the Street 'F' ROW will be minimized to reduce the cost of possibly removing Street 'F' in the future.	Significant Changes to the Plan" under subtitle "Road Network – Street F" in the Staff Report for proposed recommendation. That Figures 13 (Attachment 5a), Figure 14 (Attachment 5b) and 16 (Attachment 6) of the Precinct Plan be modified to reflect the proposed changes.
7	DATE: August 26, 2013  Respondent: Mackenzie Health	Mackenzie Health provided some initial comments on August 26, 2013 on the Precinct Plan prior to the Public Hearing held on September 3, 2013.  These comments are provided below.	Noted	
		1) Section 1.1, page 7, change" healthcare facility or hospital" to just "hospital".	1) The City agrees with the proposed wording change.	1) That all references to "healthcare facility or hospital" be revised to read as "hospital" where appropriate in the Precinct Plan.
		2) Section 1.2.1.2, page 11, request that in 5th paragraph wording be changed from "Mackenzie	2) Refer to Item #1, Comment #1 for response.	2) Refer to Item #1, Recommendation #1.

ITEM	Submission	Issue	Comment	Recommendation
(#7 cont'd)		Health may require" to "will require" and be consistent throughout the Precinct Plan document.  3) Section 1.2.1.4, page 12, the hospital did not agree to a 5 storey height limitation on lands	3) Refer to "Issues Resulting in Significant Changes to the Plan" under subsection "Building Heights and Setbacks" in the Staff Report for comment and	3) That Figure 8 "Heights" (Attachment 3), Figure 9 "Angular Plane" (Attachment
		at the north limit of the site.	discussion.	4), Appendix A "Urban Design Guidelines" in the Precinct Plan, be modified to reflect the proposed revised angular plane requirement and a 'Transitional Area' replace the Low Rise and Mid Rise areas, and further add a requirement to provide a Visual Simulation Study as part of the development approval process; and that the Policies in Section 4.3 and elsewhere in the Precinct Plan be modified to reflect these changes.
		4 A) Section 1.3, page 13, request to change all references from "potential regeneration" to "future regeneration" and throughout the entire Precinct Plan document.	4) A) The City is in agreement to this request in relation to Block 3 only as per further discussions between the City and Mackenzie Health.	4 A) All references to "potential" will be replaced with "future" in relation to Block 3 the Precinct Plan.
		4 B) The hospital requests that the last sentence be removed as it refers to separate legal arrangements for triggers, which	4 B) The last sentence refers to the compliance with urban design guideline principles contained in the precinct Plan.	4 B) No change recommended.

ITEM	Submission	Issue	Comment	Recommendation
(#7 cont'd)		are felt to be irrelevant to the Precinct Plan.  5) Section 4, page 45, second paragraph, request that wording be changed from "accommodates the specific spatial needs of the Hospital" to "a large portion of the specific spatial needs of the Hospital for the initial Hospital development".	5) Based on review of other hospital sites across Ontario the lands provided are viewed by City staff to be of an appropriate sized to accommodate desired GFA for hospital. Flexibility for regeneration and expansion has been provided for in revised wording of Precinct Plan.	5) No additional change recommended.
		6) Section 4, page 45, third bullet, request to change the wording to remove the words "and related uses".	6) This refers to the 1.2M GFA for the hospital use and not other uses that may be included on Block 2, such as a medical office building as noted in OPA 715.	6) No change recommended.
		7) Section 4.0, requesting changes to remove any intent to extend Street D north through the hospital site and Street A westerly through the hospital site to increase connectivity and permeability for cars, transit, pedestrians and cyclists.	7) It is the intent of Section 4.0 "Transportation Policy" of OPA 715, to require that the internal transportation road network of the Precinct be "continuous" and "comprehensive" to encourage efficient routing of transit and a "coherent, integrated, multi-modal" network. Figure 6 "Street Hierarchy" identifies Street "D" and "A" as streets with "potential vehicular access". These connections are desired and conceptual and in keeping with the policies of OPA 715. Figure 7 "Pedestrian and Bicycle Circulation and Connections Plan" is in keeping with the policies set out in Part B, Policy 2.3 d) of OPA 715, which encourages focal points and view corridors of a high standard at the terminus of a street or private roadway, significant intersections or at a key transit stop or facilities.	7) No change recommended.

ITEM	Submission	Issue	Comment	Recommendation
(#7 cont'd)			Refer to "Issues Resulting in Substantive Changes to the Plan" under subtitle "Road Network – Street F" in the Staff Report for comment and discussion	
		8) Section 4.1.1, page 49, first bullet, requesting that the reference to 1.2M sq. ft. be changed to 1.5M sq. ft. for the hospital.	8) There are no provisions to increase the reference to 1.5M sq. ft. GFA from 1.2M sq. ft. GFA based on the initial assumptions made for Block 2.	8) Section 8 of the Precinct Plan has been modified to indicate that development proposals including site plan and zoning applications that exceed the numeric values indicated in the Precinct Plan must be accompanied by submission of appropriate studies including but not limited to traffic and functional servicing studies to be determined through the City Pre Application Consultation (PAC) process.
		9) Page 52 and Appendix C which references the width of Street F (four lanes) 12 metres wide, which impacts the net acreage and makes its removal more difficult.	9) Proposed right-of-way provides for capacity requirements, bike lanes and potential on-street parking.	9) Refer to "Issues Resulting in Significant Changes to the Plan" under subtitle "Road Network – Street F" in the Staff Report for proposed recommendation.
		10) Page 53, Street E/F intersection is identified as a gateway and reinforces the prominence and importance of Street F through the precinct and makes future removal more difficult. MH suggests making	10) Section 4.3.3. is in keeping with the policies set out in Part B, Policy 2.3 d) of OPA 715, which encourages focal points and view corridors of a high standard at the terminus of a street or private roadway, significant intersections or at a key transit stop or facilities. These policies apply to the overall design of the Precinct so as to create a coordinated and	10) No change recommended.

ITEM	Submission	Issue	Comment	Recommendation
(#7		the intersection of Street G/E a gateway rather than Street E/F	comprehensive Healthcare Centre.	
cont'd)		11) Page 53, the plan shows three key connections to Street F, making it more prominent. MH suggests removal of the proposed central key connection on Street F.	11) This is in keeping with Part B, Policy 2.1 of OPA 715.	11) Wording is recommended to encourage development of private north/south street on hospital site east of Street F to provide additional access for the hospital.
		12) Section 4.3.3 Views and Vistas. This limits flexibility and creates conflicts with ministry hospital planning objectives.	12) This is in keeping with Part B, Policy 2.3 d) of OPA 715.	12) No change is recommended.
		13) Section 5.1.3 Page 75 request to change "pursue" to "explore" in Point 1.	13) See Section of Report Regarding "Issue Resulting in Susbstantive Changes to the Plan" under paragraph E 'Sustainability – District Energy System'.	13) See Section of Report Regarding "Issue Resulting in Susbstantive Changes to the Plan" under paragraph E 'Sustainability – District Energy System'.
		14) Section 7.1.1, Page 86 refers to a permanent easement for sanitary on hospital lands, and recommends the addition "subject to the implementing agreements with Mackenzie Health across the frontage of Major Mackenzie Drive.	14) The location of services and servicing easements will be identified through future development applications. The Precinct Plan indicates potential locations based on technical studies conducted to date. Implementation Agreements including but not limited to infrastructure easements will be informed through the development process.	14. No change is recommended.
		15) Page 88. requesting the addition of " subject to the implementation agreements of the applicable third parties".	15) This change has been made to the text and the wording noted.	15. No further change is recommended.

ITEM	Submission	Issue	Comment	Recommendation
		16) Urban Design Guidelines, page 110, second bullet, requesting this condition be removed, as structured parking with active uses at grade to provide attractive facades and to activate the street are not feasible for the hospital to achieve.	16) The urban design guidelines in the Precinct Plan are consistent with City policy for other City Centers and Intensification Areas. Structured parking associated with office and institutional uses can be designed in an attractive manner with screening and active uses at grade.	16. No change is recommended.
		17) Urban Design Guidelines - Built Form page 111, bullet 7, "Front elevations should face the street" and MH requests that this be removed as this condition could limit flexibility and not be practical or feasible for a hospital.	17) The urban design guideline in the Precinct Plan are consistent with City policy for other City Centres and Intensification Areas. The guidelines support wayfinding and accessibility objectives and numerous Region, City and provincial land use policies. This guidance is consistent with Policy 2.3 e) of OPA 715.	17. No change is recommended.

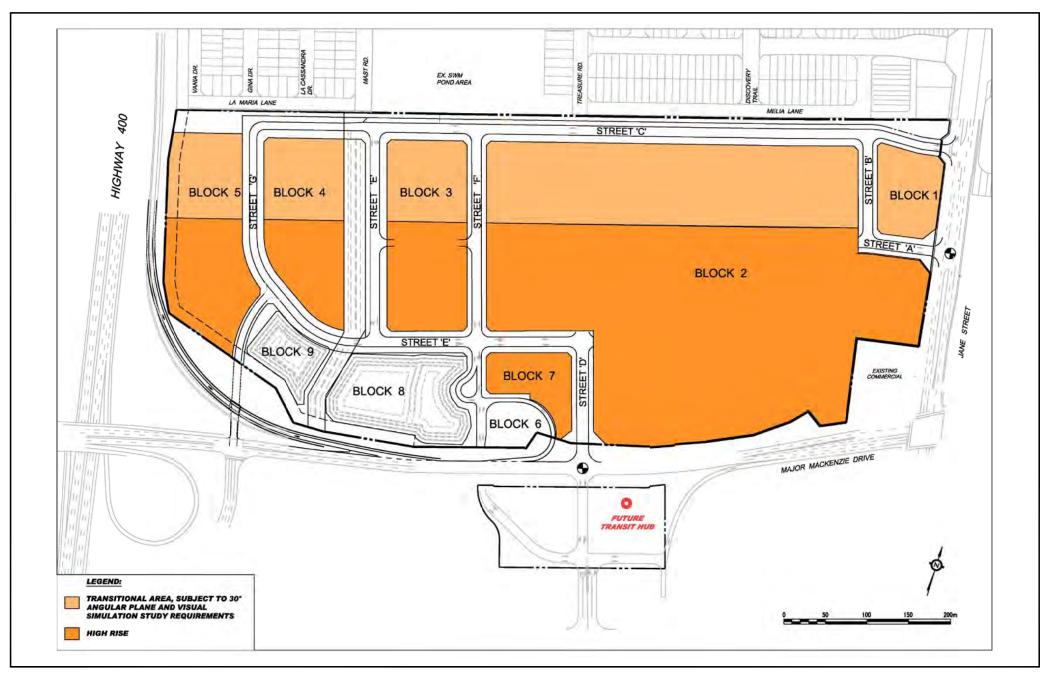


Figure 8: Heights (Modified Nov. 5, 2013)

Location: Part of Lot 6, Concession 2



## **Attachment**

File: 15.107.3

Date: November 5 2013

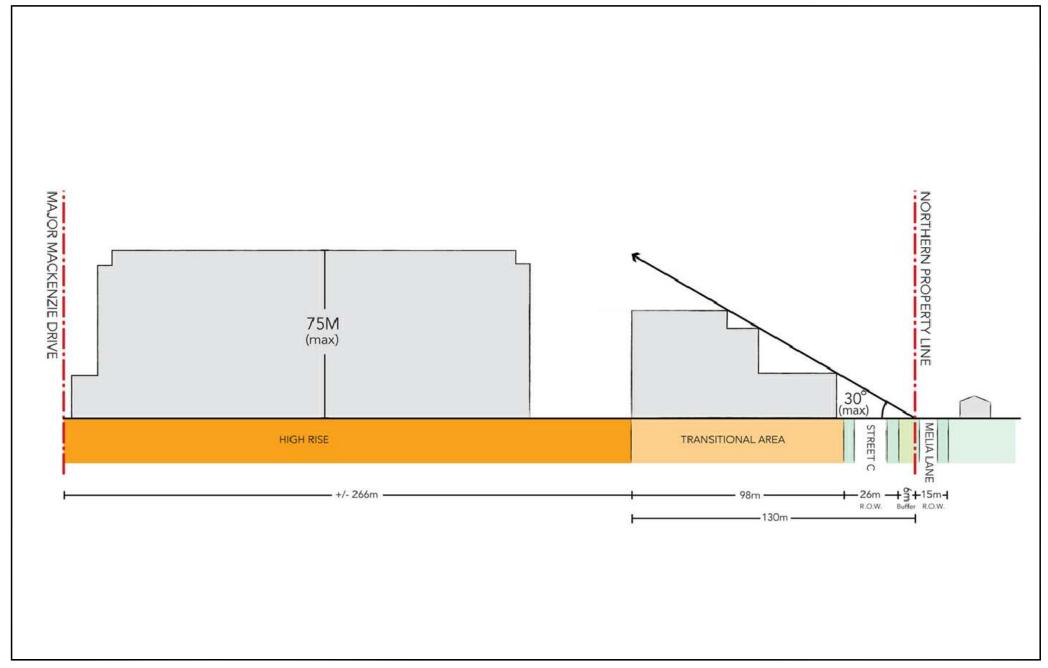


Figure 9: Angular Plane (Modified Nov. 5, 2013)

Location: Part of Lot 6, Concession 2



## **Attachment**

File: 15.107.3

Date: November 5, 2013

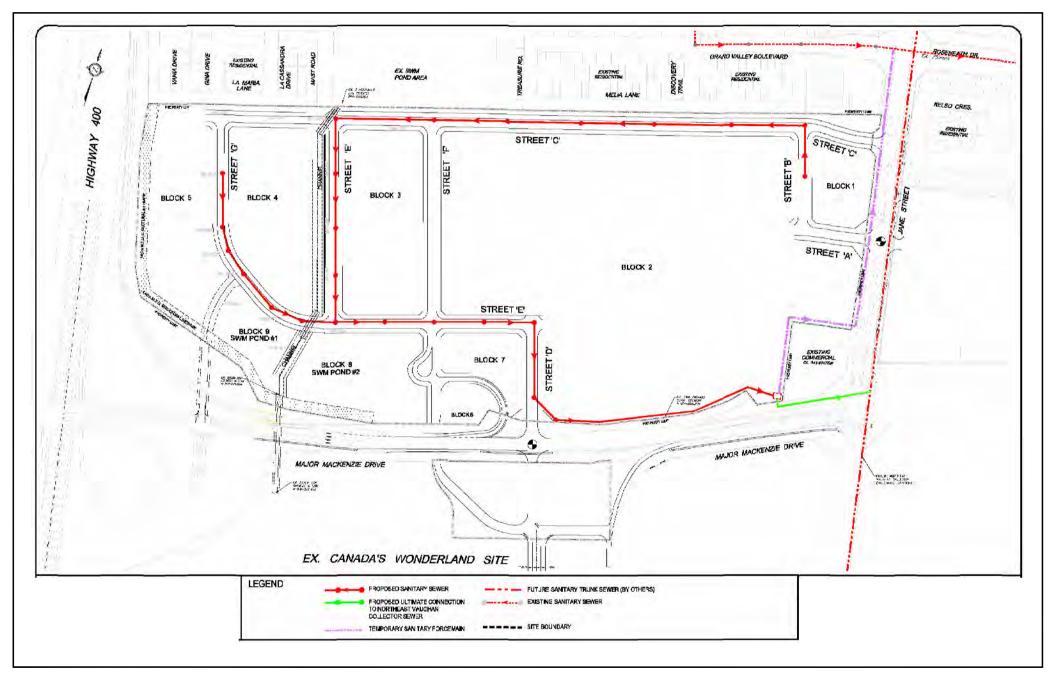


Figure 13: Option 1 - Sanitary Sewer System (Modified Nov. 5, 2013)

Location: Part of Lot 6. Concession 2



## **Attachment**

File: 15.107.3

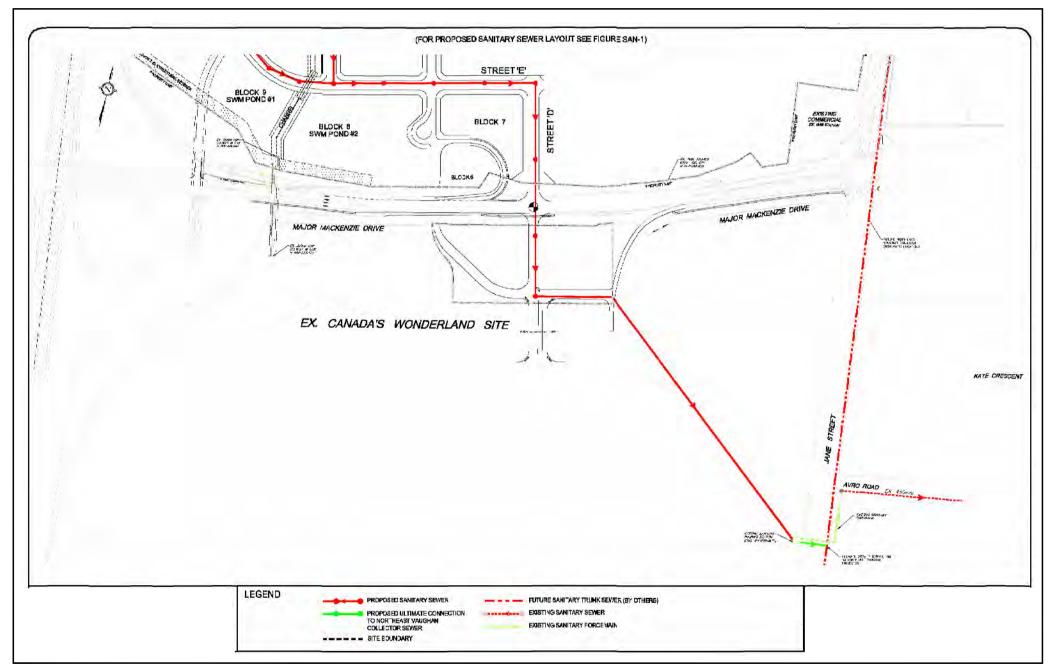


Figure 14: Option 2 - Sanitary Sewer System (Modified Nov. 5, 2013)

Location: Part of Lot 6. Concession 2



# **Attachment**

File: 15.107.3

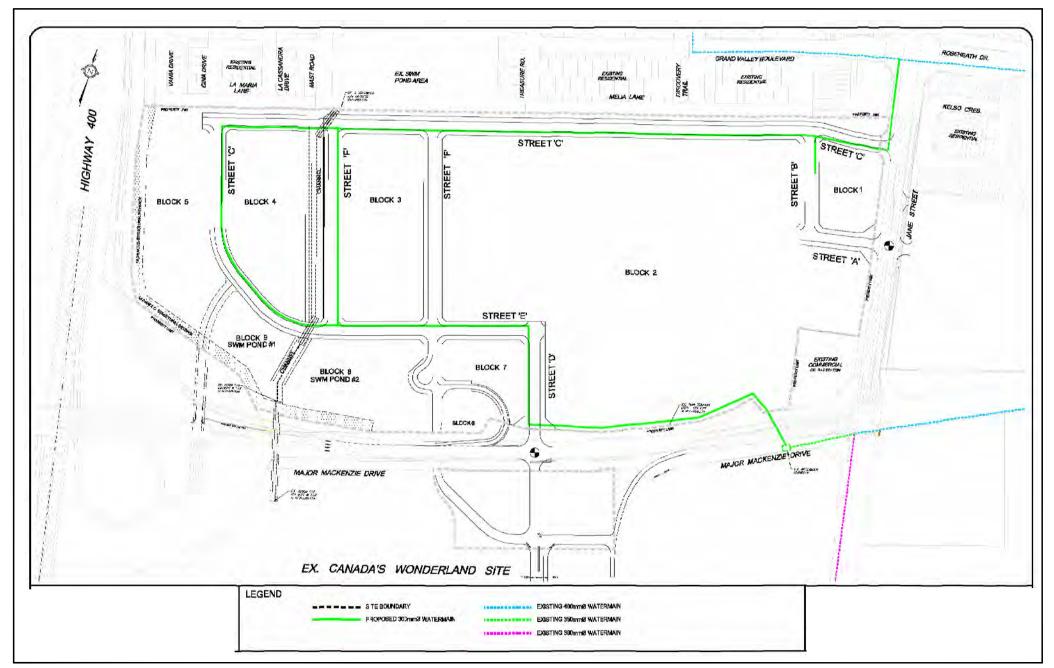


Figure 16: Water Supply System (Modified Nov. 5, 2013)

Location: Part of Lot 6, Concession 2



## **Attachment**

File: 15.107.3

Date: November 5, 2013

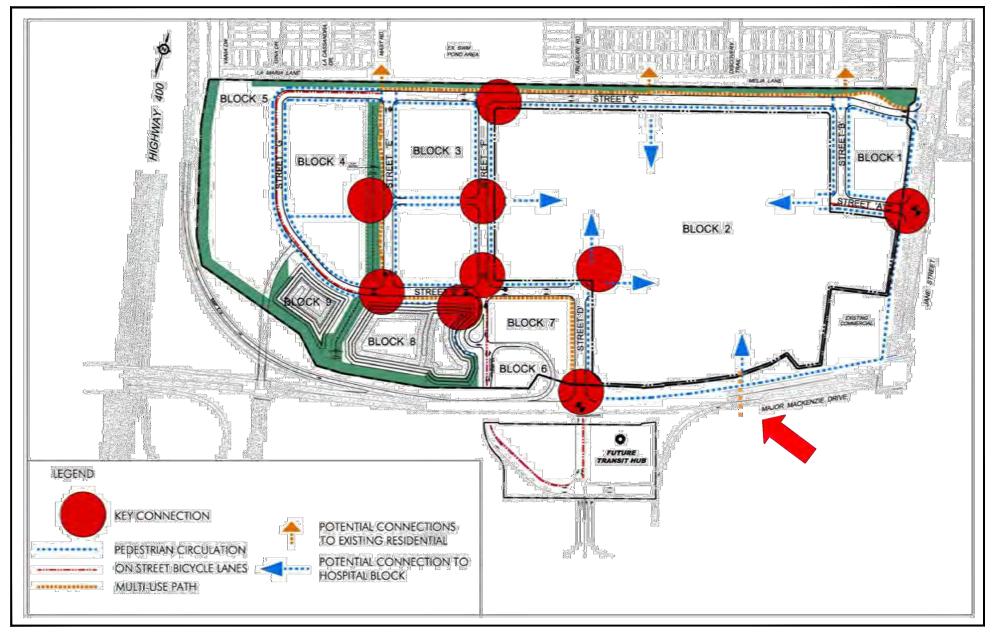


Figure 7: Pedestrian & Bicycle Circulation and Connections Plan (Modified Nov. 5, 2013)



## **Attachment**

File: 15.107.3

Date:
November 5, 2013

Location: Part of Lot 6, Concession 2

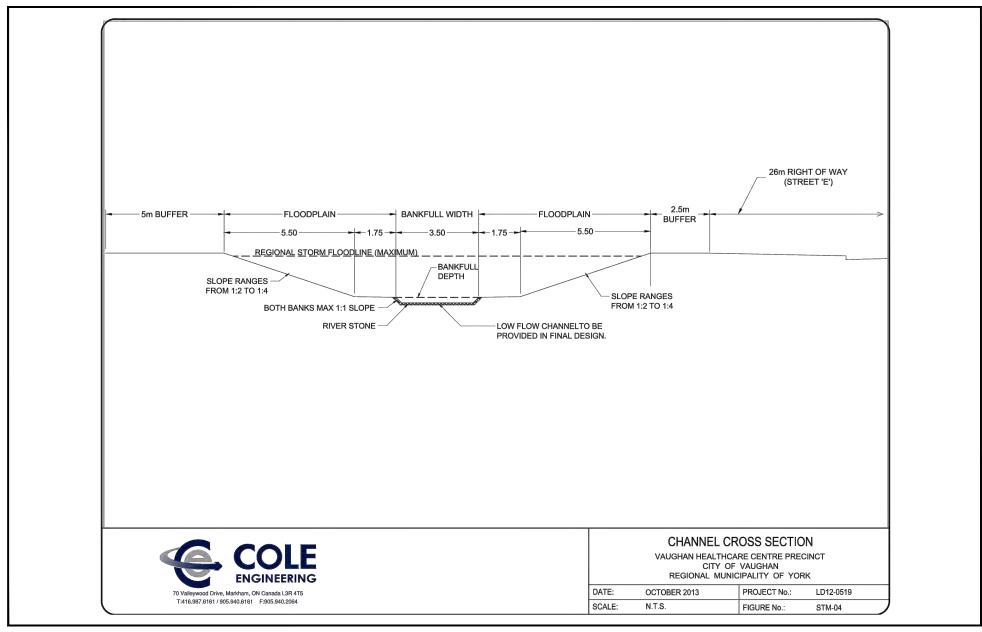


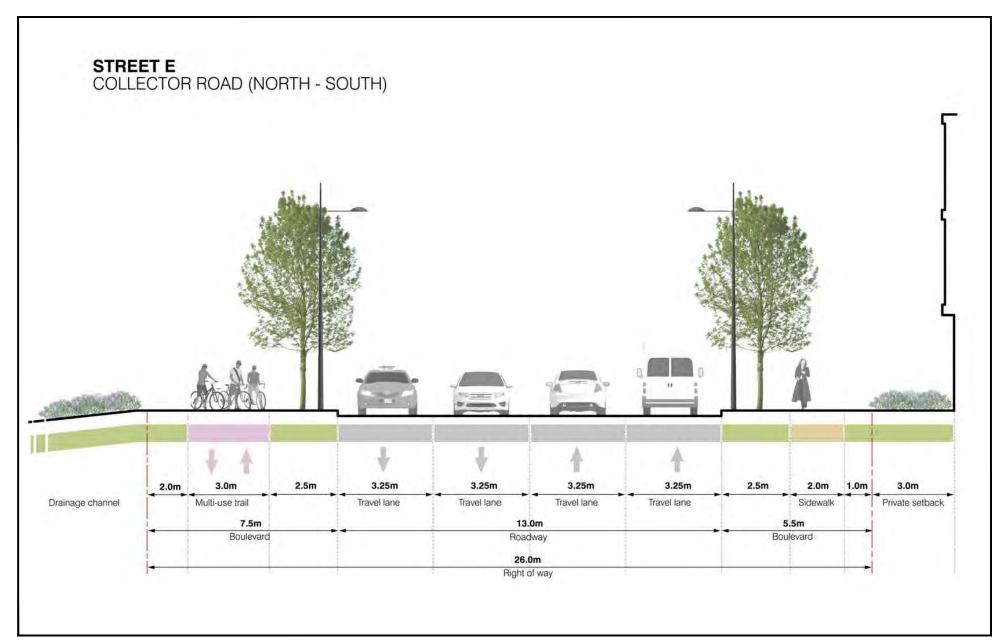
Figure 22: Channel Cross Section (Modified Nov. 5, 2013)

VAUGHAN
Policy Planning Department

**Attachment** 

File: 15.107.3

Date:
November 5, 2013



Cross Section Street "E" Collector Road (Modified Nov. 5, 2013)



**Attachment** 

File: 15.107.3

Date: November 5, 2013

Location: Part of Lot 6, Concession 2

#### **EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 17. 2013**

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

#### By approving the following:

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

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

1 VAUGHAN HEALTHCARE CENTRE PRECINCT PLAN (THE "VHCP PLAN")
NORTHWEST QUADRANT OF JANE STREET AND MAJOR MACKENZIE DRIVE
CITY OF VAUGHAN

FILE: 15.107.3 WARD 1

The Committee of the Whole (Public Hearing) recommends:

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

#### **Recommendation**

The Commissioner of Planning recommends:

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

#### **Contribution to Sustainability**

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

#### **EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 17. 2013**

#### Item 1, CW(PH) Report No. 37 - Page 2

#### **Economic Impact**

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

#### **Communications Plan**

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

#### **Purpose**

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

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

#### Location and Development Context

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

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

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

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

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

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

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

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

#### Official Plan OPA 715 (as amended)

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

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

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

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

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

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

#### Major Institutional:

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

#### **EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 17. 2013**

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

#### Natural Area:

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

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

#### **The Precinct Plan Process**

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

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

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

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

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

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

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

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

#### Consultation with Mackenzie Health

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

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

#### Determination of the Mackenzie Vaughan Hospital Site

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

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

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

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

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

#### The Structure of the Vaughan Healthcare Centre Precinct Plan

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

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

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

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

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

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

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

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

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

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

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

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

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

Synopsis of the Vaughan Healthcare Centre Precinct Plan

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

#### a) The Vision and Guiding Principles

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

#### Sustainability

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

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

#### Land Use and Transition

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

# Urban Design

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

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

## Transportation

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

## Municipal Services and Storm Water Management

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

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

### b) The Vaughan Healthcare Centre Precinct Plan

### i. Overview

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

In general, the Vaughan Healthcare Centre Precinct Plan:

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

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

#### ii. The Distribution of Land Uses

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

#### Healthcare Related Uses

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

## **Hospital and Related Uses**

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

### Potential Hospital Regeneration Lands

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

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

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

### Stormwater Management Ponds

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

### Landscape and Amenity Areas

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

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

#### iii. Built Form

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

#### Height and Massing

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

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

## Floor Space

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

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

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

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

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

#### iv. Parking

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

# v. The Public Realm: Streetscapes and Public Art

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

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

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

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

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### vi. The Landscape and Open Space Framework

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

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

## c) The Transportation Network

#### i. Access and Traffic

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

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

## ii. The Street Network

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

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

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

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

#### iii. Connectivity, Permeability and Circulation

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

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

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

#### iv. Transportation Demand Management

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

Other measures may include:

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

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

#### v. Public Transit

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

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## d) Sustainability

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

The objectives of the strategy are to promote the:

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

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

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

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

#### e) Servicing

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

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#### Sanitary Sewers

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

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

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

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

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

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

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

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

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

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

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

#### ii. Stormwater Management

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

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

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

#### iii. Water Supply

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

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

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

#### iv. Utilities

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

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

### f) Implementation

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

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

The following considerations apply:

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

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### **Next Steps**

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

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

## Relationship to Vaughan Vision 2020/Strategic Plan

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

#### **Regional Implications**

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

#### Conclusion

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

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

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## **Attachments**

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

## Report prepared by:

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