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SITE SPECIFIC POLICIES

13.1 Lands Subject to Site Specific Policies

13.1.1 Lands subject to Site Specific Policies

It is the policy of Council that:

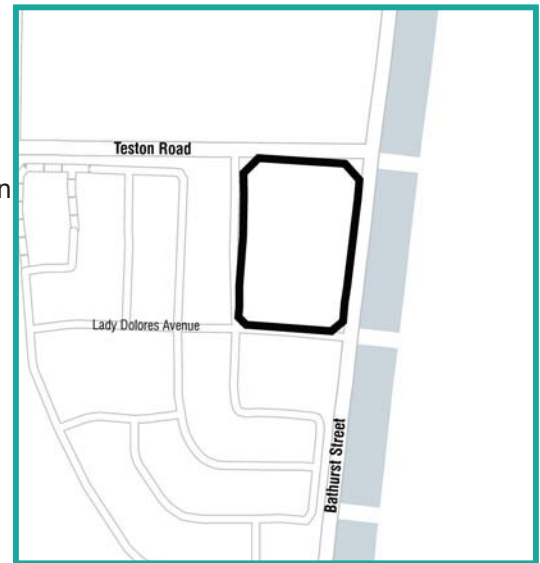
- 13.1.1.1. The lands known as the South-West corner of Bathurst Street and Teston Road are identified on Schedule 14-C and are subject to policies set out in Section 13.2 of this Plan.
- 13.1.1.2. The lands known as 7242 Highway 27 are identified on Schedule 14-C and are subject to policies set out in Section 13.3 of this Plan.
- 13.1.1.3. The lands known as 1125 Highway 50 are identified on Schedule 14-C and are subject to policies set out in Section 13.4 of this Plan
- 13.1.1.4. The lands know as Thornhill Liberty Lands are identified on Schedule 14-C and are subject to the policies set out in Section 13.5 of this Plan.
- 13.1.1.5. The lands known as the Vaughan Healthcare Campus Centre are identified on Schedule 14-C and are subject to policies set out in Section 13.6 of this Plan.
- 13.1.1.6. The lands at the north west corner of Rutherford Road and Bathurst Street are identified on Schedule 14-C and are subject to policies set out in Section 13.7 of this Plan.

13.2 South West Corner of Bathurst Street and Teston Road

13.2.1 General

- 13.2.1.1. Notwithstanding Policy 9.2.2.4(f) of the Official Plan, for the area within the heavy lines on Map 13.2.A, Low-Rise Buildings are permitted pursuant to policies in Section 9.2.3 of this Plan.
- 13.2.1.2. Parking between a building and a local street is permitted on the subject lands, shown on Map 13.2.A, provided it is appropriately screened with significant landscaping.

▼ Map 13.2.A:
South West Corner of Bathurst St. and Teston Rd.



13.3 7242 Highway 27

13.3.1 Land Uses and Development Criteria

- 13.3.1.1. Notwithstanding policy 9.2.1.1, the following policies apply to the area identified as Prestige Employment on Map 13.3.A.
- 13.3.1.2. The priority uses for the subject lands shall be offices, hotels with related hospitality, eating establishment and conference/banquet hall facilities, and other prestige employment uses. Ancillary retail commercial uses shall be permitted where their orientation and location are

▼ Map 13.3.A:
7242 Highway 27



appropriately integrated into a development that is designed and devoted to the priority uses.

- 13.3.1.3. The implementing Zoning By-law shall establish the permitted uses and development standards as follows:
- a. The provision of a passive landscaped amenity area containing a minimum area of 3000 square metres, with a minimum frontage along Toronto RV Road of 45 metres immediately south of the adjacent cemetery lands. The use of such area will be restricted in the zoning by-law to landscaping;
 - b. The northerly office building will consist of a maximum of 7 storeys, comprised of 6 typical storeys, in addition to the ground floor. The maximum height of the building shall be as shown on Map 13.3.B. The southerly office building will consist of a maximum of 8 storeys, comprised of 7 typical storeys, in addition to the ground floor; the maximum height of the building shall be as shown on Map 13.3.B. Any retail facility located between the office buildings shall be a maximum of 1 storey and not exceed 12 metres in height. The hotel building on the Site will consist of a maximum of 9 storeys, comprised of 6 typical storeys, in addition to the ground floor, a second storey and a mezzanine; the maximum height of the building shall be as shown on Map 13.3.B;
 - c. All parking shall be located underground or at grade. No parking, shall be located in above ground structures; and,
 - d. Landscaping and fencing requirements and window treatment shall be established by the City and to the satisfaction of the City in the Site Plan Agreement or Letter of Undertaking, whichever is in effect, in consultation with the land owner and the owner of the adjacent cemetery lands.
- 13.3.1.4. Given the scale and phasing of the overall development, a detailed urban design guidelines report, master landscape plan, and comprehensive development phasing plan shall be submitted with the site plan application.
- 13.3.1.5. Enhanced architectural treatment and appropriate mass and scale of the buildings, shall be provided for the overall development, reflecting the prominence of the Highway 407 and Regional Road 27 location. Buildings shall be designed so that elevations facing a street and the entrance to the site present a “front-like” elevation. Similarly. Sensitive

architectural treatment shall be required for the facades that face the cemetery and Toronto RV Centre.

- 13.3.1.6. Surface parking and service areas shall be appropriately landscaped and screened from view, and the outside storage of goods and materials and garbage shall not be permitted. Perimeter landscaping shall be required to enhance the built environment, including sufficient-sized landscaped buffers adjacent to Regional Road 27 and the cemetery, and a significant urban landscaped treatment within the right-of-way of Toronto RV Road.
- 13.3.1.7. The comprehensive site development shall address the above-noted development and policies in Section 9.1 of the Official Plan.
- 13.3.1.8. Road improvements satisfactory to the Region and the City and of the Ministry of Transportation shall be undertaken. Such road improvements are intended to include:
 - a. Traffic signal installation at the Highway 27/Toronto RV Road intersection;
 - b. The construction of a southbound right turn lane at the Highway 27/Toronto RV Road intersection; and,
 - c. The widening of the eastbound approach of the Highway 27 / Toronto RV Road intersection. The widening should accommodate two eastbound and one westbound lane.
- 13.3.1.9. Development shall only occur on full water and sewer services. The extension of water and sewer services to the subject lands shall be sized to accommodate the present and future requirements of the adjacent cemetery lands. The costs thereof have been dealt with by private agreement between the land owners.

13.4 1125 Highway 50

13.4.1 General

13.4.1.1. Notwithstanding policy 9.2.1.1 of the Official Plan, the following uses shall be permitted on the lands identified as **Area D** on Map 13.4.A:

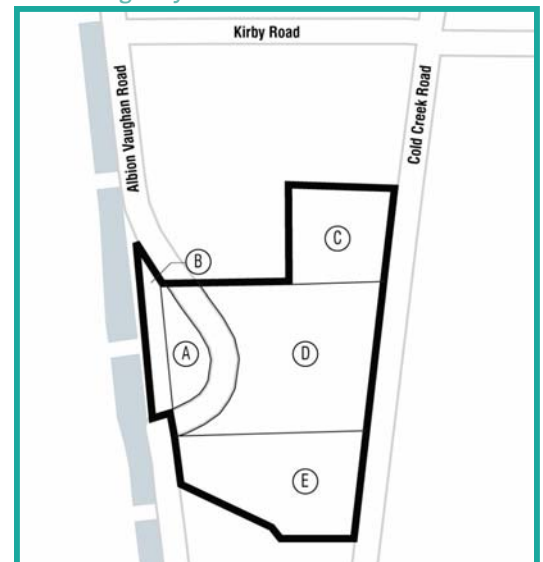
- a. truck transport facility (truck trailers, tip trailers and gravel trucks) and the uses normally incidental to the main trucking uses such as offices, employee parking, truck repair and maintenance facilities, fuel pumping, public truck maintenance garage, public truck body shop, public truck fuel sales, truck sales, and limited retail and/or office accessory uses;
- b. for the purposes of policy 13.4.1.1.a, a truck transport facility shall be defined in the implementing zoning by-law as a building or place where trucks or transports are stored, parked and maintained or from which trucks or transports are dispatched for hire as common carriers.

13.4.1.2. Notwithstanding policy 9.2.1.1 of the Official Plan, for lands identified as **Areas A** and **B** on Map 13.4.A, the following uses shall be permitted, but only if municipal water and sanitary sewer services are available to the site:

- a. automobile service station, car wash, motor vehicle sales establishment, car rental agency accessory to a main use, restaurant, hotel, motel, tourist information centre accessory to a main use and limited retail uses accessory to a main use.

13.4.1.3. Notwithstanding policy 9.2.1.1 of the Official Plan, the lands identified as **Area C** on Map 13.4.A shall only be used for the parking and storage of transport trucks that are accessory to the main uses permitted on **Areas D** and **E**.

▼ Map 13.4.A:
1125 Highway 50



- 13.4.1.4. Notwithstanding the policy 9.2.1.1 of the Official Plan, for lands identified as **Area E** on Map 13.4.A, the following additional uses shall be permitted:
- a. public truck maintenance garage, public truck body shop, public truck fuel sales, truck sales, storage and limited retail and offices accessory to the main permitted uses.
- 13.4.1.5. The lands identified on Map 13.4.A shall be developed in accordance with the following policies:
- a. The lands may be serviced by a private well and a private waste disposal system subject to the approval of the Ministry of the Environment and the York Region Environmental Services Division. Prior to the approval of any site development applications for the subject lands or any part thereof the Owner shall prepare and have approved a servicing study which demonstrates the ability of the on-site servicing system to support any increase in the intensity of development. If required, additional development may not occur until such time as full municipal services are available. A site servicing study for **Areas A** and **B** shall be required prior to site plan approval for those areas;
 - b. The implementing zoning by-law shall establish the following restrictive provisions:
 - i. restricting the use of **Areas A** and **B** on the land, to the west of the proposed Albion-Vaughan Road realignment, to an automobile gas bar, automobile service stations, car wash, motor vehicle sales establishment, car rental agency accessory to a main use, restaurant, hotel, motel, tourist information centre accessory to a main use, and limited retail use accessory to the main use;
 - ii. restricting the use of **Area C** to truck parking and storage;
 - iii. restricting the use of **Area D** to a truck transport facility (truck trailers, tip trailers and gravel trucks) and the uses normally incidental to the main trucking uses such as offices, employee parking, truck repair and maintenance facilities, fuel pumping, public truck maintenance garage, public truck body shop, public truck fuel sales, truck sales, and limited retail and/or office accessory uses;
 - iv. restricting the use of **Area E** for public truck maintenance garage, public truck body shop, public truck fuel sales, truck sales, storage and limited retail and offices accessory to the main permitted uses, in addition to those uses permitted on the central parcel, west of the proposed Albion-Vaughan Road realignment; and,

- v. the truck transport facility and ancillary uses shall only be permitted provided that the required berming and landscaping on the subject lands is in place.
- c. The perimeter of the portion of the lands comprising **Areas C, D and E** shall be bermed and landscaped so as to ensure that the truck storage on site shall be screened. In addition the design of any buildings on **Areas E or D** shall ensure that there will be no negative visual impact on the adjacent uses. No truck parking or storage shall be permitted until such berming and landscaping is in place to the satisfaction of the City of Vaughan;
- d. At the time of site development for **Area A and B**, the Owner shall submit a full landscape plan which will determine, among other things normally required as part of the site development process, the extent of landscaping required including the width of landscape strips which may be above the minimum by-law requirements;
- e. Access to the subject lands shall only be permitted via the re-aligned Albion-Vaughan Road subject to the approval of the appropriate road authorities, which may include the City of Vaughan, Regional Municipality of York and the Regional Municipality of Peel. The dedication of a one-foot reserve along the entire Cold Creek Road frontage and along the Albion-Vaughan Road frontage save and except for the required driveway locations shall be required. No direct truck access shall be permitted to Cold Creek Road or to Highway No.50. Any passenger access to Cold Creek Road shall only be permitted subject to the approval of the City of Vaughan;
- f. The Owner shall dedicate the road allowance and any road widening for Albion-Vaughan Road, as determined by the City, to the appropriate authority free of all cost and encumbrance. Buildings permits for a permanent building or structure on the lands will not be issued until the alignment is established;
- g. In consultation with the Regional Municipalities of York and Peel, the Town of Caledon and the Ministry of Transportation Ontario, the City of Vaughan shall ensure that all issues concerning road improvement and driveway access have been resolved and the matters dealt with through the implementing zoning by-law, the site development agreement or other means as may be appropriate; and,
- h. Notwithstanding the planned road allowance standards of the Albion-Vaughan Road, the required right-of-way shall be established upon the preferred road alignment for the Albion-Vaughan Road.

- 13.4.1.6. In reviewing site development applications, the City of Vaughan shall ensure that matters such as landscaping and screening, lighting, noise, dust and other site development matters are addressed to ensure nearby residential uses will not be detrimentally impacted. In order to establish necessary noise attenuation measures, a noise study may be required prior to the approval of a site development application
- 13.4.1.7. Prior to the execution of site development agreements, or site plan letters of undertaking, whichever is in effect:
- a. The Owner may be required to submit traffic studies, approved by the appropriate road authorities, to determine the level of development and the location and configuration of access points; and,
 - b. The Owner may be required to submit and have approved additional servicing studies to determine the level of development which can be supported by the current on-site servicing facilities. Any development on the subject lands shall require the approval of the Region of York Health Protection Division. If it is determined that the current servicing facilities cannot support any additional development then subsequent development proposals shall not be approved until such time as full municipal services are available.

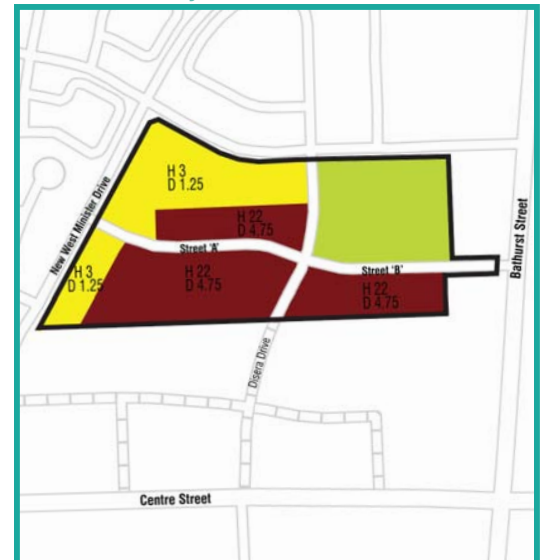
13.5 Thornhill Liberty Lands

13.5.1 General

13.5.1.1. Notwithstanding policy 9.2.1.1 the following policies and development criteria shall apply to the lands identified on Map 13.5.A:

- a. a maximum number of 1,598 units, comprising 93 townhouses units and 1,505 apartment units, or a combination thereof not to exceed 1,598 units, shall be permitted;
- b. the number of apartment buildings shall not exceed seven;
- c. a maximum building height of 3 storeys for the townhouse units, and 22 storeys for the apartment buildings shall be permitted;
- d. a convenience retail store and coffee shop/outdoor patio use shall be permitted on the ground floor of one condominium apartment building, to be located at the northwest corner of Disera Drive and the planned east/west local road between Bathurst Street and New Westminster Drive; and,
- e. the overall development of the lands shall be in accordance with a master plan approved by Council, and intended to guide future development within the subject lands, together with the submission of the following reports to be approved through consideration of a draft plan of subdivision application:
 - i. urban design guidelines;
 - ii. landscape/streetscape and open space master plans;
 - iii. shadow study;
 - iv. traffic impact/phasing report; and,
 - v. any other reports considered appropriate by the municipality.

▼ Map 13.5.A:
Thornhill Liberty Lands



13.6 Vaughan Healthcare Campus

13.6.1 General Intent

The purpose of the Official Plan Amendment is to provide policy to guide development of a specialized urban Centre focused on a health campus of care to serve the citizens of Vaughan as well as residents of the broader region. Its exceptional accessibility and visibility from Highway 400, Major Mackenzie Drive and Jane Street, as well as its central location within the City of Vaughn, support the development of a Centre in this location. Major Mackenzie Drive is planned to be a Regional Rapid Transit Corridor in this location, providing a ready link to the nearby GO station, municipal civic centre and York Central Hospital in Richmond Hill, as well as to many neighbourhoods within Vaughan. Jane Street south of Major Mackenzie Drive is also planned as a Regional Rapid Transit Corridor, which will provide service to this area. The development of a Healthcare Campus Centre consisting of a mixture of uses at higher densities in a compact, pedestrian friendly form will support increased transit ridership, as planned.

▼ Map 13.6.A:
Vaughan Healthcare Campus



This Plan covers approximately 33 hectares (82 acres), of which approximately 24 hectares (60 acres) will develop as a health campus of care to be anchored by a hospital, as generally shown on Map 13.6.A. The Plan also provides for other uses that are related to the primary healthcare function and further provides, through a further Special Study, the potential for more intensive forms of residential and employment uses, consistent with a Centre, on the remainder of the site. Further planning exercises will establish a greater level of detail for the site and the exact boundary between the two component areas.

A Hospital Precinct Plan exercise will be undertaken for the health campus of care to determine in greater detail future land uses and other matters pertaining to the Vaughan Campus of Care site. It must be approved prior to development. The Hospital Precinct Plan will also be required to address higher order transportation and servicing of the entire quadrant, including stormwater management and the treatment of the tributary of the West Don River that flows through the site. As a second phase, a further Special Study planning analysis of the remainder lands will be undertaken to determine the highest and best use after the Hospital Precinct Plan has been completed. Both of these further planning exercises will include public and agency input.

Access to the site will be primarily from Major Mackenzie Drive and from Jane Street. Both of these Regional Arterial Roads are planned for increasing levels of transit and have been designated as Local Corridors by the existing Region of York Official Plan, where intensification is intended to support planned levels of transit and where mixed use buildings, pedestrian supportive streetscapes and higher density employment and residential land uses will support an urban realm.

The Healthcare Campus Centre Plan provides that land uses along the northern boundary will provide appropriate compatibility with the established, low-density neighbourhood to the north in terms of general height and massing. Development will be required to provide a suitable transition in height and massing from north to south, so that the neighbourhood scale is respected along the northern boundary and more intensive land uses and higher heights will be located close to higher order transit and farther from the neighbourhood to the north.

Within the quadrant, the Plan provides that the vehicular circulation pattern will be organized in a clear and coherent manner to direct traffic to and from boundary roads and to facilitate visitors, transit service, emergency vehicles and service functions within the site. Further planning of the Centre must make provision for pedestrian and cycling opportunities within the site and appropriate linkages to the wider area.

Development throughout the Healthcare Campus Centre will be characterized by a high quality of urban design, including the treatment of streetscapes, public and private open space areas, and pedestrian linkages that are focused on creating a harmonious and attractive image and promoting pedestrian activity and comfort. Urban design will be more specifically addressed in the Hospital Master Plan and through the further planning of the Centre. Implementation of urban design requirements will also be achieved through zoning and site plan requirements.

Development of the Healthcare Campus Centre will be developed incrementally through further studies and analyses, beginning with the Hospital Precinct Plan. The Hospital Precinct Plan will include public input and consultation with approval agencies of the Region, Province, and the Toronto Region Conservation Authority prior to approval by the City. When the Hospital Precinct Plan is completed a Special Study of the remainder lands will be undertaken to determine their highest and best use in the context of the Hospital Precinct Plan; the role of a Centre; the capacity of planned infrastructure; and the appropriate transition to the abutting neighbourhood. The Special Study will also involve public input and consultation with agencies prior to approval by the City. The Hospital Precinct Plan and the subsequent Special Study of the remaining lands, will provide the basis of more specific Zoning and approval of site plans for each portion of the Healthcare Campus Centre prior to development.

Development approvals will be phased to ensure that infrastructure, including road capacity, is adequate to support planned levels of development and that necessary facilities or agreements are in place. The use of Holding Zoning Bylaws will be used to control development until such matters are in place to the satisfaction of the City. Transportation, services and utilities within the Healthcare Campus Centre will be integrated and co-ordinated to function as efficiently as possible. All development within the Healthcare Campus Centre will be subject to Site Plan Control.

13.6.2 Urban Structure

- 13.6.2.1. The Healthcare Campus Centre is intended to develop with a primary focus on the delivery of healthcare services, but the site also has the potential to include a mixture of other uses that may be less directly related to its primary healthcare function. Development will be compact and transit supportive, at heights and densities appropriate for a Centre.
- 13.6.2.2. To take maximum advantage of the planned rapid transit corridor on Major Mackenzie Drive and enhanced transit on Jane Street, the arrangement of land uses and the design of internal transit routes, road and pedestrian connections, will be planned to optimize service to the hospital and other major employment uses.
- 13.6.2.3. A transition of land use, height and density will focus less-intensive uses to the north, adjacent to the low-rise neighbourhood and more intensive uses will be focused in close proximity to transit.

13.6.3 Population And Employment

- 13.6.3.1. Based on a Central LHIN study in 2009, the Healthcare Campus Centre is expected to accommodate a hospital of approximately 600 beds as well as a significant component of long-term and complex care beds, within the continuum of care to serve the aged. Additional health services, medical offices, laboratories, research and development facilities and health-related educational activities and specialized housing may be part of the Hospital Precinct Plan area.
- 13.6.3.2. A district power system may be developed for the Hospital Precinct or for a wider area.
- 13.6.3.3. Additional opportunities exist in the development of this Healthcare Campus Centre for offices, research facilities, hospitality uses, commercial and institutional uses, specialized care facilities, and higher order forms of residential development. Such potential uses will be supported by open space, and will incorporate a high standard of urban design that creates an attractive pedestrian realm, vibrant streetscapes, mixed use buildings, and a distinctive 'sense of place', appropriate for a Centre.

13.6.4 Development Principles And Objectives

The following policies include principles and development objectives that will be considered in the evaluation of all future planning exercises and in the approval of capital works and development applications in the Healthcare Campus Centre.

Sustainability

- 13.6.4.1. Development within the Healthcare Campus Centre will exhibit best practices as established by the City to ensure sustainability by creating a healthy environment, vibrant communities and economic vitality in accordance with approved policies of the City such as those contained in “Green Directions” Vaughan Community Sustainability and Environmental Master Plan.
- 13.6.4.2. Development within the Healthcare Campus Centre should be compact and arranged in a manner that encourages pedestrian activity including accessibility for the elderly or disabled, cycling, and the use of transit in order to reduce energy consumption, reliance on the automobile, and the production of greenhouse gases or other harmful emissions.
- 13.6.4.3. 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.
- 13.6.4.4. Green building and community design that promotes energy efficiency, use of renewable energy sources and reduction of waste will be encouraged in the infrastructure planning of the site, and through such programs as LEED.
- 13.6.4.5. The viability and benefits of a renewable source district energy system will be considered for the Hospital Precinct Plan and within the wider Centre, as well as “green” means of ensuring sustained energy production to serve the hospital and wider area.
- 13.6.4.6. 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.

- 13.6.4.7. A mixture of land uses and convenience facilities that are planned within the Centre will be arranged in a manner that encourages workers and residents to walk and support a safe, vibrant streetscape while reducing reliance on the automobile. Public safety will be fostered through such measures as the application of Community Policing Through Environmental Design (CPTED) principles.
- 13.6.4.8. Installation of state of the art telecommunication infrastructure and smart grid technology will be encouraged throughout the Centre to support advanced healthcare and business uses.

Land Use And Transition

- 13.6.4.9. Higher densities and heights will generally be focused in locations that are best served by transit.
- 13.6.4.10. A sensitive transition in land use, height and massing should be created along the boundary to the low-density neighbourhood to the north, through the arrangements of land uses, as well as setbacks, angular planes and landscaped buffers as appropriate.
- 13.6.4.11. Land uses that may create noise, odour or reflected light should be separated, from sensitive residential/and uses or effectively screened and buffered, so that no adverse effect is created on a residential or other, sensitive use.
- 13.6.4.12. Sensitive residential land uses will be buffered or screened from road noise and from unacceptable noise levels from Canada's Wonderland.

Urban Design

- 13.6.4.13. A high quality of urban design will be promoted in public spaces such as streetscapes, parks and open space and in the design of public buildings or infrastructure in order to create an attractive, coherent and comfortable public realm with signature elements that create a distinctive sense of place. These elements will also be promoted within privately owned spaces that are publicly accessible such as private roadways, walkways, squares or courtyards and in the streetscape facade of buildings.

- 13.6.4.14. Transit-supportive development will be strongly encouraged in the arrangement of land uses and through the design of streets and private roadways so that comfortable and coherent pedestrian connections are created that foster safe, convenient and attractive links to existing and planned transit routes and stops.
- 13.6.4.15. Public safety, accessibility and aesthetics will be considered in the arrangement of land uses and design of building elements and lighting, including walkways, parking areas and open areas, so that the design is conducive to public activity and to surveillance.
- 13.6.4.16. Focal points of a high standard of design will be encouraged at the terminus of a street or private roadway, at a significant intersection or at a key transit stop or facility. Particular visual prominence should be given to the hospital so that visitors to the site can easily identify it. This may be achieved through the building design as well as by creating view corridors from the arterial roads and highway, along prime access roads or driveways or from key pedestrian and open space corridors.
- 13.6.4.17. 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.
- 13.6.4.18. All development will be subject to site plan control and reviewed by the City's Design Review Panel if in effect.

Transportation

- 13.6.4.19. A full range of mobility options will be planned within the Healthcare Campus Centre 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.
- 13.6.4.20. Transit-supportive design of development will be required, in order to improve the modal split for transit and enhance the development potential of the Centre. This may include enhanced transit accommodation or facilities within the Centre.

- 13.6.4.21. Circulation within the Centre will be designed to facilitate 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.
- 13.6.4.22. 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.
- 13.6.4.23. Development may be phased as necessary, to ensure that sufficient transportation capacity exists or will be in place through committed improvements to serve proposed levels of development.

Municipal Services & Stormwater Management

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

13.6.5 Land Use Designations

The Healthcare Campus Centre is intended to develop a range of land uses that are supportive of a hospital and healthcare focus, and are compatible with the higher order function of a Centre. More detailed Land Use designations shall be determined through a further Special Study of the eastern lands, comprising approximately 9 hectares), which are expected to be surplus to the prime healthcare campus needs. The following land use categories are expected to apply, with some variation as determined by further studies, to major portions of the Hospital Precinct site.

- 13.6.5.1. Notwithstanding policy 9.2.1.1 the following land use policies shall apply to the subject lands.

Major Institutional

- 13.6.5.2. The designation of Major Institutional within the Hospital Precinct Plan shall include:
- a. a hospital with a full range of care;
 - b. rehabilitation facilities, long term care and other forms of residential use related to healthcare;
 - c. research and development facilities;
 - d. medical and dental offices of all types;
 - e. laboratories;
 - f. facilities that construct or repair medical devices;
 - g. education, training, meeting or conference facilities related to healthcare; and,
 - h. businesses or health facilities that promote wellness.
- 13.6.5.3. 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 facilities associated with a healthcare use.
- 13.6.5.4. The appropriate height and massing of buildings and structures within this designation will be further determined through a Hospital Precinct Plan that involves public input, and agency review prior to approval of a Zoning By-law or any further development approval by the City.

- 13.6.5.5. The uses permitted in policies 13.6.5.1 and 13.6.5.2 may be permitted within the Hospital Precinct through a Holding Zoning By-law until the Hospital Precinct Plan has been prepared in accordance with this Amendment and approved by Council, whereupon the “H” holding provision will be removed.

Natural Area

- 13.6.5.6. The designation of Natural Area within the Healthcare Campus Centre will include the tributary corridor of the West Don River and natural or constructed wetlands related to stormwater management. Landscaped berm areas may also be designated as Natural Areas if they are intended as permanent features and support natural vegetation or contribute to an ecological function or linkage.
- 13.6.5.7. Uses within Natural Areas shall be limited to pedestrian or cycling pathways, passive recreation, and environmental management activities.

Special Study Area

- 13.6.5.8. Areas designated as Special Study Area will be used only for passive uses or for infrastructure including roads and driveways, utility rights of way, and stormwater management facilities, until such time as a Special Study determines the appropriate range of land uses in the context of:
- a. the Hospital Precinct Plan for the Campus of Care;
 - b. an appropriate transition to the neighbourhood to the north; and,
 - c. the intended function of the site as an Urban Centre.
- 13.6.5.9. Public input and agency review will be a necessary and important component of the Special Study that must be undertaken prior to enabling future development.

13.6.6 Transportation Policy

- 13.6.6.1. The intent of the transportation system is to provide a coherent, integrated, multimodal transportation network that is safe, convenient, and encourages transit, cycling and pedestrian alternatives in order to conserve energy and minimize impacts on the environment.

- 13.6.6.2. A Functional Master Plan of the transportation system shall be prepared and approved by the City and Region of York prior to development of any land use within the Healthcare Campus Centre. The intent of the Functional Master Plan is to ensure that proposed levels of development within the Centre can be readily accommodated both within the site and on the external transportation system of roads, highways and transit facilities with expected levels of background traffic, including traffic from Canada's Wonderland. Specific terms of reference must be approved by the City, in consultation with the Region and Ministry of Transportation, prior to initiation of the Functional Master Plan study.
- 13.6.6.3. The transportation system will consist of public streets and may, under limited circumstances, consist of private roadways that provide connection to the arterial road system, provided that full public access is permitted to any private road or driveway that is identified as a necessary component of the transportation system. Major connection points to the arterial road network shall be consistent with the approximate locations established on Map 13.6.A.
- 13.6.6.4. The Functional Master Plan shall address the accommodation of transit, cycling and pedestrian routes, service vehicle access, and parking for all types of vehicles. The internal transportation network shall be continuous so that it is conducive to the efficient routing of transit. The design of the proposed system shall consider the development opportunity of adjacent land and shall facilitate the development of parcels of useable size and maximum accessibility.
- 13.6.6.5. The Functional Master Plan shall be prepared in consultation with the Region of York and will establish necessary improvements to the Regional Road system including the potential expansion of Major Mackenzie Drive to 6 lanes of traffic.
- 13.6.6.6. Access through the Healthcare Campus Centre shall continue to provide secondary entrances to Canada's Wonderland, as long as it is in operation.
- 13.6.6.7. No new road links shall be created on the northern boundary of the Healthcare Campus Centre that will introduce increased levels of traffic into the residential community to the north.

- 13.6.6.8. Access from Major Mackenzie Drive to the Healthcare Campus Centre shall include ramps that lead to the current underpass structures and may pass through Canada's Wonderland in accordance with established easements and agreements in favour of Canada's Wonderland. The City will protect for the future normalization of streets intersecting with Major Mackenzie Drive at grade.
- 13.6.6.9. Provision for a future road or driveway connection shall also be protected at a point approximately midway between these underpass structures to connect to an east-west link within the quadrant, as shown on Map 13.6.A, until further determination of the feasibility of such link. This location on Major Mackenzie Drive shall also be protected for a signal that will enable pedestrians to cross in order to reach future transit planned for the centre of Major Mackenzie Drive, unless such signal is not warranted based on future transit plans or is not feasible.
- 13.6.6.10. The primary access from Jane Street shall be at a signalized intersection approximately midway between Major Mackenzie Drive and the signal at Grand Valley Blvd. and shall be co-ordinated with the access to the plaza east of Jane Street. Additional secondary access points to the north and south of this location, as shown on Map 13.6.A, may be limited by the Region, to right-in and right-out turns.
- 13.6.6.11. The potential for an extension of the Highway 400 (northbound) off-ramp to Major Mackenzie Drive into the Healthcare Campus Centre depicted on Map 13.6.A shall be protected in a manner that can accommodate two lanes of inbound traffic and at least one lane of outbound traffic through the existing traffic signal at Major Mackenzie Drive at the Hwy 400 off-ramp, until such time as the matter has been further investigated to determine the desirability and feasibility of constructing this connection. The design and construction of such access shall be subject to the Ministry of Transportation approval.
- 13.6.6.12. The City shall support the increased use of public transit by requiring transit-supportive urban design that will include such things as continuous and connected sidewalks, weather-protected connections, retaining rights of way for off-street transit loops, and on-street bus bays as well as providing for bus shelters, stop locations and other facilities that will enhance the transit system.

13.6.7 Municipal Services & Stormwater Management Policy

- 13.6.7.1. Development within the Healthcare Campus Centre shall be on the basis of full urban water, wastewater and stormwater management facilities.
- 13.6.7.2. A Master Servicing Strategy that outlines the functional water distribution, waste water collection and stormwater management facilities that will service the entire Centre will be prepared to the satisfaction of the City, the Region of York, Ministry of Transportation and the Toronto and Region Conservation Authority, as a condition of approval of the Precinct Plan.
- 13.6.7.3. As a component of the stormwater analysis, studies shall be undertaken that address the floodplain associated with the tributary of the West Don River, to the satisfaction of the Toronto and Region Conservation Authority and the City of Vaughan. Such studies shall include: determination of appropriate buffers; determination of the floodplain in a Regional storm event through hydraulic and hydrologic modeling; assessment of the potential relocation of the watercourse that includes a fluvial geomorphic analysis; a full ecological assessment of all flora and fauna through an Environmental Impact Assessment; and remedial measures and opportunities for enhancement and restoration of the watercourse and stream corridor to improve water quality and encourage fish habitat. The relocation of the watercourse and floodplain will be assessed and may be permitted subject to satisfactorily addressing these matters.
- 13.6.7.4. Water conservation and means of reducing stormwater runoff and improving water quality will be encouraged.
- 13.6.7.5. New infrastructure or improvements to infrastructure, including roads, municipal water supply, wastewater systems, energy supply and stormwater management systems shall be provided concurrent with the rate of development. Development may be phased and holding provision imposed until adequate improvements have been made or committed.
- 13.6.7.6. Stormwater ponds shall be located in a manner that does not preclude intensification along transit corridors or future improvements to the transportation system.

13.6.8 Implementation

The more detailed planning of the Healthcare Campus Centre will occur through more intensive studies that will involve transportation and servicing analyses, consultation with the higher levels of government and public consultation as well as approval by Council. Through this process the boundaries of the healthcare campus will be established, and the appropriate land uses and massing will be determined in the context of available and planned infrastructure, sensitivity to adjoining land uses, the planning intent for the Healthcare Campus Centre and the input of residents and other stakeholders. The use of Holding By-laws may be employed to phase development until required studies have been undertaken or necessary infrastructure or required legal agreements are in place.

Hospital Precinct Plan

- 13.6.8.1. The Hospital Precinct Plan shall be a comprehensive document that will require approval by the City after consultation with the Region, Provincial agencies, TRCA and the public in its preparation. The Hospital Precinct Plan will require approval by the City but will not require further amendment to the Official Plan.
- 13.6.8.2. The Hospital Master Plan shall include:
- a. A Master Servicing Strategy that outlines the functional water distribution, waste water collection and stormwater management facilities that will service the entire Healthcare Campus Centre;
 - b. The establishment of appropriate boundaries of the Natural Areas within the Hospital Precinct, including plans to realign and improve the watercourse, and assess the extent of the current floodplain;
 - c. A Functional Transportation Plan that establishes the access points, internal street and driveway layout, expected traffic volumes, and the ability of both the internal rights of way and the surrounding road network to accommodate growth planned within the Hospital Precinct Plan area in relationship to the capacity of the entire Centre, including the identification of improvements that will be necessary; and identification of public transit, pedestrian and cycling routes and facilities;
 - d. A Community Energy Plan that sets out a strategy to enable the Hospital Precinct Plan area to reach goals of energy conservation, efficiency and the reduction of greenhouse gas emissions through consideration of such things as passive solar gains design, on-site energy generation, the use of “green” and white roofs, and

- the use of building materials and landscaping elements to provide shade or reflect or absorb heat to minimize energy consumption;
 - e. An Urban Design Framework that addresses urban structure, built form, massing, public realm including detailed open space and streetscape master plan and urban design including transit supportive design, sustainability and public art;
 - f. Investigation of potential archaeological resources;
 - g. A transition of height, massing, and intensity of land use, as well as means of buffering or screening to protect the low density neighbourhood to the north from adverse impacts of noise, shading, or inappropriate overview;
 - h. More specific location of differing land uses, including location of service facilities and major utilities;
 - i. Delineation of the boundary of the Hospital Precinct Plan area that will be planned as a health campus of care and lands that are surplus to that use that will be subject to the Special Study; and,
 - j. Proposed phasing of development.
- 13.6.8.3. Phasing will address the co-ordination of proposed development with the provision of infrastructure necessary to service that phase.
- 13.6.8.4. The approved Hospital Precinct Plan shall be used as the basis for Zoning.
- 13.6.8.5. Evaluation of the Hospital Precinct Plan shall be based on the Development Principles and Objectives of this Plan and its more specific policies.

13.6.9 Special Study

- 13.6.9.1. The Special Study shall be a comprehensive document that will require approval by the City after consultation with the Region, Provincial agencies and the public in its preparation and will require a further amendment to the Official Plan. The Special Study will not be undertaken prior to Council approval of the Hospital Precinct Plan.
- 13.6.9.2. The Special Study shall include:
- a. The range and types of land use that will be permitted and specific formats that may be required or prohibited within specific areas;
 - b. A Servicing Strategy that outlines conformity with the Master Servicing Study with respect to the functional water distribution, waste water collection and stormwater management facilities that will service the Special Study Area;

- c. A Transportation analysis that includes an internal road or private roadway layout, with expected traffic volumes, that is able to demonstrate the ability of both the internal rights of way and the surrounding road network to accommodate growth planned within the Centre, including the identification of improvements that will be necessary;
- d. The identification of public transit, pedestrian and cycling routes and facilities;
- e. An investigation of potential archaeological resources;
- f. An Urban Design Framework that addresses urban structure, built form, massing, public realm including detailed open space and streetscape master plan and urban design including transit supportive design, sustainability and public art;
- g. A transition of height, massing and intensity of land use, as well as means of buffering or screening to protect the low density neighbourhood to the north from adverse impacts of noise, shading, or inappropriate overview;
- h. Determination of more detailed land uses, in relation to the servicing and transportation capacity of the site, and uses determined in the Hospital Master Plan, the adjacent low-rise neighbourhood and with respect to the intended function of a Centre;
- i. The compatible integration of land uses, pedestrian links and the vehicular system within the Hospital Precinct Plan; and,
- j. the proposed phasing of development.

13.6.9.3. Phasing will address the co-ordination of proposed development with the provision of infrastructure necessary to service that phase.

13.6.9.4. The approved Special Study shall be used as the basis for Zoning.

13.6.9.5. Evaluation of the Special Study shall be based on the Development Principles and Objectives of this Plan and its more specific policies.

13.6.10 Zoning & Holding By-laws

13.6.10.1. In order to implement development within the Healthcare Campus Centre, Council will enact a By-law providing for zoning categories that are consistent with policies of this Plan and reflect the more detailed Hospital Precinct Plan and Special Study, as appropriate.

- 13.6.10.2. The City may, when enacting implementing zoning by-laws, designate a Holding Zone with the prefix “H” and specify the future uses of the land that are considered premature or inappropriate for development at this time due to anyone of the following reasons:
- a. the necessary studies outlined in this Plan have not been undertaken as contemplated by this Plan;
 - b. infrastructure such as water supply, sanitary sewers, stormwater management facilities, internal roads or access driveways, transit or external roads and necessary road and site improvements are not sufficient or have not yet been constructed to support the proposed development;
 - c. the number, design or location of vehicular access points to the site are not sufficient to function safely and effectively; and,
 - d. agreements have not been undertaken for site plan, funding of necessary infrastructure, or dedication of necessary land for parks, road widenings or other facilities necessary to support the proposed development.

13.6.11 Phasing

- 13.6.11.1. The Hospital Precinct Plan shall be completed to the satisfaction of the City prior to undertaking the Special Study of the remainder of the lands.
- 13.6.11.2. Development applications may be phased in order to ensure that the necessary supporting infrastructure will be available to support the proposed development.

13.6.12 Interpretation

- 13.6.12.1. The areas of the Hospital Master Plan and the Special Study shown on Map 13.6.A are intended to show general areas. The boundary between these two areas will be established through the Hospital Precinct Plan exercise.
- 13.6.12.2. Site access points on Map 13.6.A are intended to show the general location. They may be adjusted in consultation with the Region of York, the City of Vaughan, and Ministry of Transportation, as appropriate.

13.7 Northwest Corner of Rutherford Road and Bathurst Street

13.7.1 Northwest Corner of Rutherford Road and Bathurst Street

- 13.7.1.1. Notwithstanding policy 5.2.3.6, the maximum permitted Gross Leaseable Area shall be 26,800 square metres on the subject lands at the northwest corner of Rutherford Road and Bathurst Street, as shown on Map 13.7.A, being Block 23, on Plan 65M-3981, and comprising approximately 6.5 ha, in Part of Lot 16 Concession 2, City of Vaughan.

▼ Map 13.7.A:
N-W Corner of Rutherford Rd. and Bathurst St.

