

## COMMITTEE OF THE WHOLE – JULY 6, 2010

### **LAND USE STUDY FOR LANDS NORTH OF MAJOR MACKENZIE DRIVE BETWEEN HIGHWAY 400 AND JANE STREET (HEALTHCARE CAMPUS CENTRE PLAN) FILE 15.107 WARD 1**

#### **Recommendation**

The Commissioner of Planning recommends:

1. THAT Official Plan Amendment for the Healthcare Campus Centre Plan being OPA #715 (Attachment #3) BE APPROVED;
2. That the Official Plan Amendment #715 which amends OPA #74, OPA #114 and OPA #138 form part of Volume 2 upon approval of the new Vaughan Official Plan; and THAT Volume 2 of the Official Plan be modified as required to implement OPA #715.

#### **Contribution to Sustainability**

Consistent with *Green Directions Vaughan, Community Sustainability and the Environmental Master Plan*, the new development created by the Secondary Plan is consistent with the Region of York's standards for complete communities and is in conformity with *Places to Grow: Growth Plan for the Greater Golden Horseshoe*. The proposed OPA meets the following goals and objectives outlined by *Green Directions Vaughan*:

Goal 2: To ensure sustainable development and redevelopment

Objective 4.1.8: Provide continued support for the development of a future hospital for Vaughan and continue to work with other levels of government and the Vaughan Health Campus of Care to provide comprehensive and integrated health care to citizens (from Vaughan Vision 2020).

#### **Economic Impact**

There is no economic impact associated with this report.

#### **Communications Plan**

The study's consultation process included community information and workshop meetings which are outlined in more detail later in this report.

#### **Purpose**

To present the final Staff report and proposed Official Plan Amendment (OPA #715) for the Healthcare Campus Centre Plan area for consideration by the Committee of the Whole.

#### **Public Hearing**

The Healthcare Campus Centre "Issues and Options Report" and Draft Official Plan Amendment were presented at the Committee of the Whole Public Hearing on June 1, 2010. Generally, the study and Official Plan were well received. Residents from the surrounding study area were in support of a hospital use and other uses related to and ancillary to a hospital campus. Comments were expressed at the public hearing such as the following:

1. Comment:

- (i) Some area residents were opposed to any high density residential use that was not accessory to the hospital use anywhere on the site. This comment was directed primarily towards the easterly portion of the site fronting on Jane Street, where further study is being recommended to determine the appropriate land uses for these lands.
- (ii) A resident from Melia Lane opposed any further residential and commercial development on the subject lands.

These comments came primarily from a concern about traffic congestion in the area, particularly during the spring and summer season when Canada's Wonderland Theme Park is operating. As well, a preference was expressed for low density development or no development other than hospital uses.

Response: The Healthcare Campus Centre Official Plan Amendment permits long-term care residential uses, and other uses similar to healthcare. Detailed land uses within the "Special Study Area" designation will be determined through the undertaking and completion of required studies including public consultation, subsequent to the approval of an official plan amendment for the hospital.

2. Comment: A resident from Zafarullah Khan Crescent commented that the plan should protect for long-term land use requirements for the eventual expansion for the hospital use and that any residual land in the "Special Study Area" should be reserved for the hospital use.

Response: The proposed Healthcare Campus Centre Plan Official Plan Amendment requires that the Vaughan Health Campus of Care (VHCC) undertake a Master Planning exercise that will take into account the long-term needs for the hospital and healthcare related uses and functions. Through this public process, the boundaries and the amount of land required for the Healthcare Campus Centre will be established. A separate "Special Study" is required subsequent to the approval of the official plan amendment for the hospital to determine appropriate land uses for any residual land on the site (if any). The proposed Official Plan amendment facilitates the opportunity for the entirety of the lands to be used for the Healthcare campus if needed.

3. Comment: A representative from the West Woodbridge Homeowners Association Inc., raised concern with respect to the absence of a hospital plan prior to the adoption of an official plan amendment permitting hospital development.

Response: Through the proposed draft Official Plan Amendment process, the City is establishing the foundation to facilitate the future development of these lands for a hospital and healthcare campus. The Healthcare Campus Centre Official Plan Amendment sets out the framework for the preparation of the Healthcare Precinct Master Plan and Special Study Area.

It is important to have an Official Plan designation in place. Significant public resources – a multi-million dollar planning grant issued by the Ministry of Health and Long Term Care, time and resources by the VHCC, the City and the community – are being invested in the master program / master planning process. It would not be in the public interest to proceed with this significant expenditure of public resources without knowing that the Healthcare Campus has been established in an Official Plan.

### Other Comments:

On June 7, 2010, the City of Vaughan Policy Planning Department received correspondence from a Woodbridge resident expressing concern over the lack of information in the report respecting the economic impacts of the proposed use for a Hospital.

On June 1, 2010, the Committee of the Whole considered a report from the Commissioner of Planning which stated that there were "no economic impacts associated with the report". The purpose of a public hearing is to inform the Committee and the public the results of the studies and/or Official Plan Amendment, as well as provide the public an opportunity to comment. The staff report provided a summary of the Healthcare Campus Centre Official Plan Amendment, which did not include information respecting "economic impact analysis".

Development along two arterial corridors within the existing built boundary promotes efficient land use and development patterns, through the use of existing infrastructure and promotes intensification to facilitate economic growth. This is consistent with the *Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe* and, the policies of the *York Region Official Plan*.

The potential and importance of the proposed Hospital Campus (Jane Street and Major Mackenzie Drive), is discussed in the *Employment Sector Strategy Study* (April 2010), prepared by Hemson Consulting. It is also discussed from a land perspective in Section 5.2.4. of Volume 1 of the new draft Official Plan. The intention is to build on this opportunity to maximize the benefits to the community.

The Employment Sector Strategy Study identifies a number of area specific initiatives throughout the city that have the potential to attract multiple employment sectors. One of these is the hospital site. Vaughan is currently underserved in a number of sectors based on a comparison with other municipalities in the GTA, such as education, health care and social services and professional, scientific and technical services. The health care facility and campus provides an opportunity for the City to diversify its employment base and balance commuting patterns by adding significantly to the number of jobs in these sectors. The opportunities result from the direct jobs provided by the hospital and potentially from spin-off and related business functions. This may also include research and development and education and possibly opportunities in advanced manufacturing and pharmaceuticals.

### **Background**

This 32.8 ha (82 acre) parcel is located on the north side of Major Mackenzie Drive between Highway #400 and Jane Street, with the exception of the gas station site at the intersection of Jane Street and Major Mackenzie Drive as shown on Attachment # 1.

The subject lands are undeveloped and are bounded by Highway #400, Major Mackenzie Drive, Jane Street and existing residential development to the west, south, east and north respectively. Commercial developments are located on both the south-east and north-east corners of Jane Street and Major Mackenzie Drive, and employment and commercial uses west of Highway 400. Canada's Wonderland is located to the south and is a specialized commercial, entertainment use with a wide, regional draw that operates seasonally.

On June 23, 2008, Council enacted Interim Control By-law 203-2008 to limit development on the property until further land use studies were completed to determine the most appropriate uses for the lands other than a Theme Park. The Interim Control By-law expires in June 2010. Council also directed the Policy Planning Department to prepare a Terms of Reference for a land use and urban design planning study for the subject lands.

On October 3, 2008, Council approved the proposed Terms of Reference for the subject study. Its purpose was to establish an updated land use, urban design, transportation and servicing framework for the subject lands and; to ensure that the review considered all relevant contextual issues and local, Regional, Provincial and agencies' planning policies.

On April 14, 2009 the City approved the consultant team, Sorensen Gravely Lowes Planning Associates, together with Baird Sampson Neuter Urban Designers & Architects and AECOM Engineering, to undertake the Jane Street and Major Mackenzie Northwest Quadrant Study.

In August 2009, the City acquired the subject property to facilitate the development of a hospital and healthcare campus expected to require approximately 24 hectares (60 acres).

### **Analysis and Options**

#### **Provincial Policy Statement (2005):**

The policies in the Healthcare Campus Centre Plan Amendment are consistent with the Provincial Policy Statement (PPS) by encouraging the promotion of efficient land use and development patterns to support strong, liveable and healthy communities, protection of environment and public health and safety, and that facilitate economic growth through intensification; and ensuring that necessary infrastructure and public service facilities are available or will be available to meet current or projected needs.

'Public Service Facilities' as defined by the PPS means land, buildings and structures for the provision of programs and services provided or subsidized by a government or other body, such as.....health programs.

The policies proposed in the draft Healthcare Campus Centre Plan (Attachment #3), focus on compact development within the urban boundary, and address compatibility of a healthcare campus and surrounding area through intensification, thoughtful, mixed-use development and urban design.

#### **Places to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan)**

The Growth Plan was approved by the Province of Ontario in 2006 and provides more refined policies that build on the Provincial Policy Statement requiring prescribed intensification targets at the Regional level.

Under the Growth Plan, population and employment will be accommodated through compact development, intensification and directing growth within built-up areas. Reduction of automobile use can be supported through mixed-use development, pedestrian friendly and transit supportive environments. Providing a balance of jobs and housing can reduce the need for long distance commuting and to foster walking and cycling. The subject lands are located within the built up area and are situated along two major arterial roads (Jane Street and Major Mackenzie Drive) both planned for higher order transit.

#### **York Region Official Plan**

The "in force" Region Official Plan (2005) designates this site as "Urban Area" and both Jane Street and Major Mackenzie Drive as "Local Corridors" where growth and intensification is intended. Section 3.3.1 requires that government, institutional, major office, cultural and entertainment uses be located to support the centre and corridor structure of the ROP.

The policies of the Regional Plan directs growth to areas designated as urban areas and encourage a mix of housing and employment uses along corridors. The "urban area" designation provision requires that growth be directed within urban areas, promoting infill and redevelopment,



efficient and mixed-use compact communities (s. 5.2.1). Both Jane Street and Major Mackenzie Drive are currently identified as "Local Corridors" in the Region's existing Official Plan (2005), where opportunities for residential and employment growth and intensification serving the local community is encouraged.

York Region Council adopted its new Official Plan in December 2009; approval from the Province is pending. The subject lands are designated as "Urban". Both Jane Street (south of Major Mackenzie Drive) and Major Mackenzie Drive are identified as "Regional Rapid Transit Corridors". Growth is to be concentrated along Regional Corridors and in Regional Centres and Local Corridors and Local Centres where future transit is planned.

Section 3.3 of the York Region Draft Official Plan focuses on the provision for human services. The policies encourage the co-location or camping of human services with other uses such as recreational, public buildings, and arts and cultures facilities.

#### City of Vaughan Official Plan

The lands form part of site-specific Official Plan Amendment #508 encompassing both the north and south parcels owned by Cedar Fair (Canada's Wonderland). OPA 508 was approved in 1998 by the Ontario Municipal Board and designates the subject lands as "Core Expansion Area" with the exception of a small buffer on the northern and southern edges of the parcel. OPA 508 permits an outdoor amphitheatre, amusement rides and structures, games of chance, conference and trade show facilities, hotels, motels and resorts, retail food and drink establishments and, uses supporting the theme park such as parking, administration and management facilities from the subject lands. Other commercial uses permitted on the site include: institutions, offices, entertainment and recreation uses and, special complementary retail uses. Height and setback restrictions are regulated by a required angular plane.

OPA #508 requires the design of new development north of Major Mackenzie Drive to address the existing tributary and any remedial measures of the West Don River as well as opportunities to enhance the watercourse, to the satisfaction of the Toronto Region Conservation Authority.

Vaughan's new draft Official Plan establishes the City's urban structure and identifies these subject lands as a "Primary Centre" within the urban structure, which is consistent with Regional policies respecting intensification and higher-order transit along Jane Street and Major Mackenzie Drive. The site is designated "Major Institution" which permits a healthcare campus and related uses and requires that the balance of the site be subject to further study in order to assess the appropriate land uses for the land. The Healthcare Campus Centre Plan will form a Secondary Plan as set-out in Section 10 and Schedule 14 of the Draft Official Plan.

#### Draft Official Plan Amendment for Vaughan Healthcare Campus Centre

A draft Official Plan Amendment (OPA) for the Vaughan Healthcare Campus forms Attachment 3. The intent of the Official Plan Amendment is to establish policies to guide development of an Urban Centre that facilitates hospital and comprehensive campus care uses for the majority of the site. The OPA provides for planning to be completed in two phases. The first phase will contain a "Hospital Precinct Plan", and the second phase will consist of the planning of any residual lands as "Special Study Area".

Further planning exercises will establish a greater level of detail for the site, and the delineation of the boundary required for the "Hospital Precinct Plan" and "Special Study Area". This boundary will be based on the amount of land required for the Hospital Precinct Plan. Only when the Hospital Precinct Plan is completed, can the study for potential land uses begin for the "Special Study Area". A further Official Plan Amendment will be required to implement development of the Special Study Area.

## Stakeholder Consultation and Public Forums

Stakeholder Consultation and Technical Advisory Committees were established to provide input throughout the study process. As well, four public forums were held to present to the public with an overview of the plan process and provide the opportunity for public discussion and feedback as follows:

- October 22, 2009 – a public open house was held to present a summary of background information regarding the study, and provide a future timetable for the study.
- November 30, 2009 - a presentation was given by the consultant, Sorensen Gravely Lowes, summarizing the background material and study objectives. Three alternative development scenarios for the eastern 22 acres of lands on the parcel were presented, and a workshop followed. The attendees were informed that a separate process for the western portion of the lands (approximately 60 acres), would occur through a more detailed Master Plan process through the Vaughan Health Campus of Care.
- May 6, 2010 – a third Open House was held to update the public on the status of the Study and the proposed Draft Official Plan Amendment (OPA). Both the City's consultants, Sorensen Gravely Lowes and, a representative from the Vaughan Health Campus of Care were present and provided summaries of the work completed to-date concerning the Vaughan Healthcare Campus Centre and the OPA.
- June 1, 2010 Public Hearing to present the Study Report and Draft Official Plan Amendment for the Healthcare Campus Centre Plan, to the Committee of the Whole and the public.

## Technical Advisory Committee / Agency Consultation

To engage stakeholders, the City established a Technical Advisory Committee (TAC) consisting of representatives from the Vaughan Health Campus of Care, York Central Hospital, Ministry of Transportation, Toronto Region Conservation Authority, York Region Planning and Development Services, York Region Works and Infrastructure Planning Departments, York Region District School Board, York Catholic District School Board, the Vaughan Engineering, Development Planning, Policy Planning, Economic Development, Legal Services Department, and the Study consultants, Sorensen Gravely Lowes.

TAC members also had the opportunity to comment on the Options and Issues Report and the Draft Official Plan Amendment for the Healthcare Campus Centre Plan in April 2010.

## Synopsis of the Draft Vaughan Health Campus of Care Official Plan

The policies of the draft Official Plan are summarized below:

### a) Sustainability

- i. the Healthcare Campus Centre Plan will display 'best practices' to ensure sustainability principles in accordance with the "Green Directions Vaughan Community Sustainability and Environmental Master Plan";
- ii. Development will be compact and encourage pedestrian movement, cycling and the use of transit;
- iii. Stormwater management should foster means of infiltration to reduce runoff and enhance water quality;

- iv. Renewable energy sources and reduction of waste in the master planning of the site, in addition to green building and community design should be promoted;
- v. Consideration of a renewable source district energy system and 'green' means of sustained energy production;
- vi. Consideration of microclimate (wind, sun and shadow) in arrangement of land uses and building materials;
- vii. The arrangement of mixed-land uses and convenience facilities to encourage pedestrian activity among workers and residents; and
- viii. Encouragement of the installment of advanced telecommunication infrastructure and smart grid technology to support healthcare and business uses.

b) Land Use and Transition

- i. Lands with the most density will be located where they are best served by transit along arterial roads;
- ii. Identify areas of transition and ensure development is sensitive to the low density neighbourhood to the north through appropriate land use arrangement as well as setbacks, angular planes, landscaped buffers, and height and massing;
- iii. Provide for appropriate separation and screening from land uses that may create noise, odour or reflect light (including those of Canada's Wonderland) so as not to affect the residential neighbourhood to the north.

c) Urban Design

- i. Promotion of high quality urban design in public spaces, public buildings and infrastructure;
- ii. Encouragement of transit-supportive development in the arrangement of land uses;
- iii. Consideration for public safety and accessibility in arrangement of land uses and design elements;
- iv. Encouragement of focal points and visual prominence should be given to hospital for ease of pedestrian and vehicular circulation and navigation;
- v. Promotion of 'street-related' design elements; and
- vi. All development will be subject to site plan control and reviewed by City's Design Review Panel.

d) Transportation

- i. A full range of mobility options must be considered in the planning of the Healthcare Campus Centre providing convenient routes for pedestrians, particularly for those with mobility issues;
- ii. Requirement for transit-supportive design of development, which may include accommodations for transit facilities within the Centre;

- iii. Facilitate direct and coherent circulation routes of the Centre is designed to ensure ease of use by emergency and service vehicles and the orientation of visitors;
  - iv. Protect for additional transportation improvements through the Healthcare Campus Centre Plan or as identified by higher levels of government through future planning exercises; and
  - v. Provide for sufficient transportation capacity exists through phased development as necessary.
- e) Municipal Services and Stormwater Management
- i. Promote efficient municipal services and utilities within the Centre, emphasizing the reduction of energy and water consumption;
  - ii. Require municipal servicing is in place or will be made available through phased development;
  - iii. Encourage stormwater management that is designed to minimize runoff, enhance water quality, provide infiltration sensitive to the surrounding environment and natural heritage features; and
  - iv. Enhancing the visual amenity of the Centre through the design of watercourses and stormwater ponds, so they do not impede on intensification potential of key sites, and located to best support higher order function of the watercourse.

#### Land Use Designations

The Vaughan Health Campus Centre Plan Amendment identifies three land use designations, that will be further refined through a Hospital Precinct Plan planning exercise. Permitted land uses will be compatible with the higher order function of the Centre and are identified as follows:

##### a) Major Institutional

The height and massing of buildings and structures within the "Major Institution" designation will be determined through a "Hospital Precinct Plan" which will require public input and agency review prior to development and may be subject to the Holding symbol "(H)" upon completion and approval of the Plan. The "Major Institution" designation would permit the following uses:

- i) hospital with full range of care;
- ii) rehabilitation facilities;
- iii) long-term care and other form of residential use related to healthcare;
- iv) research and development facilities;
- v) medical and dental offices;
- vi) laboratories;
- vii) facilities that construct or repair medical devices;
- ii) education and training facilities and meeting or conference facilities;



- iii) businesses or health facilities associated with healthcare use; and
- iv) ancillary uses (i.e. child or adult daycare, small scale retail facilities, chapel or small place of worship; utilities and maintenance operations, district energy plant; and recreational facilities associated with healthcare use).

It is the City's intention to allow retail as an ancillary use supportive of functions on the subject site, recognizing that existing retail uses exist in proximity to the site. The City's new Official Plan permits 'small scale retail uses' within Major Institutional Designations (S. 9.2.2.11) in the new Draft Official Plan. It is important to note that the aforementioned uses, should not be considered in advance of the 'Special Study' to be undertaken for the residual lands on the site.

b) Special Study Area

Uses permitted in the Special Study Area designation will include passive uses or infrastructure (e.g. roads, driveways, utility rights of way, stormwater management facilities) until such time as a Special Study is completed within the context of the Hospital Precinct Plan for the healthcare campus; appropriate transition policies for the lands to the neighbourhood to the north of the site; and its function as a Primary Centre as intended in the City's New Official Plan. It is required that public input and agency review is necessary prior to enabling future development of this area.

c) Natural Area

The "Natural Area" designation is intended to protect natural features and will permit the following uses:

- a) tributary corridor of the West Don River (as identified by Toronto Region and Conservation Authority);
- b) wetlands (natural or constructed) related to stormwater management;
- c) landscaped berm areas (if intended as permanent features, support natural vegetation, or contribute to an ecological function or linkage);
- d) uses within this designation are limited to pedestrian or cycling pathways, passive recreation, and activities conducive to environmental management.

3. Transportation Policies

A Functional Master Plan is required for the Healthcare Campus Centre to ensure that the proposed level of development can be accommodated on the site and on the external transportation system. A Terms of Reference is required, and must be approved by the City, in consultation with the Region and Ministry of Transportation. The Functional Master Plan must address all the requirements outlined in s. 4 b) to l) of the Healthcare Campus Centre Plan (Attachment # 3) mainly focusing on: major connection points, access, accommodation of transit and road improvements, development opportunity of adjacent lands; protecting the neighbourhood to the immediate north from vehicular traffic infiltration; and transit supportive urban design.

4. Municipal Services and Stormwater Management Policy

The draft Official Plan Amendment requires that a Master Servicing Strategy be provided and that development shall be on the basis of full urban water, wastewater and stormwater management

facilities. The Master Servicing Strategy must address all the requirements outlined in s. 5 of the Healthcare Campus Centre Plan (Attachment # 3) mainly focusing on: functional water distribution, water and wastewater collection and stormwater management facilities, additional floodplain studies, assessment of new infrastructure or necessary improvements to existing infrastructure, and the location of stormwater ponds.

## 5. Implementation

The draft Official Plan Amendment will require that additional studies be undertaken to determine the detailed planning of the Healthcare Campus Centre. Through this process the boundaries of the healthcare campus will be established, in addition to appropriate land uses and massing in the context of infrastructure, adjoining land uses, and the input of stakeholders. The use of the Holding symbol "(H)", site plan control and development agreements may be employed as a measure to phase development.

### a) Hospital Precinct Plan

As noted above, the draft Official Plan Amendment requires that a Hospital Precinct Plan be prepared. The Hospital Precinct Plan will be a comprehensive document that requires approval by the City in consultation with the Region, Provincial agencies and the public; and shall include the following:

- i) Master Servicing Strategy as described above;
- ii) delineation of the boundaries for Natural Areas, including plans to realign and improve the watercourse and reduce the extent of current floodplain;
- iii) a Functional Transportation Master Plan as discussed above;
- iv) a Community Energy Plan that sets out a strategy to enable the Hospital Precinct to obtain goals respecting energy conservation, generation, efficiency and reduction of emissions;
- v) Urban Design Framework that addresses urban structure, built form, streetscape, transit supportive design, sustainability and public art; in addition to a transitional height and massing strategy to protect low density neighbourhood to the immediate north of the site;
- vi) investigation of potential archaeological resources;
- vii) specific location of land uses on the site;
- viii) delineation of boundary for the Hospital Precinct Area and the Special Study Area (residual lands);
- ix) proposed development phasing plan that will address coordination of development with provision of necessary infrastructure; and
- x) Hospital Precinct Plan will be evaluated based on the principles outlined in Section 1 of this report.

### b) Special Study Area

Planning for lands subject to the Special Study designation will only be undertaken after the completion of the Hospital Precinct Plan and prepared in the context of the Plan. Further

amendment to the Official Plan will be required that will involve opportunities for full public consultation and agency review.

Further detailed analysis is required as part of the OPA preparation for the Special Study Area that will determine the appropriate land uses for the site. The Special Study is required to address the items identified in Section 6.2.b) of the draft Healthcare Campus Centre Plan Amendment, Attachment #3 of this report, including: servicing strategy, transportation analysis, urban design framework, and the determination of detailed land uses, etc.

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

This report is consistent with Vaughan Vision 2020's Strategic Initiatives respecting planning and managing growth and economic vitality, specifically "Complete and Implement the Growth Management Strategy".

### **Regional Implications**

The Official Plan Amendment has been prepared in consultation with the Region of York pursuant to the policy requirements and provisions of both the "in-force" Regional Official Plan and newly adopted Regional Official Plan awaiting final approval by the Province.

### **Conclusion**

The Healthcare Campus Centre Official Plan Amendment was a collaborative process involving local residents, planning consultants, the Vaughan Health Campus of Care Foundation, and the Technical Advisory Committee of staff from various departments and agencies representing the Region and Province. The goal of the proposed Official Plan Amendment is to facilitate the development of a Hospital and associated uses through a Master Plan process. Any lands deemed 'residual' as a result of the Hospital Precinct Master Plan will be subject to a 'Special Study' requiring public input and agency review prior to enabling future development. Should the Committee of the Whole concur with the policies presented in the proposed Healthcare Campus Centre Plan, the recommendation contained in this report can be adopted.

### **Attachments**

1. Location Map of Areas of Further Study and Location Map of Access
2. Issues and Options Report for North West Quadrant: Jane Street and Major Mackenzie Drive
3. OPA #715 Draft Healthcare Campus Centre Official Plan Amendment

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Respectfully submitted,

JOHN ZIPAY,  
Commissioner of Planning

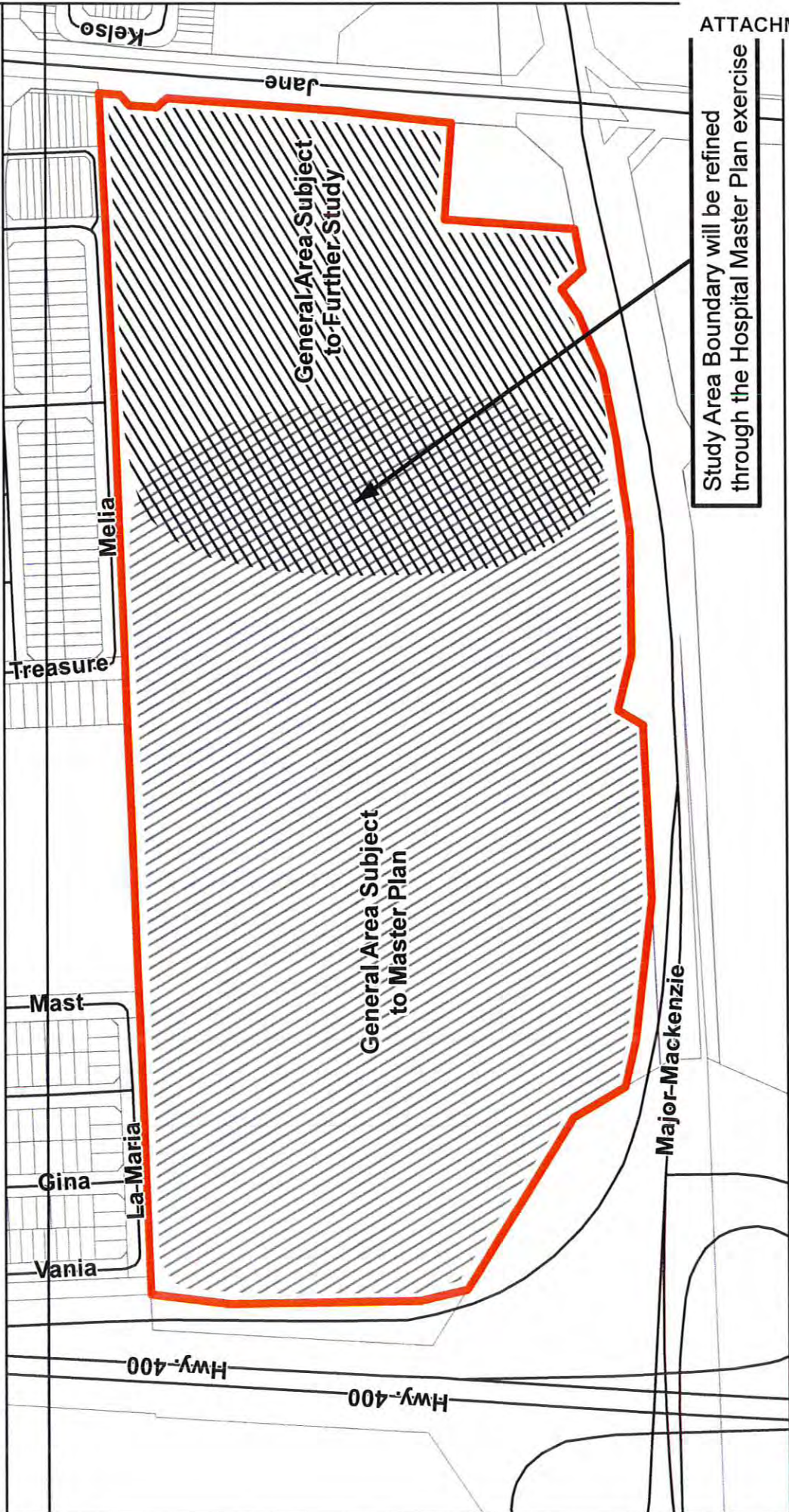
DIANA BIRCHALL,  
Director of Policy Planning

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# Healthcare Campus Centre Amendment \_\_\_\_\_

## Schedule "A" - Areas of Further Study



Study Area Boundary will be refined through the Hospital Master Plan exercise

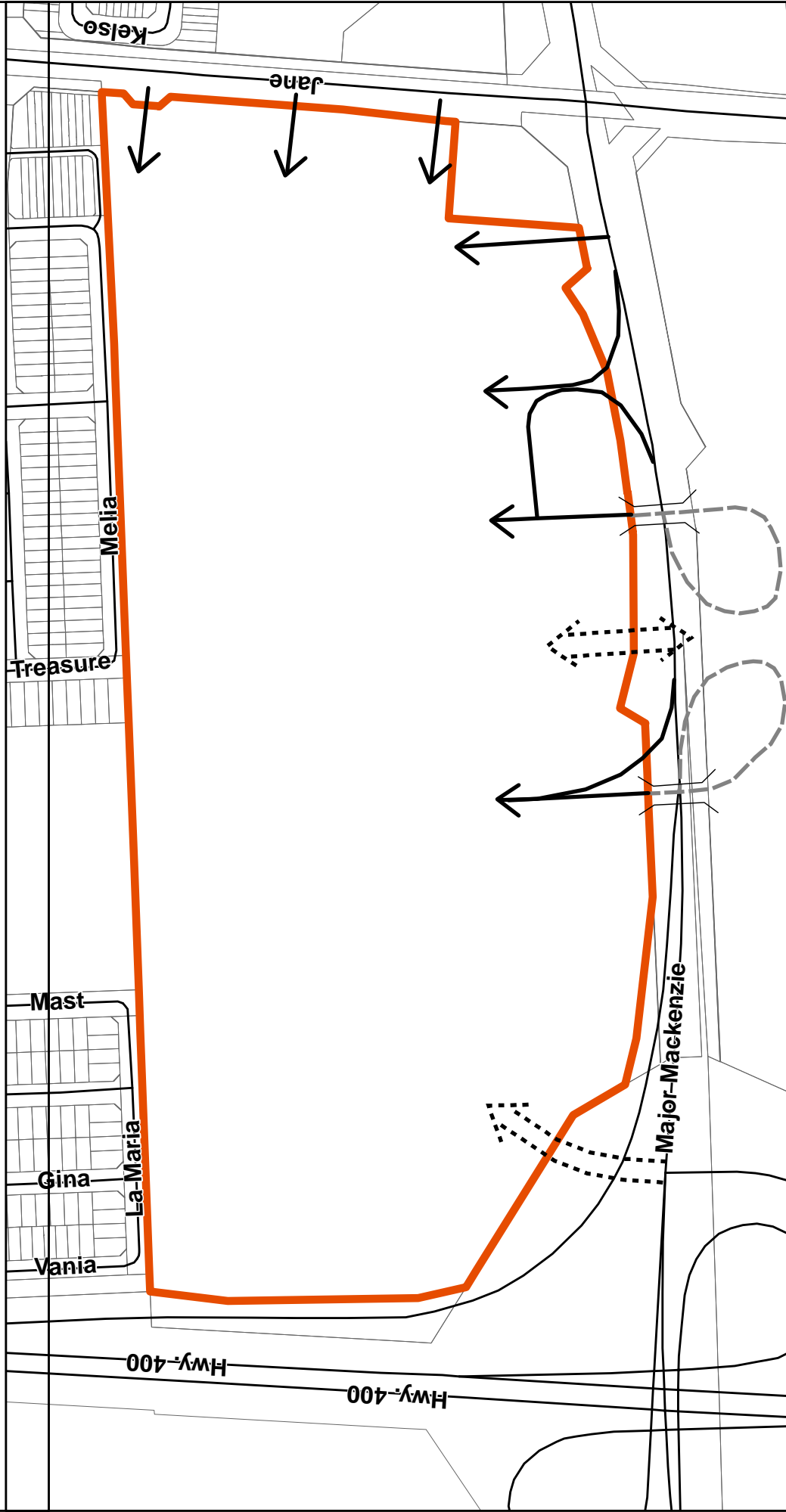
Lands Subject to Amendment \_\_\_\_\_









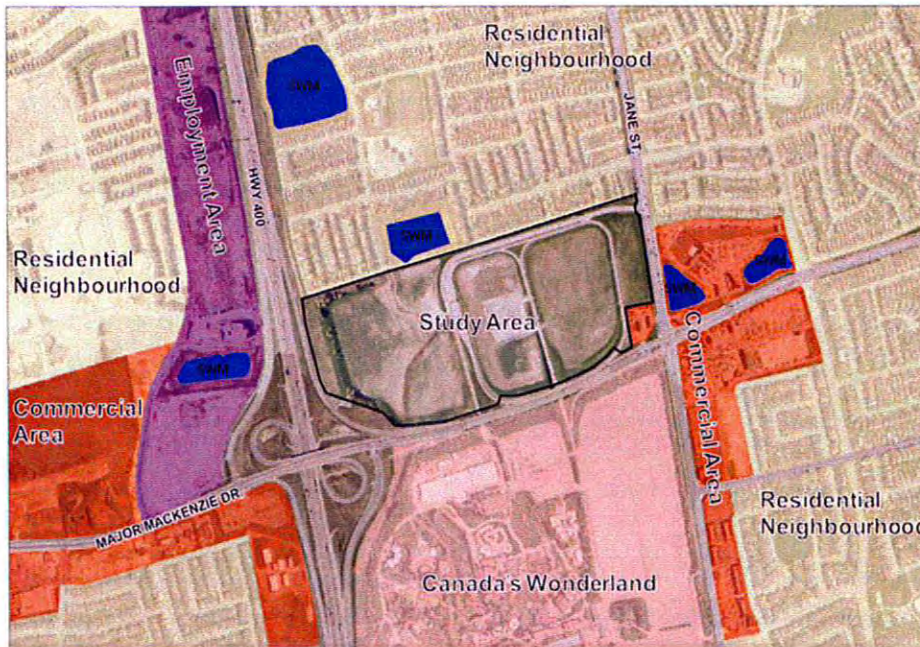
# Healthcare Campus Centre Amendment \_\_\_\_\_

## Schedule "B" - Access



-  Lands Subject to Amendment \_\_\_\_\_
-  Access Locations
-  Future Access (to be protected)
-  Location of Underpass

# **Issues and Options Report** **for the Northwest Quadrant** **Jane Street & Major Mackenzie Drive**



**February 2010**

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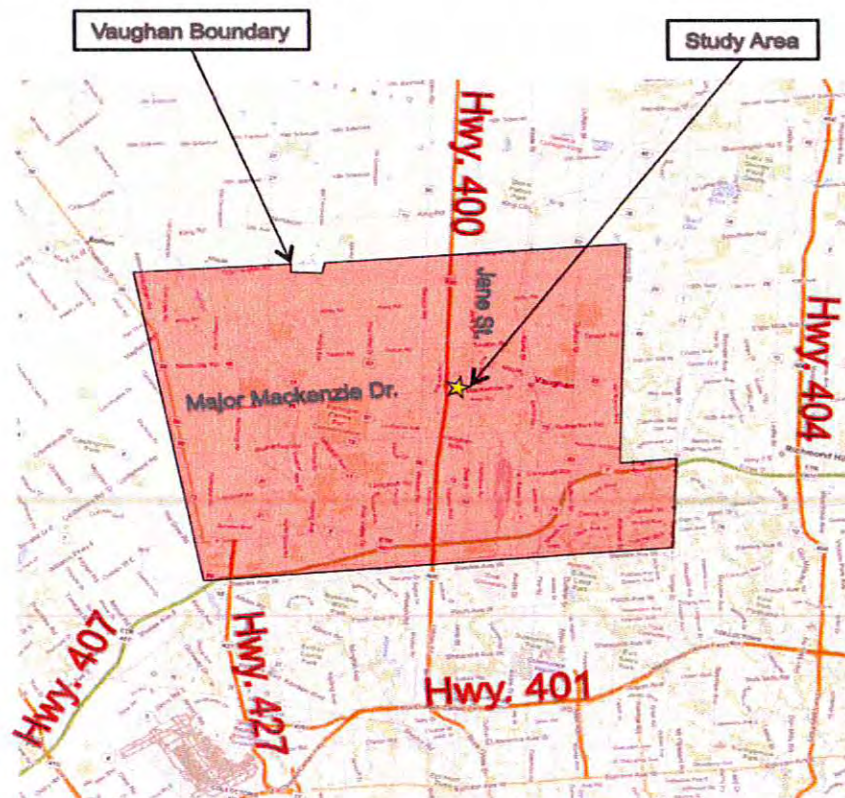


# 1.0 INTRODUCTION

## 1.1 HISTORY & PURPOSE OF THE STUDY

The Jane Street & Major Mackenzie Northwest Quadrant is located close to the geographic centre of the City of Vaughan. This undeveloped property, on the edge of the Maple community, is an extremely accessible and visible 32.8 ha. (82 ac.) site in the midst of the urban area.

The boundaries of the quadrant Study Area are Highway 400 to the west, the existing low density neighbourhood to the north (Block 33 East), Jane Street to the east, Major Mackenzie Drive, and Canada's Wonderland to the south. The existing gas station and car wash on the corner of Jane Street and Major Mackenzie Drive is not part of the Study Area. The site was previously owned by Canada's Wonderland, and it is designated in the Official Plan and was zoned to permit a Theme Park as well as such related uses as hotels, conference and trade show facilities, offices and commercial uses.



**Figure 1:** The Study Area Location Within Vaughan



In June 2008 the property was listed for sale by the owners of Canada's Wonderland, and the City moved to enact an Interim Control By-law (203-2008) to limit development until the City had a chance to undertake a Study of the site to consider its highest and best use, in the context of current planning policy for uses other than those of a theme park. Terms of reference for the Study were issued on October 3, 2008. The focus of the study is to develop a land use policy and urban design framework to guide development in the Study Area.

The Terms of Reference specified that the Purpose of the Study was twofold:

- a) To evaluate and establish a highest and best current land use and urban design framework for the subject lands; and
- b) To ensure that the review considers conformity with current and relevant City, Regional, Provincial and Agencies' planning policies.

On April 14, 2009 the City approved Sorensen Gravely Lowes Planning Associates, together with Baird Sampson Neuert Urban Designers & Architects and Aecom Engineering, to undertake the Jane Street & Major Mackenzie Northwest Quadrant Study, but it was not formally commenced until July.

In August of 2009 the City acquired the property to assist in the development of a hospital and related uses that are expected to utilize approximately 60 acres. This action was based on several years of investigation dating from 2003, when the Vaughan Health Campus and the Vaughan Health Care Foundation were created by the City to investigate support for a hospital.



**Figure 2:** The Study Area - Aerial View

The need for a hospital and the selection of this site is supported by numerous prior studies, including a 2005 study by IBM entitled *Needs Assessment and Vision for the Future – Health Care Facility Planning Report* which supported a need for a hospital along the Highway 400 corridor; a Study by Stantec of 28 potential sites, and a 2008 study by Deloitte Consulting on behalf of the Central LHIN (Local Health Integration Network) established by the Ministry. Prior to purchase of the site, “due diligence” studies were undertaken by Cole Engineering and Stantec for the Vaughan Hospital Campus of Care. Consultants of this Study reviewed these.

In the fall of 2009 the Minister of Health and Long Term Care announced that the Vaughan Health Campus of Care and York Central Hospital would receive a \$7,000,000 Master Planning Grant, which will enable more specific plans for a hospital and related uses on this site. The Terms of Reference for that Master Plan have recently been released.

## 1.2 CONTENTS OF THIS REPORT

**Chapter 1** sets out an overview and the purpose of the Study as established by the Terms of Reference.

**Chapter 2** describes the existing uses and built-form character in the site and surrounding area.

**Chapter 3** outlines the policy direction and requirements from provincial, regional and local governments.

**Chapter 4** presents the opportunities and constraints for future development of the Quadrant.

**Chapter 5** summarizes the process and public involvement to date.

**Chapter 6** recommends a process to be undertaken from this point forward.



## 2.0 EXISTING CHARACTERISTICS

### 2.1 EXISTING SITE DESCRIPTION

The site slopes generally to the south and west. It is currently vacant, and part of it has been used for access to the main portion of Wonderland to the south of Major Mackenzie Drive, and for overflow parking from Canada's Wonderland. The site has been significantly disturbed over time with earth grading and deposits of fill. Towards Highway 400, a berm has been created adjacent to the highway, but it does not impede visibility of the site from the highway. In some areas along the northern boundary, a berm or small retaining wall provides a transition from a higher grade in the adjacent subdivision. A decorative wooden fence of approximately 2 m. in height has been constructed along the northern boundary within the residential subdivision, except in the area of the existing storm pond where a lower, chain-link fence separates the property. A baseball diamond has been constructed towards the south-eastern edge of the site between two access driveways to Wonderland, south of Major Mackenzie Drive.

The property contains a private entrance driveway at its northern limit from Jane Street that provides access to two concrete underpasses under Major Mackenzie Drive to Canada's Wonderland. The western driveway is used to provide employee and bus access to the property, and widens to include tollbooth ticket lanes that have not been used in recent years. The eastern access driveway and underpass have been used less frequently, and ramps to Major Mackenzie Drive have been blocked with concrete barriers. As part of the sale of the property, Canada's Wonderland has retained access easements to its southern site that include the right to utilize the existing underpass structures.



**Figure 3:** Driveway to Canada's Wonderland from Jane Street & Underpass of Major Mackenzie

The site, as shown in the photograph in **Figure 4**, is covered in weeds and grasses. There are a limited number of trees along the top of the berms that are adjacent to Highway 400 and the fence line with La Maria Lane, towards the west side of the site. The property contains no areas of vegetation that have been identified by the Region as being ecologically significant.



A minor tributary of the West Don River traverses the western portion of the site, flowing within a shallow, manmade ditch from a storm pond in the residential neighbourhood to the north. It meanders in a north-south direction until it passes through a culvert under Major Mackenzie Drive into Canada's Wonderland. A ditch has also been created to drain water from the western driveway into this watercourse. The water depth is generally only a few inches deep, and thus cannot support any significant fish habitat.

An under-sized culvert under Major Mackenzie Drive causes storm water to back up onto this site, creating a wide flooded area in major storm events. Stormwater ponds and improvements to the culvert will be necessary as part of further urban site development in order to reduce the floodplain area. The watercourse may be relocated based on further study and subject to approval by the Conservation Authority.



**Figure 4:** Northwest Quadrant Study Area (looking south) with Cattails Along Watercourse

In the fall of 2009 staff of Toronto Region Conservation Authority (TRCA) and the Region of York visited the site. A brief fisheries assessment<sup>1</sup> was undertaken as part of this Study by Ecometrix and Beacon Environmental consultants. The watercourse was electro-fished and was found to contain a small number of young fish that have likely been spilled into it when the adjacent storm pond released water after a storm event. These were primarily 'young of the year', as the water depth is insufficient to sustain larger fish. None of the fish are considered ecologically significant, and the assessment concluded that the overall fish habitat within the property in terms of quality and quantity was low. However, TRCA will seek the creation of improved fish habitat as part of future alterations of the watercourse.

The regular shape of the site and comparatively flat topography are suitable for development, subject to further design of the watercourse to limit the floodplain. The prime exposure to Highway 400, and access from Major Mackenzie Drive and Jane Street, provides a regional level of accessibility and key visibility suitable for higher order uses. There is sufficient site size to provide a transition of massing from south to the more sensitive neighbourhood to the north.

<sup>1</sup> Undertaken with a License to Collect Fish for Scientific Purposes



## 2.2 SURROUNDING LAND USE

The Northwest Quadrant of Jane Street and Major Mackenzie Drive is separated by regional roads or Highway 400 from the rest of the community on the west, south and east. Along its northern boundary, a fence has been constructed as a separator from the established low-density neighbourhood that was developed fifteen to twenty years ago. An Esso gas station with carwash with a drive-through Tim Horton's on the northwest corner of Jane Street and Major Mackenzie Drive is not included in the Study Area.

This strategic, undeveloped parcel of land is bounded by commercial plazas to the east and southeast, and by employment uses to the west of Highway 400. Canada's Wonderland to the south is a specialized commercial, entertainment use with a wide, regional draw that operates seasonally. Major Mackenzie Drive in this location is also the western gateway to the community of Maple, and leads to the municipal centre and GO station, farther east.

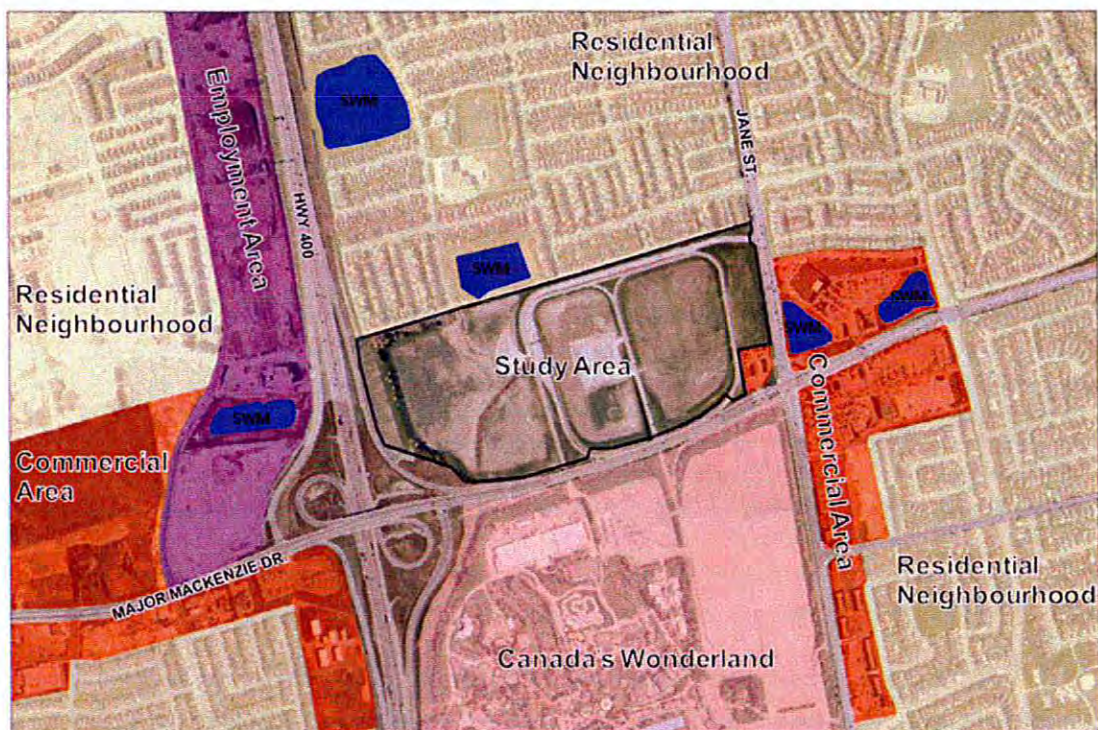


Figure 5: Surrounding Land Uses

### Residential

To the north of the Study Area, a low density neighbourhood (Block 33 East) forms the western portion of the community of Maple. It was planned for approximately 2600 detached, semi-detached and townhouse units. The community has matured with tree-lined streets and contains three elementary schools, each with an adjacent park, providing a variety of active and passive recreation opportunities.

The neighbourhood's southern interface with the Study Area consists of two single-sided roads of 15 m. right of way – Melia Lane and La Maria Lane. Between these roads lies a 2.8 ha. (7 ac) storm pond. The pond includes a scenic wetland for quality control and is bordered by a recreational pedestrian path. The boundary roads of Melia Lane and La Maria Lane have



houses on the north side facing a landscape strip and fence. The decorative wooden fence with masonry columns both divides and screens the homes from the Study Area to the south.



**Figure 6.** The Residential Interface: from La Maria Lane, the Storm Pond & Melia Lane

Farther north within this quadrant extending to Teston Road, the Ahmadiyya Muslim Jama'at Canada mosque campus occupies a site of approximately 10 ha. (24 ac), extending from Jane Street to Highway 400, and thus there is no connection between the neighbourhoods north and south of the Ahmadiyya community.

### **Commercial**

A number of district plazas lie immediately to the east of Jane Street along Major Mackenzie Drive. They contain a variety of food stores, banks, pharmacies, restaurants, hardware stores and other services and retail stores which assist in serving the day-to-day needs of the residential community in Maple as well as residents from farther away.

Immediately east of Jane Street, north of Major Mackenzie Drive, the Longo's Plaza contains the supermarket anchor, a McDonalds restaurant and a number of other uses. The site wraps around a large storm pond at the corner and a closed independent gas station, which fronts onto Major Mackenzie Drive on a small site. An Esso gas station, carwash, and convenience store with drive-through coffee outlet occupies the southwest corner of the intersection.

The planned commercial site at America Avenue and Jane Street, within the residential neighbourhood north of the Study Area, remains undeveloped to date. A large retail development has been approved but not yet constructed in the Vellore community west of Highway 400 at Weston Road and Major Mackenzie, on a site owned by Smart Centres.

Larger, regional-serving retail uses are found to the south in the Vaughan Mills Mall and major retail developments near Highway 400 and Highway 7.



**Figure 7.** Commercial Uses to the East of the Site.

Canada's Wonderland, immediately south of Major Mackenzie Drive from the Study Area, is a specialized commercial entertainment use that draws patrons from the Greater Toronto Area

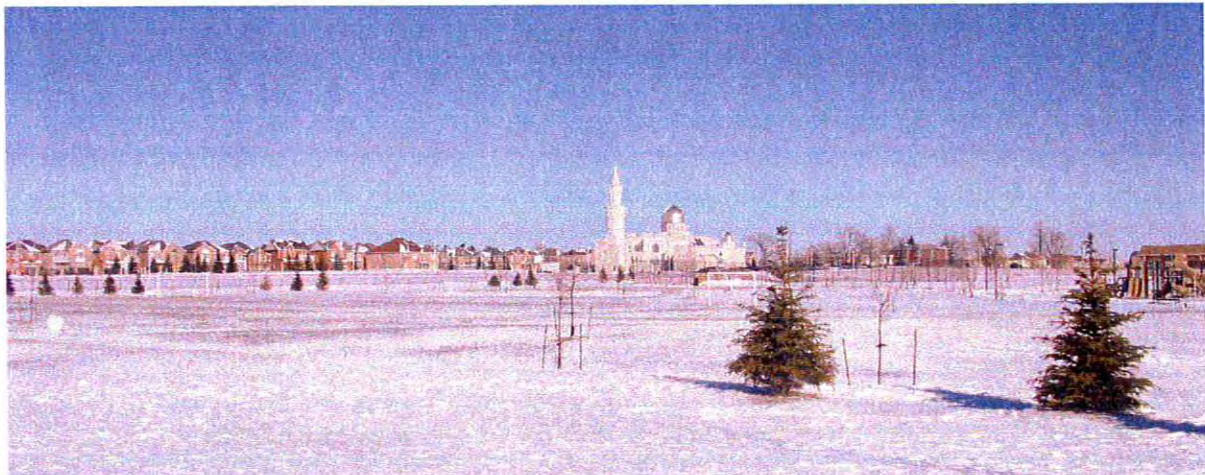


and beyond. However, it is also a major employer and so is discussed under Employment Uses within this report.

### **Institutional Uses and Open Space**

The largest Institutional use in the Study Area quadrant is the 10 ha. Ahmadiyya Muslim Jama'at Canada mosque campus. Due to privacy and security concerns of the mosque campus, no roads cross the Ahmadiyya lands. Currently much of the site is undeveloped, as shown in the photo below.

In the spring of 2009, the City received an application to further develop the mosque property by the proposed addition of a number of uses to serve the Ahmadiyya faith community, including: technology and education facilities, social and recreation facilities, and townhouses. The application was approved but has been appealed to the Ontario Municipal Board.



**Figure 8:** The Ahmadiyya Mosque Campus & Teston Village Neighbourhood Park (in foreground)

Three elementary schools with adjacent parks have been constructed to serve the neighbourhood to the immediate north of the Study Area. The York Region District School Board operates two schools, and the York Catholic District School Board operates one. Currently these schools are at their capacity, according to representatives of the school boards. The schools and parks in the community contain a variety of sports playing fields, tennis courts, playgrounds and passive recreation areas.



**Figure 9.** St. James Catholic School and Teston Village Public School





Figure 10. Local Park Playground

**Employment Uses**

Nearby employment uses include the business park to the west of Highway 400, the retail and institutional uses that have been discussed previously, and Canada’s Wonderland.

Canada's Wonderland is not only a regional-serving entertainment use, but is also a major employer in the City with over 4,000 employees hired primarily on a seasonal or part-time basis from May through October. The site occupies a square kilometer south of Major Mackenzie Drive, between Jane Street and Highway 400. It offers over 65 rides and the greatest variety of roller-coasters in Canada, with an 8 ha. (20 ac.) water park, restaurants, theatres, and other attractions. A maintenance building and parking occupy the areas closest to Major Mackenzie Drive. Cedar Fair Entertainment Company, the owner of Canada’s Wonderland, also holds special events such as fireworks, music concerts and a Halloween Haunt.

The primary access to Canada’s Wonderland is from Rutherford Road, with a private driveway leading directly from the northbound Highway 400 off-ramp into the site. Buses and service vehicles as well as patrons can enter from the north by means of a secondary access using private driveways that pass under Major Mackenzie Drive through two underpass structures. As part of the conditions of sale of the Study Area property, Canada’s Wonderland retained easements over the Study Area to ensure use of these underpass structures and related ramps, in order to provide access to Major Mackenzie and Jane Street in the future.

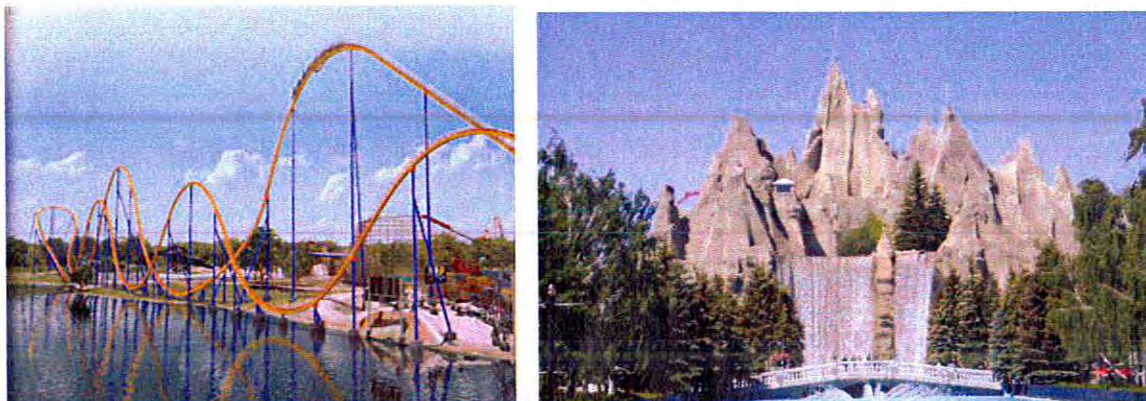


Figure 11: Behemoth Roller Coaster and Magic Mountain at Canada’s Wonderland



Larger, industrial and business park employment uses that serve a broader area are found near the Study Area within the business park to the west of Highway 400 along Cityview Boulevard, where the ready access to the highway and visibility from it provide prime employment sites. The recently constructed Power Stream building, pictured below, is located opposite the north portion of the Study Area on the west side of Highway 400.



**Figure 12:** The Power Stream Building (LEED Standard) west of Highway 400

The City's major office and employment node is planned for its "downtown" in the Vaughan Metropolitan Centre east of Highway 400 on both sides of Highway 7, several kilometers south of the site. This is the area that is planned to contain the highest density of office and business uses within Vaughan.

An extension of the Spadina subway is approved and will be extended to the "downtown" (formerly known as the Vaughan Corporate Centre). There is ample land within this area to serve higher order employment uses over the long term, and this planned development should not be undermined by significant office development within the Study Area.

### Utility

There are a number of storm ponds and communications towers adjacent to the Study Area, including the storm pond immediately north of the site and a larger pond constructed two blocks farther north, next to Highway 400, within the residential subdivision. A large storm pond is also constructed on the northeast corner of Jane Street and Major Mackenzie Drive. A tall communications tower has been erected next to the southwest edge of the Study Area, near the northbound on ramp from Major Mackenzie to Highway 400.



**Figure 13:** Large Storm Pond with Noise Fence and Highway 400 Beyond

### **Access Through the Quadrant**

The site of the Ahmadiyya Muslim Jama'at Canada mosque campus extends from Jane Street to Highway 400 in the neighbourhood north of the Study Area. Due to privacy and security concerns, no north-south roads are planned to cross the mosque campus, and thus there is no potential road link between Teston Road and Major Mackenzie Drive using the subject site. North-south traffic between these two arterials is thus forced to use Jane Street, Highway 400 or Cityview Drive.

The quadrant is planned to have a connection across Highway 400 to provide an east-west linkage approximately midway between Major Mackenzie Drive and Teston Road. An Environmental Assessment is currently being conducted for the planned extension of America Avenue to cross Highway 400 to meet Canada Drive, approximately one kilometer north of the Study Area.

### **Summary and Conclusion**

A wide variety of land use surrounds the Jane Street and Major Mackenzie Drive quadrant site including retail plazas, Canada's Wonderland, business park uses west of highway 400, and a low-density neighbourhood to the immediate north. From a land use perspective, the only sensitive area of the Study Area, in terms of the surrounding uses, is along the northern boundary, adjacent to the low-density neighbourhood. The site is generally devoid of significant vegetation, but contains a tributary of the West Don River that currently occupies a shallow ditch and thus creates a wide floodplain in storm events. The floodplain and river tributary must be addressed to the satisfaction of the Conservation Authority prior to future development.

The established neighbourhood to the immediate north of the site is developed with low and medium density housing, elementary schools and parks, and a region-serving religious institution - the Ahmadiyya Muslim Jama'at Canada mosque campus. These uses have always been separated from the subject property, and no road connections have previously been planned between these two areas. It is not possible to provide a link between Major Mackenzie Drive and Teston Road because the Ahmadiyya Muslim Jama'at Canada property intervenes and precludes a connection. Thus, any potential road linkage into the neighbourhood from the Study Area would introduce new levels of traffic that must find access to an arterial road and could be disruptive to the neighbourhood. However, there may be a benefit to both the neighbourhood and the future hospital campus to have linkage options for emergency vehicles or for transit, if general vehicular access can be controlled and limited so that it does not disrupt the neighbourhood.

The size and accessibility of the site to a highway interchange and to planned higher-order transit along Jane Street and Major Mackenzie Drive provides the setting for an urban centre and support for major uses, including a hospital campus that serves the wider region, as well as for a campus of related uses including research, medical offices and specialized housing. A wide range of land uses could potentially form "highest and best uses" suitable for this area. These include such uses as higher density housing to add to the choice in Maple, hospitality uses, business and office uses with service commercial and retail at grade, and other major institutional uses. They could be in either a 'stand-alone' or mixed-use format. While a variety of land uses are possible, future development should be undertaken in the context of sensitive transition to the lower density neighbourhood to the north and the higher order transit available on Major Mackenzie Drive and Jane Street, and must display a high standard of urban design suitable for uses in an urban centre.



## 3.0 POLICY DIRECTION

This section discusses the provincial, regional, and local policy framework that will guide development of the Jane Street and Major Mackenzie Quadrant.

### 3.1 PROVINCIAL POLICY STATEMENT

The Provincial Policy Statement (PPS) addresses matters of provincial interest related to land use planning and development. In accordance with Section 3 of the *Planning Act*, any decision of the council of a municipality “shall be consistent” with the PPS. The Official Plan is the main vehicle of a municipality to implement the PPS.

The PPS directs that growth be concentrated within Settlement Areas.<sup>1 2</sup> The Study Area is within the *settlement area* of the City of Vaughan and is within the *built up area*, where services exist or can be more easily provided.

While the PPS in its entirety is relevant to the future development of this site, the following sections serve as a summary:

- 1.0 Ontario's long term prosperity, environmental health and social well-being depend on wisely managing change and promoting efficient land use and development patterns. Efficient land use and development patterns support strong, liveable and healthy communities, protect the environment and public health and safety, and facilitate economic growth.

Accordingly:

1.1.1 Healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the province and municipalities over the long term;
- b) accommodating an appropriate range and mix of residential, employment, recreational and open space uses to meet long term needs;
- c) avoiding development and land use patterns that may cause environmental or public health and safety concerns;
- e) promoting cost-effective development standards to minimize land consumption and servicing costs;
- f) improving accessibility for persons with disabilities and the elderly by removing and/or preventing land use barriers...; and
- g) ensuring that necessary *infrastructure* and *public service facilities* are available or will be available to meet current and projected needs.

*Public Service Facilities* means land, buildings and structures for the provision of programs and services provided or subsidized by a government or other body, such as ....health programs.

<sup>1</sup> defined as “urban areas ...within municipalities (such as cities, towns and villages)that are built up areas

<sup>2</sup> Provincial Policy Statement (2005), p.35.



The City of Vaughan is responding to the provincial Policy Statement by providing a site for healthcare uses that are needed by its citizens, as established through a number of studies undertaken for the Vaughan Health Campus of Care (VHCC) and by the Central LHIN on behalf of the Ministry of Health and Long Term Care.

The City has undertaken this Quadrant Study to investigate appropriate land uses that will relate compatibly to the hospital campus and surrounding area to create efficient development through cost-efficient standards that minimize land consumption and avoid land use patterns that might cause environmental or public safety concerns, and provide that the needs of the elderly or those with disabilities will be met through the proposed development. A wide range and mix of employment, residential, institutional or recreational land use is potentially feasible on lands that are expected to be surplus to the needs of the hospital. These potential uses are in accordance with the policy guidance of the Provincial Policy Statement to promote efficient land use and development, while being compatible with the prime healthcare focus of this site.

### 3.2 PLACES TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE

The Growth Plan for the Greater Golden Horseshoe provides more detailed policy that builds on the Provincial Policy Statement and requires prescribed intensification targets. It was approved in 2006 under the Places to Grow Act. In two-tier municipalities such as the Region of York, it requires that the upper tier municipality allocate growth assigned by the Province to its local (or lower-tier) municipalities and direct long-term planning to 2031 in accordance with the policies of the Growth Plan. Required targets for intensification and minimum densities and other policies that must be in conformity with the Growth Plan are measured at the regional level.

Under the Growth Plan, the Region of York was assigned a population of 1,500,000 by 2031, which is almost double the 2001 population of 760,000; and employment of 780,000 jobs by 2031, which also doubles the 2001 employment of 390,000 jobs within the Region.

Building on the framework of the PPS, the Growth Plan requires that population and employment will be accommodated, as follows, by:

- Directing a significant portion of new growth to the *built-up areas* of the community through *intensification*;
- Focusing intensification in *intensification areas*;
- Reducing dependence on the automobile through development of mixed-use, *transit-supportive*, pedestrian friendly urban environments;
- Planning and investing in a balance of jobs and housing in communities to reduce the need for long distance commuting and to increase the *modal share* for transit, walking and cycling; and
- Encouraging cities and towns to develop complete communities with a diverse mix of land uses, a range and mix of employment and housing types, high quality public open space and easy access to local stores and services.

The Study Area is within the designated, *built up area* of Vaughan and is located along two Regional roads (Jane Street and Major Mackenzie Drive) that are both planned for higher order transit and thus intended to support higher order uses through intensification. Most of the land within the *built up* designation has already developed into employment or residential neighbourhoods, such as the quadrant to the immediate north of the Study Area, and thus has



greater limitations for intensification. By 2015, all municipalities are required by the Growth Plan to intensify and to provide that a minimum of 40% of all residential growth that occurs that year and every year thereafter will be within the *built up area* of each upper tier municipality (Policy 2.2.3).

All municipalities must develop an intensification strategy to be implemented through the Official Plan that will:

- a. Be based on the allocated growth forecast;
- b. Encourage intensification generally throughout the *built-up area*;
- c. Identify *intensification areas* to support achievement of the *intensification target*;
- f. Facilitate and promote *intensification*;
- g. Identify the appropriate type and scale of development in *intensification areas*;
- i. Plan for a range and mix of housing, taking into account *affordable housing* needs; and
- j. Provide a diverse and compatible mix of land uses, including residential and employment uses, to support vibrant neighbourhoods. (Policy 2.2.3.6)

*Intensification Corridors* must be designated in Official Plans (Policy 2.2.5.1 & 3) and planned to achieve increased residential and employment densities that support and ensure the viability of existing and planned transit levels and that accommodate local services.

Within the Region of York, the focus of growth is in the major urban municipalities, including the City of Vaughan. To meet the overall Regional intensification requirement of 40% of all new growth within the *built up area*, the impact in the urban municipalities, like Vaughan, is even higher. Thus sites such as the Study Area that are currently vacant will be an important resource to accommodate the intensification growth that is required in the already *built up area* of the City.

The Study Area is particularly well-suited to accommodate higher order uses, including a hospital, due to its visibility and accessibility, central location, topography, size, and planned higher-order transit. On land that may be surplus to the hospital campus, a variety of residential and business uses are supportable due to the higher-order level of public transit that has been planned for Major Mackenzie Drive and Jane Street, as well as proximity to the GO station and to Highway 400. This quadrant is a prime location to accommodate the required intensification under the Growth Plan, and is large enough to include a sensitive transition to lower density uses to the north.

### 3.3 YORK REGION OFFICIAL PLAN

The Region of York adopted a new Official Plan in December 2009 after several years of background study. The new Official Plan has not yet been approved by the Province and so is not in legal effect, but nonetheless is an important indication of the Region's policy intent. Both the new Official Plan and the "in force" Official Plan will be discussed.

#### **Approved and In Force Official Plan**

The Study Area is designated **Urban** in the in force Regional Official Plan, which means that it is intended to develop with urban services in accordance with the Community Building policies of Section 5.2 of the Plan that include a target of 30% intensification within the built-up portions of the urban area. The community building policies are similar to the policy of the PPS and the Growth Plan. Growth within the Region is planned to be concentrated along Regional Corridors and in Centres, and is also planned along Local Corridors and in Local Centres that are designated.



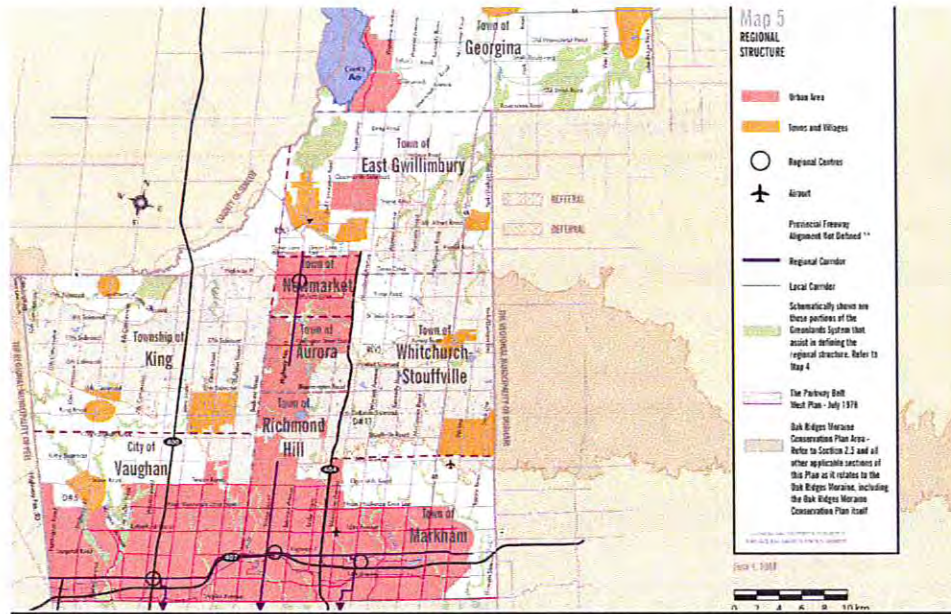


Figure 14: York Region Official Plan Regional Structure Map (site is Urban)

Both Major Mackenzie Drive and Jane Street are Regional roads, which are designated as **Local Corridors**. Policies of Section 5.6 fulfill the objective of promoting residential and employment intensification along Local Corridors by:

- a. Identifying the function of this section of the corridor;
- b. establishing the range of residential and commercial land use;
- c. establishing density performance standards to encourage mixed use building forms, in addition to single use buildings, with attention to public spaces at grade;
- d. establishing consistent setbacks from adjacent streets to encourage consistent building form;
- e. establishing parking standards that recognize the level of public transit and that encourage parking to be below grade or away from the street; and
- f. encouraging pedestrian activity through the arrangement of land uses and design of streetscapes.

Additional policy provides that employment opportunities should be within 200 metres of a transit stop. Both Jane Street and Major Mackenzie Drive were designated as Regional Transit Trunk Routes for transit service.

The Region's Official Plan has extensive policy to protect natural resources through a designated **Greenlands System**. However, the Study Area is not identified as having any natural features or ecological functions of significance in the Plan's schedules and thus is not included in the Greenlands System.

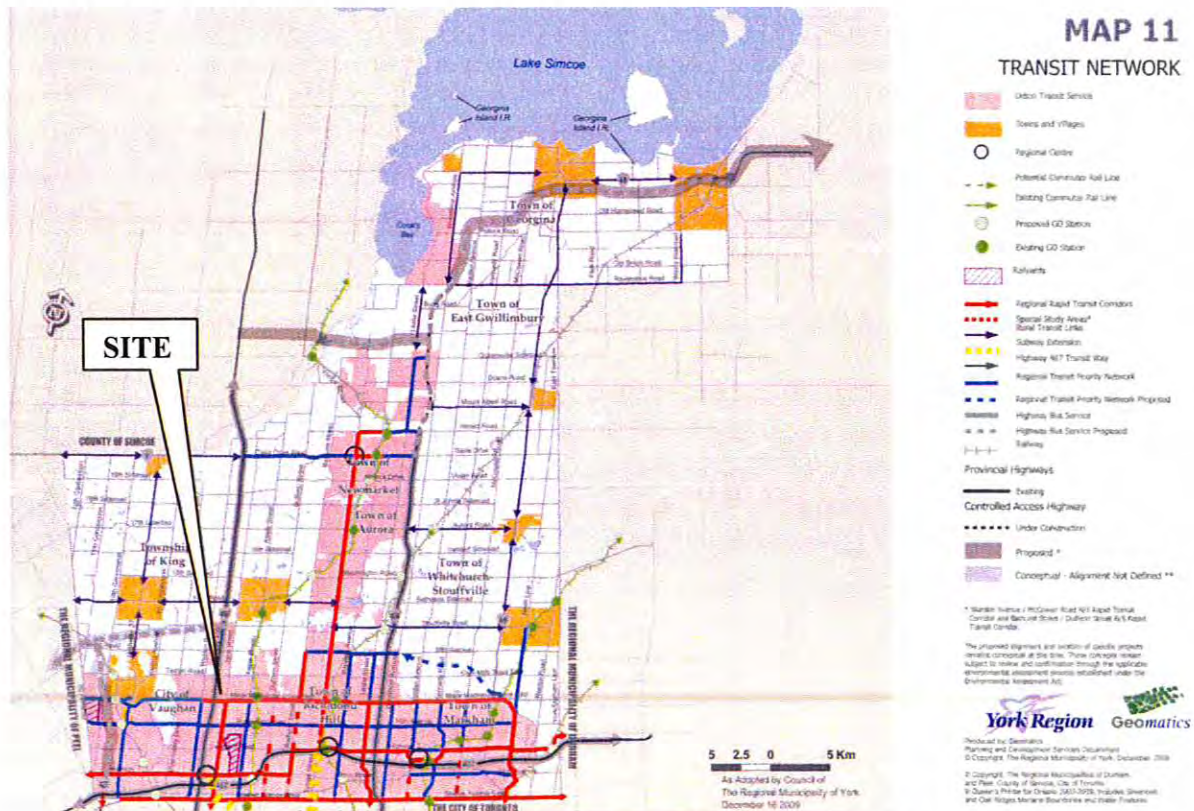


**Official Plan (adopted December 16, 2009)**

The new Official Plan was prepared in accordance with a detailed growth management exercise and Transportation Master Plan undertaken in conformity with the Growth Plan and the provincial Metrolinx Regional Transportation Plan: The Big Move.

The City of Vaughan is assigned a 2031 population of 418,800 with 266,100 jobs by 2031. The City of Vaughan is required to meet or exceed an *intensification* target of 29,300 residential units (s. 5.3.3.a) by 2031, which means that this number of units must be provided within the built up area of the City. This significant *intensification* target for Vaughan will place increasing emphasis on land, such as that in the Study Area that is vacant within the built up area and located next to major transportation routes and services and along corridors that are planned for higher levels of transit.

The Study Area continues to be designated as **Urban** and continues to have no ecological functions or significant natural features identified on it or immediately adjacent to it, and thus the land is not included in the **Greenlands System**.



**Figure 15: York Region Official Plan Transit Network**

Major Mackenzie Drive, in the newly adopted Plan is identified as a **Regional Rapid Transit Corridor** from Weston Road to Ninth Line in Markham, with a right-of-way up to 45 metres, although the current right-of-way is only 36 metres. Jane Street is identified as a Regional Transit Priority Network. The Official Plan requires that local municipalities will also include policies in their official plans to implement the transit network on map 11. The Region's goal is to achieve a 30% modal split in peak periods by 2031 in the Urban Area, with a higher target for Regional Centres and Corridors. To implement these objectives, more rigorous Official Plan polices have been adopted.



Both Major Mackenzie Drive and Jane Street are regional arterial roads that may also be designated as Local Corridors, although this designation is no longer on schedules of the Region's Official Plan, and is left to local municipal official plans. For Regional roads such as Major Mackenzie Drive, which is a planned rapid transit corridor, the new Official Plan encourages consideration of more aggressive Regional Corridor policies in s. 5.4. Planning for Local Corridors is required to meet the Region's *intensification* policies (of. S. 5.3) that plan for a suitable range and mix of uses; set appropriate density ranges; achieve suitable transition in built form from adjacent areas; and that retail, commercial, office and institutional structures shall be well designed, street-oriented and include mixed-use and pedestrian scaled development, multi-story buildings and public meeting spaces.

Policies for **Local Corridors** (s.5.5.4) are similar to those in the "in force" Official Plan and require that Secondary Plans or other studies be undertaken to address the following criteria:

- a. to identify the function of each section of the corridor...;
- a. to establish a range of residential and commercial land uses, including retail, office, mixed-use, human services, and other amenities;
- b. that new employment uses be generally located within 200 metres of transit stops;
- c. to establish consistent setback and frontage provisions to encourage a continuous building form adjacent to the street right of way;
- d. to be consistent with Regional urban design policy of s. 5.2.8;
- e. to encourage pedestrian activity through the arrangement and design of

Policy of both the existing and the newly adopted Official Plan requires the dedication of public transit rights-of-way and lands for related facilities for purposes of implementing the planned Transit Network, at no expense to the Region.

These facilities include:

- a. transit stations including intermodal facilities, mobility hubs, stations and related passenger drop off and commuter parking areas;
- c. pedestrian and cycling facilities; and
- e. public streetscape improvements.

With respect to the Jane Street and Major Mackenzie Drive Northwest Quadrant land, staff from the Region have indicated that they will require the increased right-of-way along Major Mackenzie Drive, and may also require a transit hub in the area of the Study Area.

In summary, the policies of the newly adopted Official Plan are similar to the current Official Plan but are considerably more focused and aggressive in terms of required intensification and promotion of public transit and other measures of sustainable development, in accordance with Provincial policy directives contained in the PPS and the Growth Plan.

With respect to the Jane Street and Major Mackenzie Northwest Quadrant land, the adopted policies support the location of human services facilities such as a hospital in this location, and encourage a mixture of uses at higher densities with a high standard of pedestrian-oriented urban design to support transit on the site, for any residual land.

### 3.4 VAUGHAN OFFICIAL PLAN

Vaughan has undertaken a major Official Plan Review over the past couple of years in preparation for a new Official Plan, which is expected to be adopted shortly. The background work to the new Plan has included a Growth Management Study titled: "Where and How to Grow" and a Master Transportation Plan. Both the existing Official Plan and new policy direction that is being developed for the new Official Plan will be discussed in this section.

#### **OPA 508 – Current Official Plan designation**

Currently, the Jane Street Major Mackenzie Drive Quadrant lands are part of site-specific Official Plan Amendment (OPA) 508 for the site of Canada's Wonderland in the Vaughan Official Plan. OPA 508, approved in 1998 by the Ontario Municipal Board, modified the permissions for Canada's Wonderland and provided for its future expansion while addressing compatibility with surrounding uses. The theme park was approximately 20 years old at that time and plans to develop the residential land to the north were being approved during the time of Wonderland's application to amend its land use permissions in 1996.

With respect to the land north of Major Mackenzie Drive that is now part of this Study, it was designated as "Core Expansion Area" under OPA 508, with the exception of a small buffer at the north and south edges. OPA 508 removed the previous permission for an outdoor amphitheatre permitting music concerts for 20,000. Amusement rides and structures, and games of chance are permitted, as well as conference and trade show facilities, hotels, motels and resorts, and retail food and drink establishments. Associated uses to support the theme park such as parking, administration and management facilities are also permitted. Buildings will be subject to height and setback restrictions, and the height and setback of any rides will be regulated by angular plane restrictions.

In addition, a range of commercial uses that are not restricted to theme park visitors are also permitted on the site, subject to the passage of a re-zoning by-law. These include:

- institutions
- offices
- entertainment and recreation uses
- special, complementary retail uses (that do not include uses that are part of the City's retail hierarchy)

In considering a re-zoning to enable the above uses, Council must consider compatibility, access and parking, and could require the following studies:

- a Traffic Impact and Access Study
- a Parking Study
- a Market Impact Study
- an Urban Design Study
- a Noise Impact Study

Policy 3.e) ii of OPA 508 requires that the design of new development north of Major Mackenzie Drive will address the existing tributary of the West Don River, and that studies will be undertaken to the satisfaction of the Toronto and Region Conservation Authority (TRCA) to address the floodplain and remedial measures, as well as opportunities to enhance the watercourse. The watercourse and associated floodplain may be relocated subject to those matters being addressed.

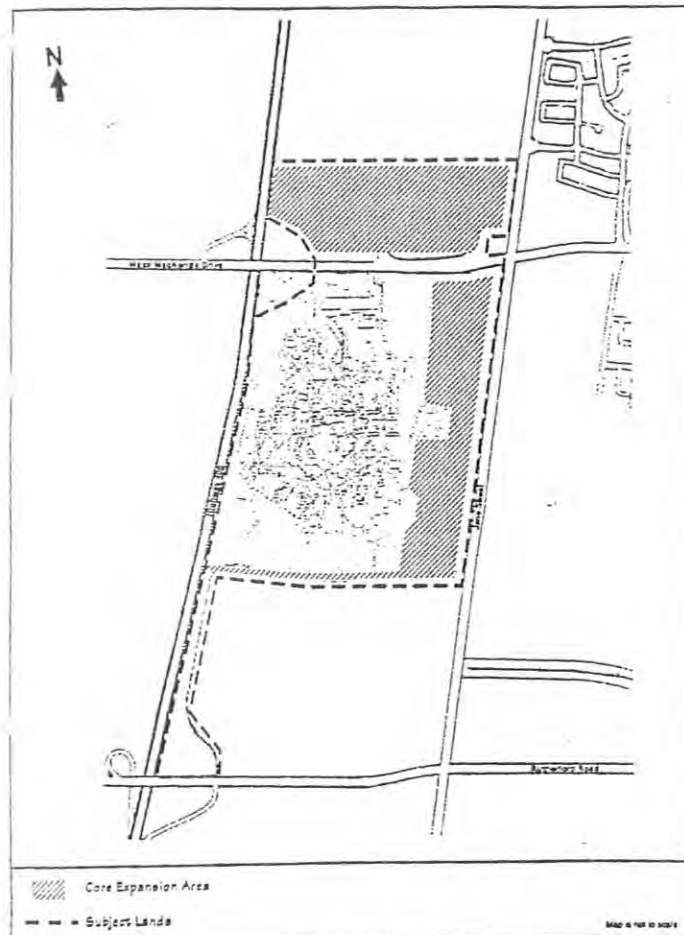


Figure 16: Schedule "B" to OPA 508 - CORE EXPANSION AREA

### Where and How to Grow

Prepared as a background document to the Official Plan Review, "Where and How to Grow" is the growth management study that was undertaken for the City in consultation with the Region. It looked at means of addressing the provincial Growth Plan for the Greater Golden Horseshoe with respect to future growth and intensification within Vaughan to 2031. Sites with exceptional transportation accessibility were seen as a prime focus for intensification.

The report looked at employment land and future forecasts and concluded that no additional employment land was needed to 2031 beyond land currently included and designated in the urban area, as well as the addition of the lands known as the Highway 400 Lands which consist of 540 gross developable hectares on both sides of Highway 400 to the north of Teston Road. The Vaughan Metropolitan Centre (formerly called the Vaughan Corporate Centre) is the primary centre of employment and is a designated *urban growth centre* in the Growth Plan with prescribed minimum densities. The extension of the Spadina subway to the Vaughan Metropolitan Centre will be a major catalyst to development of the area as the City's downtown.

The Study Area, together with the two commercial plazas to the east, were specifically studied and identified as a Mixed-Use Opportunity Area and also as a *Priority Area for Intensification*, with the estimated ability to accommodate 1,000 to 2,000 residential units as well as significant employment potential. Where and How to Grow was completed prior to purchase of the Wonderland site for a future hospital use. It recognized the potential of the land to



accommodate both significant employment and residential uses as components of the *Priority Area for Intensification*.

#### **Draft Vaughan Official Plan (Vaughan Tomorrow)**

The new Draft Official Plan for the City is part of its growth management strategy that includes Vaughan Vision 2020 and the Environmental Master Plan. It has been based on a wide variety of background studies including a:

- Transportation Master Plan
- Natural Heritage Study
- Parks and Recreation master Plan
- Economic Sectors Study
- Employment Land Needs Strategy
- Housing Study
- Commercial Structure Study
- Cultural Plan
- Archaeological and Built Heritage Study
- Social Services Study, and
- Various Focus Area Studies

Although the new Draft Official Plan for the City of Vaughan has yet to be adopted by Council, it has had a wide public consultation and is well advanced.

The proposed Official Plan has designated the Study Area as a **Primary Centre** in Vaughan's urban structure, following the direction of the Region, which is based on an urban structure of Centres and Corridors. Primary Centres are intended to be areas characterized by a mixture of use and higher density with pedestrian activity and a high standard of urban design. Buildings of up to 12 storeys in height are generally considered suitable within Primary Centres. Both Jane Street and Major Mackenzie Drive have been considered as intensification corridors in the vicinity of the Study Area based on the intended level of transit that is planned.

The significant hospital component that is proposed to be developed on the site is unique within the City and indicates that a site-specific designation is appropriate permitting Institutional development, related development, and a mixture of additional uses on lands that are not necessary for the hospital. The specific land use of the Study Area is awaiting the completion of this Study and thus has not been determined by the proposed Official Plan.

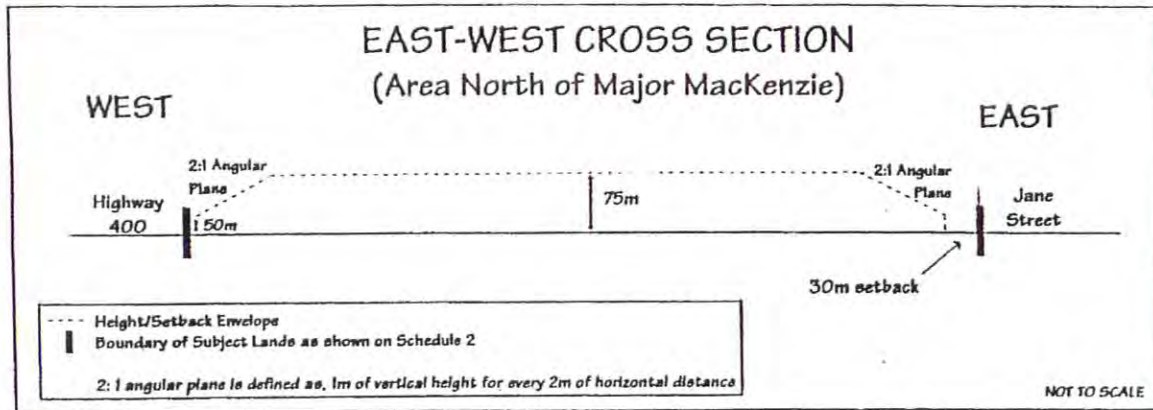
### **3.5 ZONING BY-LAW NO. 431-2001, AMENDING BY-LAW 1-88**

Bylaw 431-2001 was adopted as a settlement following the Ontario Municipal Board Hearing to approve OPA 508. The By-law defined a number of terms used in the Official Plan Amendment to describe the permitted rides and entertainment uses, and also included detailed schedules relating to the transition areas and to height and setback restrictions.

In the area north of Major Mackenzie Drive that is now the Study Area, a 30 metre setback was required from both Major Mackenzie Drive and from the residential area to the north. Further, an angular plane of 2 to 1 ratio limited the height to half the setback distance beyond the 30 metre buffer. A maximum height of 75 metres is permitted over a significant area in the middle of the property, intended primarily for amusement rides. This height would be approximately equivalent to a 25 storey office building or a 26-27 storey apartment building with retail at grade.

## OUTDOOR AMUSEMENT RIDES

SCHEDULE 10



This is Schedule "E-2001" to By-law 1-88, Section 9 (194)

Figure 17: Schedule E of Bylaw 431-2001

### 3.6 INTERIM CONTROL BY-LAW NO. 203-2008

Interim Control By-law 203-2008 is currently in place on the Jane Street and Major Mackenzie Northwest Quadrant Site. This By-law was passed by Council in June of 2008 when it learned that the site, belonging to Wonderland, had been placed for sale. An Interim Control By-law suspends the existing zoning for a period of up to 2 years to enable a municipality to undertake a Study.

The By-law limited any development of the site to enable the City's study and consideration of its "highest and best use" for uses other than those of a theme park. Terms of reference for the Study were issued on October 3, 2008.



## 4.0 OPPORTUNITIES & CONSTRAINTS TO DEVELOPMENT

This section discusses the issues and opportunities associated with future development in the Jane Street and Major Mackenzie Quadrant based on an assessment of the study area location, existing uses, policy direction, and growth management issues.

### 4.1 COMPATIBILITY BETWEEN EXISTING AND FUTURE USES

#### Existing Neighbourhood



The current Official Plan and Zoning for the former Wonderland north site permits significant development related to a theme park as well as other uses, such as hotels and a conference centre, resorts and tradeshow facilities, and institutions. Planning policy of the Province and Region clearly supports intensification of the lands within the Northwest Quadrant.

A constraint exists in terms of providing an appropriate transition of height between the existing neighbourhood and new development, and there is also an issue with respect to the appropriate linkage between the two areas. The existing stable, low density neighbourhood to the north currently has no access to the Northwest Quadrant, and no road connections had been planned to link the two areas while the land was owned by Canada's Wonderland. Generally, local roads are not planned to connect an employment area to the interior of a low density neighbourhood, as the traffic levels are incompatible. However, links for transit and connections for emergency vehicles could be beneficial.

Pedestrian connections to the local schools will be important to new family-oriented residential development. There should also be consideration of means of facilitating access to the rapid transit corridor proposed for Major Mackenzie Drive for both future workers or residents of this site and for the community to the north.

#### Highway 400

The western boundary of the Quadrant is along Highway 400. This provides regional accessibility and presents an excellent opportunity for development to be visible from the highway, especially for traffic coming from the north.

The proximity of the highway also creates potential constraints of noise, air pollution and road salt that provide limitations for some uses, or may require mitigation to create satisfactory conditions. Outdoor activities related to residential use are particularly sensitive to the impact of noise, and Vaughan has a policy that would separate low density residential uses from the highway interface.

#### ***Canada's Wonderland***

Noise from the Canada's Wonderland may be an issue for future sensitive uses such as forms of residential development, particularly low density forms of housing which are designed to use outdoor space. Screening by other buildings or through building design and construction may be required to mitigate the impacts of noise and enable residential development within the site.

## **4.2 ECOLOGY**

### **West Don River Tributary**

Currently, the small tributary of the West Don River crosses the western portion of the site in a shallow, man-made ditch that has a low ecological quality and poor potential for fish habitat. A wide floodplain is created over a significant portion of the property in major storm events due to the under-sized culvert under Major Mackenzie Drive and the shallow depth of the watercourse.

In consultation with the Toronto Region Conservation Authority, future development must address storm water design and may relocate the watercourse in a manner that increases both the developable area of land and the amenity of the watercourse. The watercourse has the potential to be an attractive, open space linkage through the site, providing a picturesque amenity to future development and enhanced natural habitat, as well as a recreational trail opportunity.

## **4.3 SERVICING**

### **Water Supply**

An adequate supply of water, and adequate water pressure for fire purposes is available to the site to support future development.

### **Sanitary Sewer Capacity**

Construction of the Northeast Vaughan Collector sewer will be necessary to allow full development of the quadrant, but initial development on the site can be accommodated by comparatively minor improvements to the local sanitary sewers in the area nearby. Construction of the Northwest Vaughan Collector is currently planned between 2016 and 2021, but timing could be advanced.



### Stormwater



**Figure 18:** Current Floodplain

Currently, an artificially large floodplain exists in the western portion of the quadrant. This is caused because the small tributary of the West Don River is in a shallow ditch, and the culvert under Major Mackenzie Drive is undersized, which causes water to back up onto the comparatively flat site in storm events.

Stormwater management, including ponds for the control of water quality and quantity, will be necessary. Additional means of reducing runoff by using green roofs and other infiltration techniques can further reduce storm runoff and reduce flood issues, as well as improving water quality. These additional design measures also contribute to future sustainability of development on the site.

## 4.4 ACCESS AND ROAD CAPACITY

Access to the Northwest Quadrant land will be primarily from the two boundary arterial roads of Jane Street and Major Mackenzie Drive, with a potential for additional access from the Highway 400 off-ramp. Both of these major arterial roads are under the jurisdiction of the Region of York, and the location and design of additional access points or road widening will require Regional approval.

### Major Mackenzie Drive

Currently Major Mackenzie Drive has been constructed as a 4 lane road in this location within a 36 metre right of way. To increase the capacity of Major Mackenzie Drive, it is expected that it will be necessary to add additional lanes in order to accommodate future development of this property for a hospital campus and other uses. The Region plans a wider right-of-way of 45 metres, to accommodate future transit installation of light rail. Additional land dedication from the Northwest Quadrant along Major Mackenzie Drive will be necessary to provide additional widening.



**Figure 19:** Proposed Ramps

Access to the Northwest Quadrant from Major Mackenzie Drive has been restricted by legal easements (in favour of Wonderland) to the use of ramps that provide access by means of the existing underpass structures. Additional ramps must be added to the north and south of Major Mackenzie Drive to maximize the use of these underpasses in order to provide access to both the Northwest Quadrant lands and as a secondary access to Wonderland.

In addition to these ramp access points, there is also the potential, for an 'at grade' signal on Major Mackenzie Drive between the two underpass structures. This location would provide a pedestrian crossing and access to future rapid transit that is planned for the middle of the right-of-way, and it could also provide a future road or driveway link to be added in this location, subject to the approval of the Region. The opportunity to create an access into the site in this location should be protected as a future right-of-way between Major Mackenzie Drive and an east-west road or driveway link within the Northwest Quadrant to optimize accessibility to the site.

#### Jane Street

Access from Jane Street to Wonderland must continue to be provided through the Northwest Quadrant site, in accordance with registered legal easements. However, the location of access driveways (or future municipal roads) is flexible, provided that a means of access is assured between Jane Street and the underpasses to Wonderland.

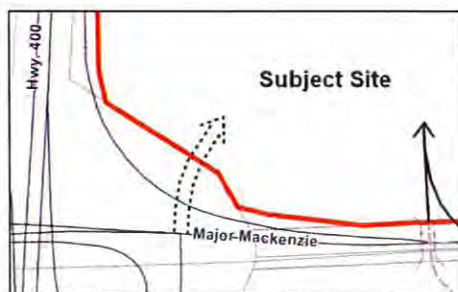
A new signalized entrance on Jane Street, opposite the Longo's plaza entrance, is technically feasible and is approximately midway between the signal at Major Mackenzie Drive and Grand Valley Boulevard. A future signalized intersection in this location has been discussed with the Region.

The location of the current access driveway to Wonderland on Jane Street is sufficiently far from the proposed signalized access that it could potentially be retained to accommodate full turning motions, or perhaps will be limited to a right-in and right-out access, subject to approval of the Region. A right-in and right-out access to the Northwest Quadrant from Jane Street may also be possible immediately north of the gas station.

#### MTO access

It is technically feasible to enter the site, at the west end, directly from an extension of the northbound off ramp from Highway 400 across Major Mackenzie Drive. A traffic signal currently exists in this location. Typically, a site access such as this would accommodate two inbound lanes and one exit lane for right turns only.

Any access to the Northwest Quadrant in this location will be subject to further justification and approval of MTO, and will require additional construction to bring the access onto the property. The ramp from Major Mackenzie Drive to northbound Highway 400 may need



**Figure 20:**  
Proposed Highway 400 Access



to be altered in curvature or in elevation to facilitate the potential means of site access from the south

#### Initial Transportation Assessment

Cole Engineering undertook a Transportation Study to assess the potential development capacity of the site as part of the 'due diligence' support for the development of a hospital as well as related and additional uses on the property.

Aecom reviewed the Cole report for this Study. It was also reviewed by the Region's Transportation Department and MTO who raised a number of concerns with assumptions that were made and improvements that would be necessary. Additional analysis will be necessary to support future development. More detailed analysis will be possible and more definitive when the Hospital Precinct Plan has been undertaken and more specific uses and related trip generation factors are known.

## 4.5 TRANSIT

Currently the site is served by buses along Jane Street and Major Mackenzie Drive. A bus route also uses internal roads to serve the neighbourhood to the north.



The Region has planned higher-order transit along both Major Mackenzie Drive and Jane Street. It will assist in providing capacity to support intensification of the quadrant and to bring workers and visitors to the healthcare campus. A transit hub in this vicinity will serve to co-ordinate transit along different routes, although its location and form has yet to be determined.

To maximize the use of transit, it would be best if frequent service were available within the site to link with a number of routes in a similar manner as occurs in other hospital campuses, including Sunnybrook and Credit Valley Hospital.

## 4.6 POTENTIAL OPPORTUNITY FOR A BROAD RANGE OF USES

### Hospital



The need for a hospital and the appropriateness of this location have been previously studied and supported through studies undertaken for the Vaughan Campus of Care. In 2005, IBM first identified a need for a hospital location in Vaughan along Highway 400. Stantec then reviewed 28 potential candidate sites in detail and supported a hospital in this location. The Central Local Health Integration Network (LHIN) also commissioned a study by Deloitte Consulting, which verified the need for a hospital.

The site has many characteristics that make it suitable for a hospital to serve the current and future residents of Vaughan. It is centrally located within the City on a large and visible site that has immediate access to a 400 series highway and to two major regional roads. It is in a location already planned to have higher-order regional transit on Major Mackenzie Drive and Jane Street. The site is also close to the GO station for workers from a wider area, and is conveniently close to community amenities and housing in Maple for workers or visitors. The healthcare site is large enough to provide room for necessary hospital components and to support facilities such as parking, as well as to provide an appropriate transition in scale and use to the low-density neighbourhood to the north. It is expected that there will be surplus land of approximately 9 ha. (22 acres) for additional uses.

The hospital may begin with 300 beds plus emergency facilities. A Master Plan exercise is just beginning which will determine the size and range of uses to be provided on this site in conjunction with future plans for York Central Hospital in Richmond Hill, which has very limited land for expansion.

### Hospital Related Uses



A hospital is a significant employer and is a catalyst for a variety of associated uses. The estimated size of the hospital campus, at approximately 24 ha. (60 acres), will provide opportunities for additional health-related uses. These include laboratories and diagnostic facilities, medical offices, rehabilitation or treatment facilities, education, research and development opportunities, long term care, rehabilitation or other health-related housing.

Residential uses, such as long-term care housing, can provide a compatible transition to residential uses to the



### Additional Employment

north, while employment uses such as medical offices or research and development may be more appropriately located closer to major transit on Major Mackenzie Drive.

On the 8.8 ha. (22 ac.) site within the Northwest Quadrant that is expected to be surplus to the hospital need, there are opportunities for many uses in this strategic setting. Additional employment opportunities include professional offices, a research and development park, and institutions, such as government offices and education facilities that would benefit from a regionally accessible site that is within the community of Maple and close to the hospital campus.

### Residential Use



The Northwest Quadrant is part of the Maple community and is surrounded by convenient amenities to serve a residential community. It provides an opportunity to expand the housing forms in the community by providing for higher density uses that can support the planned transit, the range of shopping and the hospital and health-related uses. As the population in Maple ages, there will be increasing demand for more secure housing with less maintenance. The proximity to the hospital provides an added amenity for those with health concerns. Higher density uses can be more easily screened and buffered from road noise and the noise from Wonderland activities by building materials and design, in comparison with lower density housing forms.

Medium density housing, adjacent to the interface, could best provide a compatible use and sensitive transition in height and massing from the neighbourhood to the north.

### Commercial & Mixed Use



The Northwest Quadrant also provides opportunities for commercial uses on the residual lands, including restaurants, banks, specialty shops and other convenience uses to complement the variety of district commercial development that is constructed nearby. A hotel or similar hospitality use with meeting facilities is a potential use that could be related to the hospital as well as Wonderland and the wider community of Maple.

New condominium apartments or office uses on the 8.8 ha. site would provide a new market for commercial uses and the opportunity for creation of a more pedestrian-friendly, mixed-use development that provides restaurants, shops and services at ground level to provide convenient amenity, reduce the need for automobile trips, and to create more interesting and vibrant streetscapes.



### Park and Open Space



Special commercial uses related to entertainment or recreation may also be suitable for the site, provided that any noise or other impact is mitigated and there is a suitable transition from the neighbourhood to the north.

The surrounding neighbourhood is well served by passive parks, playgrounds and recreation facilities. There has been no need identified in studies undertaken for the City for a major open space use on this site. New open space uses should therefore be designed primarily to serve the future development of this quadrant.

A local park or urban square to serve the new population of this quadrant would provide a visual focal point for additional development and serve to encourage pedestrian movement and cycling through the site.

The site has limitations for a large passive park use. The Northwest Quadrant lands are quite flat and devoid of significant vegetation and thus lack the inherent scenic amenity for passive uses. Major roads surrounding the area and existing development do not enable connections to other recreation areas to provide a larger system. Much of the quadrant is also exposed to road noise which is not conducive to a passive park. The land will be divided by roads and driveways that are necessary to serve the healthcare campus and Wonderland, making active playing fields difficult to arrange.

New roads or driveways must be constructed within the quadrant to serve the proposed hospital campus, and this will divide the site into smaller parcels of land that reduce the options for contiguous playing fields that could be part of a major active park. In addition, the noise, lighting and parking requirements related to major outdoor sports uses may be disruptive to the neighbourhood to the north as well as to a number of healthcare uses.

With its strategic transportation amenities, including planned higher order transit, this quadrant would be better suited to regularly scheduled, transit supportive uses such as higher density housing or major employment serving a regional market, than to park and open space uses as "highest and best" uses.



## 4.7 GOOD URBAN DESIGN WILL BUILD A SENSE OF PLACE

### Connectivity

The Northwest Quadrant site has been historically separated from the residential community to the north by high wooden fences that have shielded homes from the noise and activity south of Major Mackenzie Drive as well as the approved extension of such uses onto this site.



It will be important to provide connectivity, where appropriate between compatible uses, to enable residents to the north to access transit opportunities and future amenities to be provided on the site, and to allow any future family housing to access schools in the neighbourhood. However, new roads should not introduce unacceptable traffic or overflow parking from the quadrant into the established neighbourhood.



A coherent road or driveway pattern within the quadrant will be necessary to serve future development. The use of the site for a hospital will mean that many people may be arriving for the first time and will need to clearly understand how to navigate the site to find various uses and to reach boundary roads. The design of the underpass ramp entrances from Major Mackenzie Drive will necessitate a different exit route on the return trip, and thus site orientation will be more challenging for visitors than a more traditional system of two-way roads and at-grade intersections. A ring road pattern is preferred as the main road or driveway network within the site to minimize the number of turns.

The watercourse is likely to be relocated and will require rehabilitation and new storm ponds. This natural linkage provides opportunities for pathways and a recreational trail, as well as scenic vistas along its length.

Convenient and attractive means of travelling through the site to reach the rapid transit currently planned for the centre of Major Mackenzie Drive must also be considered to facilitate the use of this system.

### Streetscape Design



Streetscape design should promote pedestrian amenity and activity by providing comfortable sun and wind conditions, opportunities for shelter and rest, safety and security, as well as attractive and animated uses close to the street.

Streetscape design along Major Mackenzie Drive will present particular challenges due to the change in grade from the road right-of-way to the site, which is elevated



along much of the frontage. The use of underpass driveways will further disturb the at-grade relationship between the road elevation on Major Mackenzie Drive and abutting uses, which may take their main access from a lower level underpass driveway or road.

There is the opportunity to define “gateways” at road entrances to the quadrant, particularly at the main entrance from Jane Street.

### Public Spaces



Development of the Northwest Quadrant provides opportunities to create new public spaces as focal points of activity. These may be parks or urban squares in public ownership or quasi-public spaces as part of the hospital campus.

There is also the potential to create vistas and view corridors through the quadrant to terminate in significant buildings, public spaces, or views beyond the quadrant, particularly to the south.





## 5.0 PUBLIC & AGENCY CONSULTATION

### 5.1 OCTOBER 22, 2009 OPEN HOUSE

An initial Open House to introduce the Study and its timetable was presented on October 22, 2009 at City Hall and was attended by approximately 20 to 30 residents. The City sent notices of the meeting to neighbours within the statutory notice area and to known interest groups.

Display boards were prepared and discussed with members of the public prior to a presentation that was made by the consultant team. The presentation summarized the background information that had been gathered with respect to the area, and provided a future timetable for the Study. General questions were answered after the presentation by the consultant team. Additional questions were answered on a one-on-one basis by staff and the consultants after the presentation. Mr. Quinto Annibale was present from the Vaughan Health Campus of Care to answer more specific questions related to planning for the hospital and related uses.

Almost all of the members of the public identified themselves as living within the residential neighbourhood immediately north of the site, and many of these homeowners lived on streets immediately abutting the Northwest Quadrant lands. Questions that were raised related to the treatment of the fence on the interface, and whether it would be retained or removed. Residents also had concerns with potential traffic infiltration into their neighbourhood, and with additional parking on local streets that might occur as overflow from the hospital use. A number of residents with existing traffic volumes on Major Mackenzie Drive, particularly during peak operation periods for Canada's Wonderland, and felt that it was already too congested.

Questions were also asked about the timing of the hospital construction and the process that had been undertaken to select this site as the hospital campus location. No one expressed a concern that the site was being planned for a hospital and healthcare uses. The meeting concluded at approximately 9:00 p.m.

### 5.2 NOVEMBER 30, 2009 OPEN HOUSE

A second Open House and Workshop was held on November 30, 2009 at the Vellore Cultural Interpretive Centre on Weston Road. Notices were sent to neighbours and interest groups, and approximately 50 citizens were present in addition to staff, consultants, members of VHCC and members of Council. Tables were set up to allow small group discussions, and facilitators were present. A presentation was made by the consultant team to summarize the background material and study objectives. Further development of the hospital and healthcare campus on 24 hectares (60 ac) of the site would occur through the more detailed Master Plan process, recently funded by the Ministry of Health and Long Term Care grant of \$7,000,000.

It was clearly noted that no decisions had been made with respect to the land, and that the consultant team wished to discuss potential options for the residual lands (8.8 ha. or 22 ac.). Three potential alternatives had been generated for the lands surplus to the hospital in order to stimulate and assist discussion from the public. Each alternative proposed a mixture of residential, commercial (including a hotel) and employment uses, and a park as well as streetscapes designed to be pedestrian friendly and to have ground level commercial use in some locations. No road linkage into the neighbourhood was proposed.



Members of the public interrupted the presentation and wanted more information about the hospital development. It was explained that more detailed planning was being undertaken for the hospital site. There was support for the development of a hospital and healthcare campus, but there was concern that nothing should be planned for the remaining lands until the hospital details were known. One member of the public living in Woodbridge felt strongly that the residual land should only be a park. Some members of the audience were clearly unwilling to consider development options and wished to have their chance to express objections and anger to various concerns that were not always related to this site or Study.

Approximately half of those in attendance left prior to the workshop session. Of those who remained, one table wished to see only a park on the eastern lands; and two other groups, composed of residents near the site, had suggestions relating to different forms of mixed-use development, including midrise residential near the interface, a new park, street-related retail, office uses and a hotel. There was concern expressed with respect to height, particularly near the neighbourhood interface. However, a higher, focal-point building at the intersection of Jane and Major Mackenzie was supported.

Residents living in the neighbourhood to the north, on the streets immediately abutting the interface, wished to see forms of lower-rise medium density housing as a transition, but were not opposed to higher heights and densities away from the interface, although a number of residents felt that the heights suggested by the options were too high.

### 5.3 AGENCY CONSULTATION

A Technical Advisory Committee (TAC) was set up by the City to provide input into technical aspects of the Northwest Quadrant Study. It was composed of departments of the City, Regional planning and transportation staff, Ministry of Transportation representatives, school board officials, and staff of the Toronto Region Conservation Authority. Representatives of the Vaughan Health Campus of Care (VHCC) and their consultants also sat on the Technical Advisory Committee.

The Technical Advisory Committee provided the first opportunity for some of the staff representatives, outside of the City, to learn about the hospital's plans, the site easements in favour of Canada's Wonderland, and about the "due diligence" analysis that had been undertaken by Cole Engineering on behalf of the VHCC. Many of the specific questions raised by members of the TAC require more detailed site development plans in order to provide specific answers with respect to such matters as number of vehicles and trip generation, and could not be definitively answered at this stage prior to completion of the Hospital Master Plan which will be undertaken between York Central Hospital and the Vaughan Campus of Care to determine more specific planned healthcare programming for this property.

While no objection was raised to the use of this site for a healthcare campus and additional uses, it became apparent that the Master Plan should be undertaken in order to provide more specific plans and thus provide the level of detail that was necessary for further technical analysis of traffic, access, storm water, and other matters to determine what further improvements to the site, or what supporting infrastructure might be necessary, and what future phasing or conditions might be needed, or appropriate.

Thus, once the Hospital Master Plan is farther advanced, more specific information will be available with respect to proposed land uses and traffic generation to enable more detailed analysis of the Hospital precinct to be undertaken by approval authorities so that road capacities, access, and necessary improvements will be better able to be identified and assessed.



## 6.0 RECOMMENDATIONS FOR NEXT STEPS

### 6.1 SUMMARY

The Jane Street and Major Mackenzie Northwest Quadrant is very strategically located, in the geographic centre of Vaughan, adjacent to the Highway 400 interchange and accessible by two major Regional arterial roads. This undeveloped 32.8 hectare (82 acre) site has been owned by Canada's Wonderland for more than 30 years and has been approved by site-specific amendment in the City's Official Plan for theme park expansion and other significant uses, including hotels and a conference centre, institutions, and entertainment and commercial uses.

The proposed sale of the property by Canada's Wonderland in 2008 prompted the passage of an Interim Control By-law by the City with the intent of undertaking the Jane Street and Major Mackenzie Northwest Quadrant Study to determine the highest and best use of this site. In the summer of 2009, based on a number of supporting studies undertaken for the Vaughan Health Campus of Care and the Central LHIN (Local Health Integration Network), the site was acquired by the City to accommodate a hospital and related uses, and the Northwest Quadrant Study was asked to consider the "highest and best use" of residual land beyond the 24 hectares (60 acres) expected to be used for the healthcare campus. In October 2009 the Minister of Health and Long Term Care announced a \$7,000,000 grant to undertake a Master Planning Study with York Central Hospital to determine the more specific elements and design of the hospital campus.

Technical review of servicing material, transportation information, planning policy and an urban design review were undertaken of the site, and opportunities and constraints for future development were determined. Two open house sessions were held with the public to present background information, opportunities and constraints, and also potential land use options for the eastern portion of the site. Members of the public were interested to learn more about the hospital plans, and expressed concern that it was premature to propose more specific land uses until more detailed uses on the healthcare campus had been determined.

Staff from the Region, Ministry of Transportation, and from the Toronto Region Conservation Authority have also requested more detailed information on the specific hospital and related healthcare uses, proposed storm water design, road pattern and traffic generation. These more detailed questions will be able to be determined and further assessed as part of the Master Plan that is about to be initiated. More specific detail will also be determined, and conditions or phasing can be introduced through future Zoning and site plan processes prior to development.

### 6.2 RECOMMENDATIONS

#### **Official Plan Amendment**

It is therefore the recommendation of this Study that the City should proceed at this time with an Official Plan Amendment to re-designate the western and central portion of the site as Major Institution to enable a hospital campus and related uses to develop, with the boundary to be established through that study and to designate as Special Study the land that will be residual to the hospital and healthcare precinct uses, which will undergo a Special Study to determine

appropriate uses once the Hospital Precinct Plan has been completed. The area of the watercourse, floodplain and appropriate buffers should be designated as Natural Area once further analysis has determined the extent and location of these elements.

### **Hospital Precinct Plan**

A number of further studies and analyses should be completed as part of the Hospital Precinct Plan exercise to the satisfaction of the relevant approval authorities. These include:

- A Master Servicing Strategy that outlines the functional water distribution, wastewater collection and stormwater management facilities to service the entire quadrant. This Study should also address improvements to the watercourse to reduce the area of the floodplain and improve the ecological merit of the watercourse;
- A Functional Transportation Master Plan that establishes points of ingress and egress from external roads and provides an internal road or driveway network that will accommodate projected levels of traffic and move vehicles through the site in a coherent manner, identifies necessary internal or external improvements, as well as providing optimal connections for transit within the site and at external connections, including pedestrian and cycling routes within the site;
- A Sustainability Master Plan in accordance with the 'Green Directions Vaughan Community Sustainability and Environmental Master Plan' that establishes means of providing a safe, healthy, attractive and productive environment characterized by reduced greenhouse gas emissions, increased energy sustainability; green building design; enhanced ecological functions; and compact, pedestrian friendly design.
- An Urban Design Framework that addresses urban structure, built form and massing, the public realm of streetscapes and open spaces, and transit-supportive design.
- Investigation of archaeological resources, where there is potential for these to exist within the healthcare campus or on sites that will contain related roads or infrastructure;
- Location of more specific land uses, including the location of service facilities and utilities, including the potential for a district energy plant;
- Determination of the boundary of the healthcare campus and the lands that are expected to be residual to its needs; and
- The proposed phasing of development so that proposed development is coordinated with the availability of necessary supporting services and infrastructure.

The Hospital Precinct Plan should be structured to include notice to residents and participation by the public before being approved by the City in consultation with the Region of York, Ministry of Transportation and the Toronto Region Conservation Authority (TRCA), and other relevant approval agencies.

Based on the further analysis of the watercourse, in consultation with TRCA, the area of the watercourse, related floodplain, and appropriate buffers should be designated Natural Area with a policy to preserve its stormwater management and ecological functions.

### **Special Study**

Once the Hospital Precinct Plan has been completed and approved by Council and the Natural Area has been established for the watercourse and floodplain, a Special Study should then be undertaken in the context of the Hospital Precinct Plan and the abutting neighbourhood in order to determine more detailed planning of specific land uses and the establishment of a more detailed urban design framework for the eastern portion of the site (approx. 8.8 ha) that is



residual to the hospital campus needs. The Hospital Precinct Plan will help establish appropriate uses, linkages, urban design character and means of sustainability to be extended throughout the site.

The primary road or driveway network, primary access points from boundary roads, and servicing framework will have been established for the entire quadrant through the Hospital Precinct Plan.

The Special Study should be a comprehensive document for the residual land at the eastern portion of the site that includes the following analyses, to be undertaken to the satisfaction of the City and relevant approval authorities:

- A servicing strategy that outlines how conformity with the Master Servicing Study will be achieved;
- A transportation analysis that includes a road and driveway network that is consistent with that established in the Functional Transportation Master Plan and demonstrates how projected levels of traffic including transit, service and private vehicles, as well as cyclists and pedestrians will be able to circulate safely and conveniently throughout the Special Study area and the larger Hospital Precinct.
- A sustainability plan in accordance with the 'Green Directions Vaughan Community Sustainability and Environmental Master Plan' and the Sustainability Master Plan established for the Hospital Precinct that establishes means of providing a safe, healthy, attractive and productive environment characterized by reduced greenhouse gas emissions, increased energy sustainability; green building design; enhanced ecological functions; and compact, pedestrian friendly design.
- An Urban Design Framework that builds upon the Urban Design Framework of the Hospital Precinct and addresses urban structure, built form and massing, the public realm of streetscapes and open spaces, and transit-supportive design.
- Investigation of archaeological resources, where there is potential for these to exist within the Special Study Area or on sites that will contain related roads or infrastructure;
- Location of more specific land uses, including the location of open space, service facilities and utilities; and
- Any phasing of development that will be necessary to ensure that the proposed development is coordinated with the availability of necessary supporting services and infrastructure.

The Hospital Precinct Plan and the subsequent Special Study will form the basis of more detailed Zoning, including the use of Holding provisions as necessary to ensure that necessary studies and infrastructure or improvements are in place or will be in place in a co-ordinated and timely manner to serve development. Holding provisions should also be used to ensure that the appropriate agreements are in place to provide necessary facilities or improvements, site plan agreements or financial securities necessary to support development.

These further steps will allow the Healthcare Campus Centre to develop in a phased manner and will ensure that approval agencies and the public will have opportunities to provide input into the planning prior to Council approval of more specific development.

Amendment Number \_\_\_\_\_

# THE HEALTHCARE CAMPUS CENTRE PLAN



**AMENDMENT NUMBER \_\_\_\_**  
**THE HEALTHCARE CAMPUS CENTRE PLAN**

The following text of Part 2 and schedules A and B constitute Amendment Number \_\_\_\_ to the Official Plan of the Vaughan Planning Area, as adopted by Council on \_\_\_\_\_ 2010, and approved by the Regional Municipality of York on \_\_\_\_\_, 2010.

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## **PART A – THE PREAMBLE**

### ***1.0 Introduction***

The Preamble introduces Amendment \_\_\_\_, the Healthcare Campus Centre Plan, and describes the circumstances and planning process supporting its preparation in order to assist in understanding its context. It is for explanatory purposes only and does not constitute part of the Amendment.

### ***2.0 Purpose***

The Purpose of this Amendment is to change the planning intent for the 33 hectare (82 ac.) site in the north-west quadrant of Major Mackenzie Drive and Jane Street from expansion land of a major theme park (Canada's Wonderland) to development of an urban centre that will be focused around the development of a hospital and associated healthcare campus. The Amendment sets out the further planning steps and analyses that will be required prior to development of the healthcare campus and other uses.

Specifically, this Amendment:

1. Amends current OPA 508 by removing these lands from OPA 508.
2. Provides a policy framework that is consistent with the Provincial Policy Statement, The Growth Plan for the Greater Golden Horseshoe, the current and newly adopted Region of York Official Plan and with the existing planning policy of the City of Vaughan as well as emerging planning policy from the new Vaughan Official Plan which is soon expected to be adopted.
3. Provides policies to guide and control development of a new urban Centre that is focused on a healthcare campus and related uses, but may also contain additional higher order uses that will support the Centre and be compatible with its healthcare focus and the surrounding community.

### ***3.0 Location***

The lands subject to this Amendment consist of approximately 33 hectares (82 acres), located north of Major Mackenzie Drive, extending between Jane Street and Highway 400, as shown on Schedule "A", with the exception of the corner property at Jane Street and Major Mackenzie Drive.

#### **4.0 Current Official Plan Status**

The lands are currently designated “Theme Park” by Official Plan Amendment Number 508 and preceding Official Plan Amendment Numbers 74, 114, and 138, which contain detailed policy to guide development of a theme park and related uses.

#### **5.0 Background**

Shortly after these lands were placed on the market for sale in 2008 by Cedar fair, owners of Canada’s Wonderland, a Study was commissioned to determine the highest and best uses of the site, within the context of current planning policy, as well as to determine an urban design framework for development.

In August, 2009, the lands were purchased by the City of Vaughan to facilitate the development of a hospital and healthcare campus, expected to require approximately 24 hectares (60 acres). The City subsequently entered into an agreement with the Vaughan Health Campus of Care to provide for the development of much of the land as a “campus of care”. The highest and best use of land that is expected to be surplus to the healthcare campus will be determined after the Hospital Master Plan for the healthcare campus has been completed.

The need for a hospital and the selection of this site is supported by prior studies including a 2005 study by IBM, entitled “Needs Assessment and Vision for the Future – Health Care Facility Planning Report” which supported a need for a hospital along the highway 400 corridor; a Study undertaken by Stantec of 28 potential sites that favoured this location; and a 2008 study by Deloitte Consulting entitled “Central LHIN Service Needs Assessment for the Identification Of Vaughan Hospital Services”, undertaken on behalf of the Central LHIN (Local Health Integration Network) established by the Ministry.

Following the announcement of a Collaboration Agreement between the VHCC and York Central Hospital (YCH) in the fall of 2009, the Minister of Health and Long Term Care announced that York Central Hospital would receive a \$7,000,000.00 Master Planning Grant, to assist with the costs of developing a full proposal for a two-site model for hospital services in Sothwest York Region.

The conditions of purchase of the site involve easements in favour of Cedar Fair with respect to access across the property and continued access to Canada’s Wonderland through this site.

Prior to purchase of the site, “due diligence” studies were undertaken by Cole Engineering and Stantec for the Vaughan Hospital Campus of Care to confirm that the site could support the development of a healthcare campus and additional uses. This work has been reviewed. Subsequent meetings with the Region of York, Ministry of Transportation and the Toronto Region Conservation Authority have led to policies in this Amendment that must be addressed prior to



development approvals. Conditions set out in this Amendment provide for that further process.

## **6.0 Policy Context**

Amendment \_\_\_\_\_, the Healthcare Campus Centre Plan, is undertaken in the context of the Provincial Policy Statement 2005 (PPS) and the Growth Plan for the Greater Golden Horseshoe, as well as with the policy structure of the York Region Official Plan and the policy context of the City of Vaughan Official Plan.

### **6.1 Provincial Policy Statement**

In accordance with Section 3 of the Planning Act, the decision of the council of a municipality "shall be consistent" with the PPS. The Official Plan is the main planning instrument of a municipality to implement the PPS.

The PPS directs that growth is to be concentrated within "*settlement areas*", such as the urban portion of the City of Vaughan, where services exist or can more readily be made available and where efficient land use patterns can be created. Increasing emphasis is placed on providing new development through intensification as opposed to new growth areas. While the PPS in its entirety is relevant to the future development of this site, the following sections serve as a summary:

- 1.0 Ontario's long term prosperity, environmental health and social well-being depend on wisely managing change and promoting efficient land use and development patterns. Efficient land use and development patterns support strong, liveable and healthy communities, protect the environment and public health and safety, and facilitate economic growth.

Accordingly:

#### **1.1.1 Healthy, liveable and safe communities are sustained by:**

- a) promoting efficient development and land use patterns which sustain the financial well-being of the province and municipalities over the long term;
- b) accommodating an appropriate range and mix of residential, employment, recreational and open space uses to meet long term needs;
- c) avoiding development and land use patterns that may cause environmental or public health and safety concerns;
- e) promoting cost-effective development standards to minimize land consumption and servicing costs;
- f) improving accessibility for persons with disabilities and the elderly by removing and/or preventing land use barriers...; and
- g) ensuring that necessary *infrastructure* and *public service facilities* are available or will be available to meet current and projected needs.

*Public Service Facilities* means land, buildings and structures for the provision of programs and services provided or subsidized by a government or other body, such as ....health programs.

To provide healthcare services to its citizens, the City of Vaughan has sought an appropriate site for a hospital and related healthcare campus. This is consistent with the direction of the PPS. The selection of this site meets the needs established for a hospital by studies undertaken on behalf of the Vaughan Health Campus of Care and by the Central LHIN.

Policies of this amendment are designed to ensure that efficient development occurs through cost-effective development standards that will minimize land consumption; that land use patterns that may cause environmental or public health and safety concerns will be avoided; that the necessary infrastructure and other public service facilities will be available; and that accessibility for the elderly and those with disabilities is achieved. More specific planning for the Vaughan Health Campus of Care will occur through a Master Plan exercise and through the development of a Precinct Plan that will include public participation and which must be approved by Council prior to re-zoning or site plan approval to enable development.

The Campus of Care site is not expected to require the entire quadrant, and an appropriate range and mix of other employment, commercial, residential, institutional, recreational and open space uses will be considered for the remainder of the quadrant through a further Special Study planning exercise.

## **6.2 Places to Grow: The Growth Plan for the Greater Golden Horseshoe**

Building on the framework of the PPS, the Growth Plan promotes intensification and requires that population and employment will be accommodated by:

- Directing a significant portion of new growth to the *built-up areas* of the community through *intensification*;
- Focusing intensification in *intensification areas*;
- Reducing dependence on the automobile through development of mixed-use, *transit-supportive*, and pedestrian friendly urban environments;
- Planning and investing in a balance of jobs and housing in communities to reduce the need for long distance commuting and to increase the *modal share* for transit, walking and cycling; and
- Encouraging cities and towns to develop complete communities with a diverse mix of land uses, a range and mix of employment and housing types, high quality public open space and easy access to local stores and services.

The Study Area is within the designated, “*built up area*” of Vaughan and is strategically located adjacent to Highway 400, a major Provincial highway, and



along two Regional arterial roads where increased levels of transit are planned. Major Mackenzie Drive is proposed to develop as a Regional Rapid Transit Corridor in this location and Jane Street south of Major Mackenzie Drive is also a planned Regional Rapid Transit Corridor, supporting intensive land uses. The site was also identified in the City of Vaughan's growth management exercise, entitled 'Where and How To Grow' as a Priority Intensification Area suitable for employment and residential uses.

This amendment is consistent with the directions of the Growth Plan for the Greater Golden Horseshoe by enabling a major employment use that is also transit-supportive in a location planned for higher order transit. The amendment to approve a Health Campus of Care also adds to the creation of "a complete community" in the City through the provision of a healthcare campus. It provides policy that encourages a mix of uses, and transit-supportive, pedestrian friendly development of the quadrant, consistent with Places to Grow and with the growth management analysis undertaken by the City.

### **6.3 The Region of York Official Plan**

The Region of York adopted a new Official Plan in December, 2009 and while it has not yet been approved by the Province and thus is not in legal effect, it is an important indication of the Region's policy intent. Among other matters, the new Regional Official Plan responds to the Growth Plan and is based on additional background analysis including an extensive growth management exercise, entitled "Planning For Tomorrow" and Transportation and Transit Master Plans.

The City of Vaughan is assigned a 2031 population of 418,800 with 266,100 jobs in 2031 by the newly adopted Regional Official Plan. The City is also required to meet, or exceed, an intensification target of 29,300 residential units (s. 5.3.3.a) by 2031, within the built up area of the City. In the newly adopted Regional Official Plan, Major Mackenzie Drive and Jane Street, south of Major Mackenzie Drive, are planned as a Regional Rapid Transit Corridors in this location.

The Healthcare Campus Centre is designated as Urban and has no features included in the Greenlands System in both the 'in force' and newly adopted versions of the Regional Official Plan. Growth is to be concentrated along Regional Corridors and in Regional Centres as well as along Local Corridors and in Local Centres where transit is planned in both versions of the York Region Official Plan.

In the "in force" Official Plan, both Jane Street and Major Mackenzie Drive are designated as Local Corridors, where growth and intensification are intended. Regional policy of s. 3.3.1 directs that institutional uses and other significant employment areas be located to support the structure of centres and corridors in the Plan.

This amendment is consistent with the “in force” Region of York Official Plan by supporting development of an intensive employment use consisting of a Health Campus of Care within an area bounded by two Local Corridors and planned for higher levels of transit. The amendment also supports the Region’s policy framework for Secondary Plans. It is consistent with both the “in force” Regional Official Plan and the newly adopted Official Plan of the Region of York.

#### **6.4 City of Vaughan**

OPA 508, which has been in force for many years, currently provides for the specialized employment use of a theme park on this site and permits a variety of entertainment and hospitality uses, as well as other commercial and institutional uses through re-zoning.

“Where and How to Grow” is the growth management report undertaken for the City to investigate and make recommendations to support the intensification levels required by the Growth Plan and the York Region population allocation to Vaughan. It also forms part of the basis of the new Official Plan that is being developed. The “Where and How to Grow” report determined that this quadrant of land was a Priority Intensification Site with significant employment potential as well as residential intensification potential. The development of a Health Campus of Care is consistent with the employment potential identified through by that study and its focus on the Jane Street Major Mackenzie Drive area. The employment and residential intensification potential that was identified by the growth management exercise for this site also provides support for both residential or employment use of lands that are expected to be surplus to the hospital.



## **PART B – THE AMENDMENT**

### **1.0 INTRODUCTION**

This Official Plan Amendment \_\_\_\_, the Healthcare Campus Centre Plan, establishes policy to guide development of a new Urban Centre within Vaughan that has, as its primary focus, a hospital and comprehensive campus of care to be planned on the majority of the approximately 33 hectare (82 acre) site. Additional compatible uses, supportive of the function of a major centre, may also be developed on lands that are surplus to the needs of the hospital and Vaughan Health Campus of Care, once a Hospital Master Plan for the healthcare campus has been completed and a Precinct Plan has been undertaken to address high level transportation and servicing issues for the entire site as well as more focused planning of the Campus of Care and a further study has been undertaken of the remaining lands.

This Amendment also deletes these lands from OPA 508, which currently applies to this site and is no longer relevant or in keeping with the City's planning intentions for this quadrant. OPA 508 provided site-specific policy that was designed to facilitate further expansion of Canada's Wonderland and which permitted a range of rides, performance venues and other entertainment uses as well as hospitality, institutional and specialized commercial uses.

The Official Plan of the City of Vaughan Planning Area is hereby amended by:

- a) Adopting this Amendment \_\_\_\_\_, "the Healthcare Campus Centre Plan" which includes text of Part 2 and Schedules "A" and "B".
- b) Deleting from OPA 508:
  1. that part of Schedule A that is north of Major Mackenzie Drive, including the boundary line and reference to "Subject Lands" north of Major Mackenzie Drive, and all Core Entertainment and Transition Area references,
  2. that part of Schedule B that is north of Major Mackenzie Drive, including the boundary and reference to "Subject Lands" and the Core Expansion Area reference in the area; and
  3. the following Text references:
    - a) the sentence beginning "Outdoor amphitheatres .....north of Major Mackenzie Drive" from the paragraph after s. 1.a) iv)
    - b) the words "both north and south of Major Mackenzie Drive" from s. 3 c) i)
    - c) clause 3.e.ii) in its entirety

- d) the words “north of Major Mackenzie Drive” from Clause 3.f) i)
- e) s. 4. C) ii) in its entirety

### **1.1 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.

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 Schedule 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 By-laws 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.

## **1.2 URBAN STRUCTURE**

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.

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.

A transition of land use, height and density will focus less-intensive uses to the north, adjacent to the low density neighbourhood and more intensive uses will be focused in close proximity to transit.

## **1.3 POPULATION AND EMPLOYMENT**

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. A district power system may be developed for the Hospital Precinct or for a wider area.

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.



## **2.0 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.

### **2.1 SUSTAINABILITY**

- a) 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.
- b) 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.
- c) 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.
- d) 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.
- e) 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.
- f) 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.
- g) 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.

- h) 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.

## **2.2 LAND USE AND TRANSITION**

- a) Higher densities and heights will generally be focused in locations that are best served by transit.
- b) 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.
- c) Land uses that may create noise, odour or reflected light should be separated, from sensitive residential land uses or effectively screened and buffered, so that no adverse effect is created on a residential or other, sensitive use.
- d) Sensitive residential land uses will be buffered or screened from road noise and from unacceptable noise levels from Canada's Wonderland.

## **2.3 URBAN DESIGN**

- a) 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 façade of buildings.
- b) 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.
- c) 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.
- d) 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.

- e) 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.
- f) All development will be subject to site plan control and reviewed by the City's Design Review Panel if in effect.

#### **2.4 TRANSPORTATION**

- a) 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.
- b) 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.
- c) 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.
- d) 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.
- e) 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.

#### **2.5 MUNICIPAL SERVICES & STORMWATER MANAGEMENT**

- a) 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.
- b) Development may be phased to ensure that municipal services are in place or will be available in time to serve proposed levels of development.
- c) 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.

- d) 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.

### **3.0 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 ha. (22 ac), 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.

#### **3.1 Major Institution**

- a) The designation of Major Institution within the Hospital Precinct Plan shall include: a hospital with a full range of care; rehabilitation facilities, 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; and businesses or health facilities that promote wellness.
- b) 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.
- c) 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.
- d) The uses permitted in subsections a) and b) 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.

#### **3.2 Natural Area**

- a) 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.

- b) Uses within Natural Areas shall be limited to pedestrian or cycling pathways, passive recreation, and environmental management activities.

### **3.3 Special Study Area**

- a) 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: the Hospital Precinct Plan for the Campus of Care; an appropriate transition to the neighbourhood to the north; and the intended function of an Urban Centre.
- b) 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.

### **4.0 TRANSPORTATION POLICY**

- a) 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.
- b) 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.
- c) 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 Schedule B.

- d) 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.
- e) 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.
- f) Access through the Healthcare Campus Centre shall continue to provide secondary entrances to Canada's Wonderland, as long as it is in operation.
- g) 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.
- h) 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.
- i) 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 Schedule B, 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.
- j) 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 Schedule B, may be limited by the Region, to right-in and right-out turns.
- k) The potential for an extension of the Highway 400 (northbound) off-ramp to Major Mackenzie Drive into the Healthcare Campus Centre depicted on Schedule B 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.

- k) 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.

### **5.0 MUNICIPAL SERVICES & STORMWATER MANAGEMENT POLICY**

- a) Development within the Healthcare Campus Centre shall be on the basis of full urban water, wastewater and stormwater management facilities.
- b) 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, MTO and the Toronto Region Conservation Authority, as a condition of approval of the Precinct Plan.
- c) 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 Region Conservation Authority (TRCA) 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.
- d) Water conservation and means of reducing stormwater runoff and improving water quality will be encouraged.
- e) 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.

- f) Stormwater ponds shall be located in a manner that does not preclude intensification along transit corridors or future improvements to the transportation system.

## **6.0 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.

### **6.1 Hospital Precinct Plan**

- a) 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. .
- b) The Hospital Master Plan shall include:
  - i. 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,
  - ii. 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;
  - iii. 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;
  - iv. 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.
- v. An Urban Design Framework that addresses urban structure, built form, massing, public realm including detailed open space and streetscape masterplan and urban design including transit-supportive design, sustainability and public art;
  - vi. Investigation of potential archaeological resources
  - vii. 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;
  - viii. More specific location of differing land uses, including location of service facilities and major utilities;
  - ix. 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
  - x Proposed phasing of development.
- c) Phasing will address the co-ordination of proposed development with the provision of infrastructure necessary to service that phase.
  - d) The approved Hospital Precinct Plan shall be used as the basis for Zoning.
  - e) Evaluation of the Hospital Precinct Plan shall be based on the Development Principles and Objectives of this Plan and its more specific policies.

## 6.2 Special Study

- a) 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.
- b) The Special Study shall include:
  - i. The range and types of land use that will be permitted and specific formats that may be required or prohibited within specific areas;
  - ii. 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;
  - iii. 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;
- iv. The identification of public transit, pedestrian and cycling routes and facilities;
  - v. An investigation of potential archaeological resources;
  - vi. An Urban Design Framework that addresses urban structure, built form, massing, public realm including detailed open space and streetscape masterplan and urban design including transit-supportive design, sustainability and public art;
  - vii. 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;
  - viii. 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 density neighbourhood and with respect to the intended function of a Centre;
  - ix. The compatible integration of land uses, pedestrian links and the vehicular system within the Hospital Precinct Plan; and
  - x. the proposed phasing of development.
- c) Phasing will address the co-ordination of proposed development with the provision of infrastructure necessary to service that phase.
  - d) The approved Special Study shall be used as the basis for Zoning.
  - e) Evaluation of the Special Study shall be based on the Development Principles and Objectives of this Plan and its more specific policies.

### **6.3 Zoning & Holding By-laws**

- a) 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.
- b) 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 any one of the following reasons:

- i. the necessary studies outlined in this Plan have not been undertaken as contemplated by this Plan;
- ii. 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;
- iii. the number, design or location of vehicular access points to the site are not sufficient to function safely and effectively;
- iv. 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.

#### **6.4 Phasing**

- a) 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.
- b) Development applications may be phased in order to ensure that the necessary supporting infrastructure will be available to support the proposed development.

#### **6.5 Site Plan Control**

- a) The Healthcare Campus Centre is subject to Site Plan Control in accordance with the City's Site plan Control By-law.

#### **6.6 Development Agreements**

- a) Development agreements based on this Plan, as well as the finding of any study required by this Plan, may be required by the City as a condition of development approval.

### **7.0 INTERPRETATION**

- a) This Official Plan Amendment is a statement of policy to guide future development in the Healthcare Campus Centre. Some flexibility of interpretation is permitted, provided that the intent of the policies and Principles is maintained.
- b) The areas of the Hospital Master Plan and the Special Study shown on Schedule A are intended to show general areas. The boundary between

these two areas will be established through the Hospital Precinct Plan exercise.

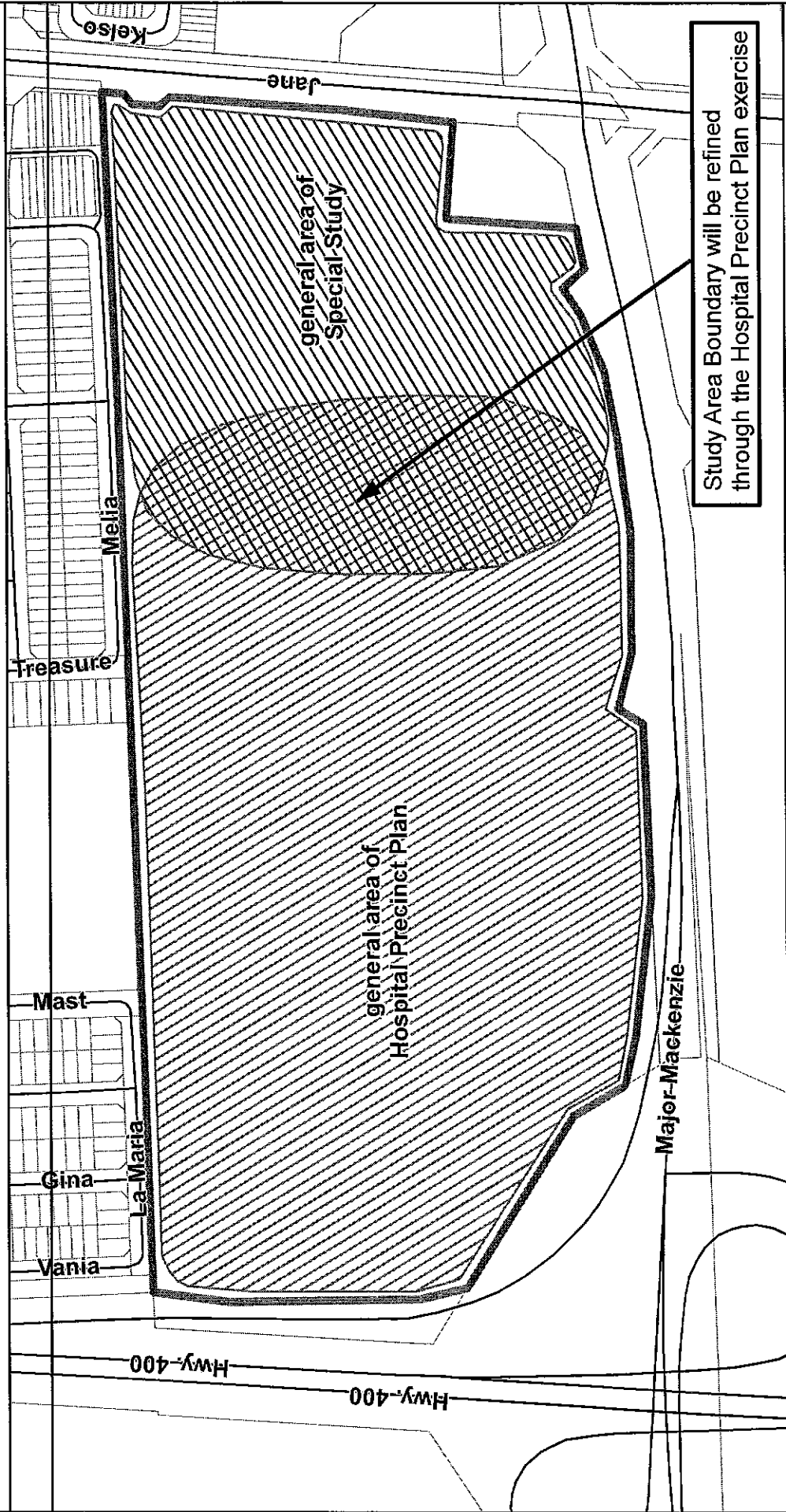
- c) Site access points on Schedule B are intended to show the general location. They may be adjusted in consultation with the Region of York, the City of Vaughan, and MTO, as appropriate.



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# Healthcare Campus Centre Amendment

## Schedule "A" - Areas of Further Study

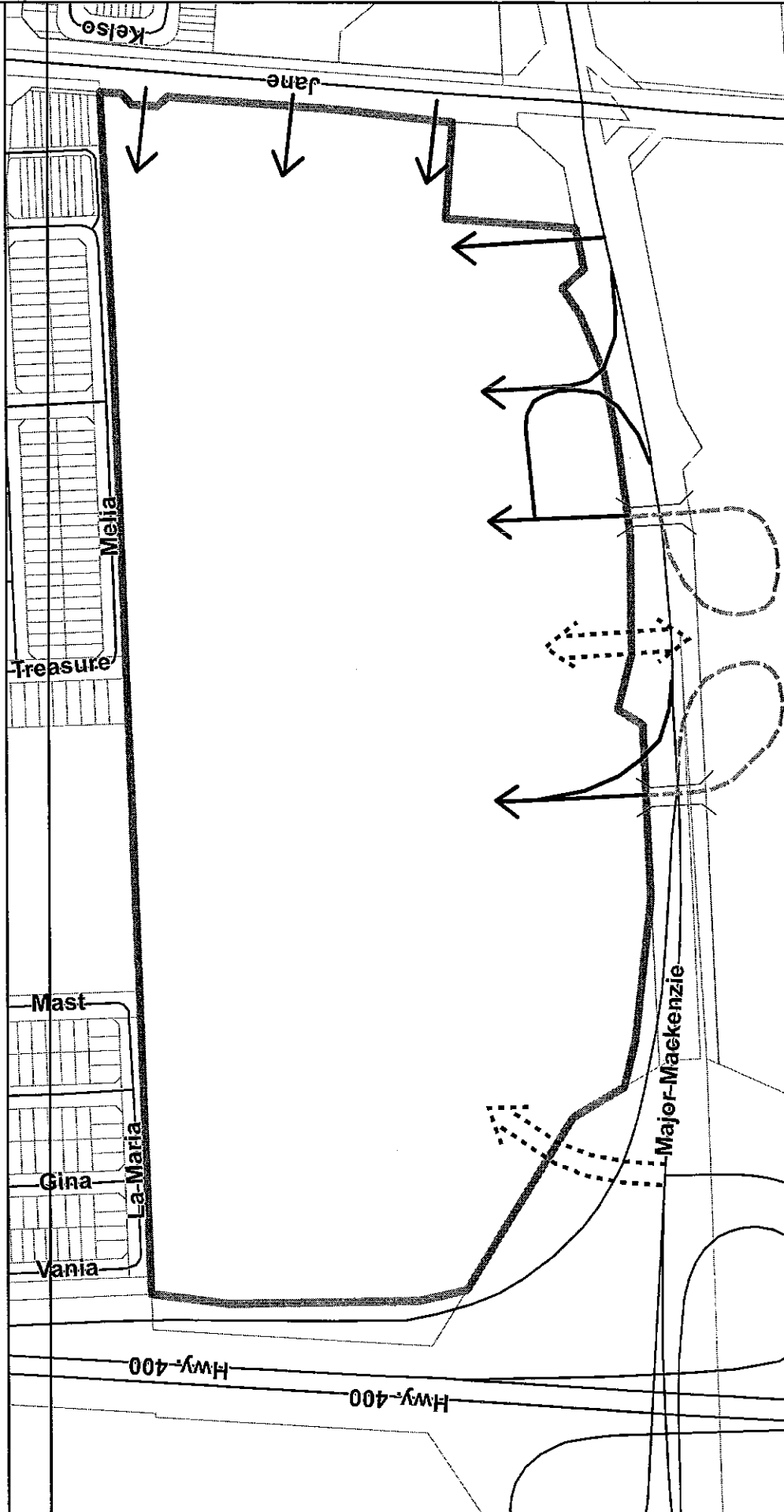






 Lands Subject to Amendment

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# Healthcare Campus Centre Amendment

## Schedule "B" - Access



-  Lands Subject to Amendment
-  Access Locations
-  Future Access (to be protected)
-  Location of Underpass