

Stage 1.3 Site Selection Report

for Muskoka Algonquin Healthcare
Capital Planning Process

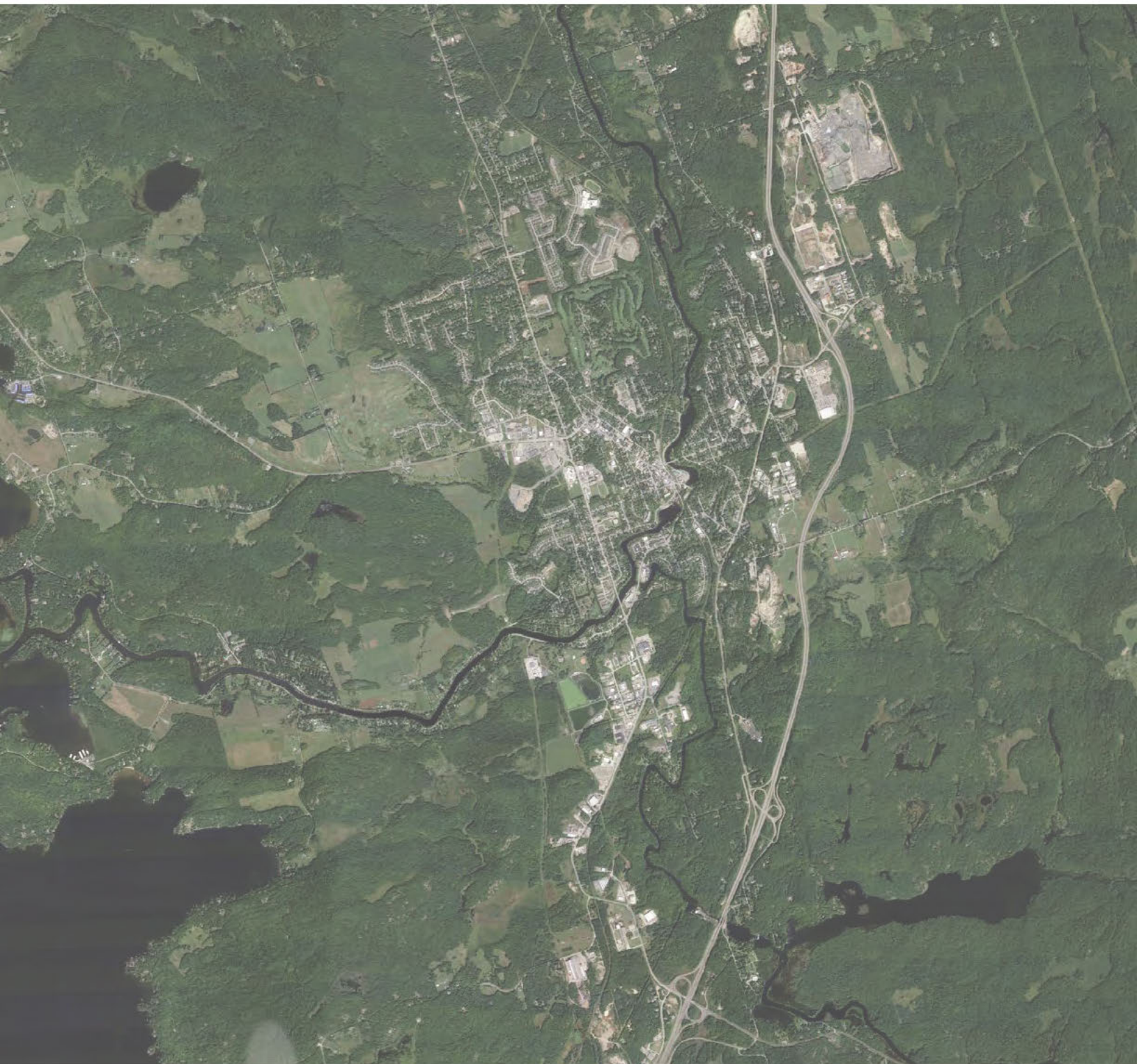


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Executive Summary

Introduction

On behalf of Muskoka Algonquin Healthcare (MAHC), Stantec retained Urban Strategies Inc. to provide land use planning consulting services in support of MAHC's Capital Redevelopment Stage 1.3 Site Selection process. This report provides a land use and community planning analysis to inform MAHC's evaluation of a future site for the South Muskoka Memorial Hospital in the Town of Bracebridge; this report also includes technical analysis undertaken by Stantec. The intent of this report is to provide recommendations for a preferred site and identify further due diligence requirements to ensure the preferred site is suitable for the purpose of a new hospital.

Potential Locations Considered

An initial long list of potential locations for the new SMMH was created and narrowed down to the following five potential locations by assessing them against a "pass/fail" criteria (See Section 5 for full details) Listed below are the five sites that met the "pass/fail" criteria and were evaluated:

- 300 Pine Street;
- 1975 Muskoka Beach Road;
- Highway 118 West Lands (located between 580 and 690 Highway 118 West);
- 709 Ecclestone Drive; and
- 28-72 Kirkhill Drive.

Criteria & Evaluation

Evaluation criteria were developed based on the Ministry's Site Search Capital Planning Bulletin and correspondence with this Ministry of Health (MOH). Additional land use and community planning considerations that were utilized in MAHC's initial site selection process in 2017 were also incorporated.

Preliminary evaluation criteria were presented to stakeholders, MAHC's Capital Redevelopment Operations Committee (CROC) and Steering Committee (CSRC), MAHC's Site Selection Working Group (SSWG), and the general public, and were then refined and weighted based on their input and feedback. The evaluation criteria are organized into three categories:

- **Location & Property:** Examining the property and the broader surrounding context to assess whether they are appropriate for a new hospital;
- **Land Use Planning Framework:** Assessing whether the use of a potential property as a hospital is aligned with Provincial, District, and municipal policy direction;
- **Capital & Servicing Costs:** Evaluating the costs associated with acquiring, preparing, and developing the property.

Evaluation Results, Next Steps & Recommendations

Evaluation Results

Urban Strategies and Stantec evaluated the five potential properties against a full range of land use, community planning, and technical criteria. 1975 Muskoka Beach Road is the highest evaluated property, followed by 300 Pine Street and the Highway 118 West lands, which scored similarly. While 1975 Muskoka Beach Road performed best in the evaluation, all three of these properties are considered suitable for new hospital.

709 Ecclestone Drive and 28-72 Kirkhill Drive scored lowest, and significantly below the other properties; these properties are not considered suitable for a new hospital.

Discussion on the key advantages and disadvantages of each of the sites is provided in Section 5 of this report, with full details contained in the appendix.

Next Steps & Ongoing Work

The following matters continue to be under review. In both cases, a score has been assigned based on initial conversations with stakeholders and high-level research and review. It is anticipated that the outcomes of this ongoing work will validate the results.

- The Town of Bracebridge has engaged a third-party consultant to model municipal servicing demands to understand the nature and extent of upgrading that would be required for a hospital at the preferred site (1975 Muskoka Beach Road) and the properties that scored second and third highest (300 Pine Street and the Highway 118 West Lands, respectively);
- Hospital test-fits have been submitted to NavCanada and Transport Canada to assess potential impacts related to Muskoka Airport, including impacts to airport operations as well as the helipad that would be required for the new hospital.

Recommendations

Further due diligence must be undertaken to confirm that a hospital can be developed, or developed in a feasible manner, on the preferred location/property. Specifically, we recommend that MAHC undertake the following for the preferred location (1975 Muskoka Beach Road):

- Prepare a site plan for the preferred site;
- Retain a surveyor to prepare topographical and legal surveys for the preferred site;
- Retain a qualified professional to conduct a Phase 1 & 2 Environmental Site Assessment;
- Retain an archaeologist to complete a Phase 1 Archaeological Assessment;
- Retain a heritage professional to prepare a Heritage Impact Assessment;

- Retain an engineer to prepare a geotechnical report and hydrogeological study;
- Retain a transportation engineer to prepare a Traffic Impact Study;
- Retain an engineer to undertake and Infrastructure Report, which should be complete with a conceptual civic design;
- Retain an acoustical engineer to undertake an Noise Study;
- Prepare a costing estimate; and
- Enter into formal discussions with the owner of 1975 Muskoka Beach Road to negotiate the sale price and other acquisition details.

For full details, please refer to Section 6 of this report.

1.0 Introduction

This report was prepared to help inform MAHC’s Capital Redevelopment Stage 1.3 Site Selection process with regards to the evaluation of potential properties/ locations and the selection of a preferred site for the new South Muskoka Memorial Hospital in the Town of Bracebridge.

1.1 Background

About MAHC

Muskoka Algonquin Healthcare (MAHC) is a multi-site healthcare organization providing acute care services at the South Muskoka Memorial Hospital (“SMMH”) in Bracebridge and the Huntsville District Memorial Hospital (“HDMH”) in Huntsville. Another catchment area includes regions to the north and east including residents of Almaguin and East Parry Sound.

MAHC’s Capital Planning Process

In 2012, the Ministry of Health and Long-Term Care (MOHLTC) undertook a facilities condition assessment of SMMH and the HDMH facilities, examining structural, mechanical, electrical and architectural systems, and assessing the remaining useful life of the major building systems. Both facilities were rated in the ‘fair’ and ‘poor’ range, respectively. Both facilities face significant space challenges now and also when considering future needs, and more importantly do not meet current standards for accessibility and infection control. The assessment concluded that major investment in MAHC’s facilities would be required to meet the long-term demands of the health care system.

In the same year, MAHC submitted a Pre-Capital Submission to MOHLTC and the North Simcoe Muskoka LHIN. MOHLTC subsequently requested that MAHC develop a Master Program and Master Plan to inform future decision-making on the use of its facilities. As part of the Master Program and Master Plan process, MAHC explored future models for providing care. In 2015, MAHC selected the “centrally located one hospital model” as the preferred model for healthcare delivery to the year 2030 and beyond. In 2017, MOHLTC awarded MAHC the funds to prepare a Stage 1 Capital Submission. The Stage 1 Capital Submission is the first of five distinctive stages in MOHLTC’s health care capital planning

process. The Stage 1 Capital Submission considers both program/service elements and physical/cost elements, analyzes multiple development options, and identifies a preferred physical development solution.

In addition to the capital planning work undertaken by MAHC, the NSM LHIN Board of Directors approved the formation of the Muskoka and Area Health System Transformation (MAHST) Council in 2016, to develop an integrated health care model for Muskoka and the surrounding area. The MAHST project is reviewing the entire health care system in the Muskoka area. MAHC is an active participant in the MAHST process. Long-term hospital planning will incorporate MAHST’s planning work to remain flexible and provide health care resources into the future.

Stage 1.2 Capital Planning Process

In 2017, the Ministry of Health provided a planning grant and approval for MAHC to begin the Stage 1.2 planning. In approving MAHC to this next stage and with significant community feedback regarding a one-hospital direction, the Ministry required MAHC’s planning to further explore and analyze the different models presented in MAHC’s Pre-Capital Submission and specifically a thorough consideration of the use of one or both of the current facilities. MAHC created a 25-member Capital Plan Development Task Force with broad membership including internal and external stakeholders and municipal representation to oversee Stage 1.2 planning and make recommendations to the Board of Directors.

The Stage 1.2 planning process involved extensive internal consultation with clinicians and hospital leaders and external involvement by community care providers such as primary care, public health, paramedic services, mental health, home & community care, etc. Through workshops and focus groups, the planning work identified the programs and services MAHC would provide and those that could potentially be shifted to the community and considered three different service delivery models. Study of potential infrastructure redevelopment approaches (renovation/expansion or replacement) was also a consultative process with numerous stakeholders. Over the course of the planning stage, community feedback was critical and MAHC held close to 50 information sessions, reaching thousands of internal and external stakeholders.

In November 2019, following months of engagement and careful study, MAHC submitted its Stage 1

Proposal to the North Simcoe Muskoka LHIN and the Ministry of Health. The Stage 1 Proposal recommended to the Ministry of Health a capital redevelopment approach that maintains two acute sites and replaces both hospitals with new buildings – in Huntsville on the current land, and in Bracebridge on new land.

Stage 1.3 Capital Planning Process: Functional Program and Site Selection Process

In April 2022, Ontario Premier Doug Ford announced provincial government support to modernize and expand MAHC’s two hospital sites, demonstrating the provincial government’s commitment to two new acute care hospitals in Bracebridge and Huntsville for future generations. The government also announced grant money for MAHC to complete the next stage of planning work.

In September 2022, the next stage of planning, called Stage 1.3, started which includes a site selection process and the preparation of a Functional Program to be submitted to the Ministry of Health by January 31 30, 2024. Stage 1.3 is guided by the criteria identified in *the Ministry’s Site Search Capital Planning Bulletin* (refer to Appendix A for full list of criteria) for site search and selection, lease considerations and purchasing land and/or structures. It also includes a more detailed site selection process that builds on the Capital Planning Bulletin and previously completed work by MAHC in 2018, including:

- Identification of potential land/properties;
- Assessment against a range of land use and community planning considerations;
- Assessment of technical considerations; and
- Engagement with stakeholders and the public.

The potential site locations identified for consideration for the one site are the following (see Figure 1):

- 300 Pine Street;
- 1975 Muskoka Beach Drive;
- Highway 118 West Lands (located between 580 and 690 Highway 118 West);
- 709 Eccelstone Drive; and
- 28-72 Kirkhill Drive.

The potential sites were evaluated against the Ministry’s Site Search Capital Bulletin as well as a range of criteria including location and site properties, land use framework and capital costs. A comprehensive and transparent engagement process has been followed to determine the most appropriate piece of land for a future hospital in Bracebridge (see section 1.2 for more details on community and stakeholder engagement).

1.2 Report Objectives & Methodology

Report Objective and Overview

This report provides a land use and community planning analysis to inform MAHC's evaluation of a future site for the South Muskoka Memorial Hospital in the Town of Bracebridge. This report provides:

- An overview and discussion of the existing and emerging provincial and municipal policy framework guiding land use planning and development, and the siting of a new hospital within the boundaries of the Town of Bracebridge;
- A discussion of the planning considerations including planning and development approvals process and potential risks, related to the potential site locations; and
- An analysis of site locations including site requirements and site selection considerations.

Methodology

In order to prepare this report, MAHC, Urban Strategies Inc. and Stantec undertook the following:

- Worked with Town of Bracebridge to identify potential sites using Geographic Information Systems based on an initial list of criteria;
- Utilized newspaper and radio advertising, community open houses, and MAHC's website to invite owners of properties that meet the established criteria to contact the project team, if interested in potentially making their land available for the future hospital;
- Conducted site visits as part of the preliminary assessment of these properties;

- Initiated a series of one-on-one interviews and focus groups with the stakeholders identified at the outset of the process, including the local indigenous community through the Muskoka Area Indigenous Leadership Table;
- Presented to the Town of Huntsville and Town of Bracebridge municipal councils;
- Engaged the Member of Parliament and Member of Provincial Parliament through one-on-one discussions with MAHC and MAHC's Political Leaders' Forum;
- Developed draft site selection criteria based on the *Ministry's Site Search Capital Planning Bulletin*, stakeholder input and supplemented with other considerations;
- Hosted two rounds of in-person and virtual open house sessions to 1) introduce and explain the site selection process and criteria to members of the Muskoka area communities, 2) summarize list of viable properties that were considered and the evaluation process that occurred to determine the recommended site(s), and 3) share the results of the evaluation;
- Assessed potential hospital sites based on the criteria from the Ministry's Site Search Capital Planning Bulletin (locational and property considerations; planning framework analysis; capital and servicing considerations, among others), as well as any additional criteria developed through stakeholder and public engagements; and
- Recurring meetings with the Site Selection Working Group, Capital Redevelopment Operations Committee (CROC), Capital Redevelopment Steering Committee (CRSC) and MAHC Board of Directors.

1.3 Summary of Stakeholder and Community Engagement

It was critical that the site selection process included robust stakeholder and community engagement to ensure that the perspectives of interested and impacted parties were considered. A summary of the stakeholder and community engagement process is detailed below.

1.3.1 Stakeholder Engagement

Together with MAHC, Urban Strategies and Stantec hosted a series of virtual one-on-one and small group interviews to introduce and provide an overview of the Stage 1.3 site selection process as well as solicit input on the locational and site considerations that should factor into the decision-making process. Stakeholder input helped to inform the various criteria to evaluate the potential sites. These stakeholder engagement sessions were intended to allow each participant to freely express their desires, aspirations and concerns for the site selection process and allow the team to quickly understand their specific point of view.

Since November 2022, the project team has engaged with a broad range of stakeholders including political leadership from all levels of government, District and municipal staff, Indigenous leadership, community associations, emergency services, correctional services, MAHC staff, patients, families, and foundations. See Appendix D for the full list of stakeholders.

Town Hall Meetings were hosted virtually with staff, physicians and volunteers in September and December 2022, as well as April 2023.

1.3.2 Community Engagement

Round 1 Community Open Houses

A communication plan (refer to Appendix F) was developed to promote a series of six in-person community open houses which were held January 16-19 and 21, and two virtual sessions on January 23 and 25. Together with project consultants from Urban Strategies Inc., a 30-minute slide presentation was provided to members of the public. The purpose of the open house sessions was to provide an update on the Stage 1.3 planning and MAHC’s progress, reinforce the community’s ‘local share’ cost assumptions, and introduce the site selection process for South Muskoka Memorial Hospital.

Engagement related to the site selection component included a high-level overview of early themes and feedback of early stakeholder engagement, preliminary site selection criteria categories, and the site selection timeline and next steps. Nearly a dozen conversation panels were posted at each open house using large-format poster boards on easels, providing a mechanism for community consultation for stakeholders to engage with the project team and other ambassadors in informal conversation and question/answer. A two-fold information brochure was available with take-home information, and further promoted an online feedback survey open January 16 to February 20, 2023.

Following the community open houses, all materials were uploaded to the MAHC website. The open house poster boards were displayed on site at the hospitals for the month of February. A video from the virtual session was created and uploaded to MAHC’s YouTube channel and linked to the planning for the future webpage. As of March 14, 2023, there were 110 video views.

Table 1 Round 1 Community Open House Attendance

Bracebridge	Lake of Bays	Gravenhurst	Muskoka Lakes	Huntsville	East Parry Sound
110	22	25	16	65	45

Round 2 Community Information Sessions

A second series of six in-person community information sessions was held April 17-20 and 22, and two virtual sessions on April 24 and 26. At these sessions, together with project consultants from Urban Strategies Inc., a 30-minute presentation was provided to the public. The purpose of these events was to: provide an update on the planning journey and MAHC’s progress to date; provide an overview of the site selection process for a new location for SMMH; and share the preliminary preferred property in Bracebridge. Media attendance was strong at the sessions.

A total of 149 people across six communities attended the in-person sessions. The virtual sessions were attended by 82 people. A video of the final virtual presentation was uploaded to the MAHC website and published in a CEO Blog on April 28 to extend the reach of the message.

Table 2 Round 2 Community Information Session Attendance

Bracebridge	Lake of Bays	Gravenhurst	Muskoka Lakes	Huntsville	East Parry Sound
52	21	19	17	40	12

The engagements were successful in validating the findings of the site selection evaluation process, and did not uncover new information or considerations that the project team was not already aware of. There was no vocal opposition to the preliminary preferred site, and generally, attendees voiced support of the process and of the evaluation findings. For the most part, questions posed were to clarify the information that was shared or seek greater context of the information. The sessions were successful in stimulating idea generation about sustainability and green, climate-friendly approaches to construction and operations, and respectful hospital design that reflects the Muskoka community. The engagements also created further dialogue on some of the challenges of the preliminary preferred site where analysis and further work continues, such as walkability to the property and potential issues related to the nearby rail line/train trestle. It was acknowledged that there is a great deal of time to ensure appropriate planning and mitigation occurs to adapt.

1.3.3 Internal Town Halls

A total of 55 staff/physicians/volunteers from MAHC attended the December 19, 2022 Town Hall Meeting. As of February 9, 2023, there were a further 60 views of the Town Hall webcast. A second Town Hall was held on April 17, 2023 and attended by more than 60 individuals. The webcast received 8 further views.

1.3.4 Feedback Survey

The feedback survey from January 16 until February 20, 2023 provided a mechanism for internal and external stakeholders to help inform the criteria that will be used to evaluate the different land options for SMMH, to provide any other comments or questions, and to volunteer to participate in a user group. The survey yielded 205 responses. A variety of communication tactics were used to drive more traffic to the planning for the future webpage to review the open house materials and to promote completion of the survey. This included an internal memo, project newsletter to subscribers, social media, and media outreach via a news release.

The documents referenced in this report and the list of meeting attendees at the stakeholder engagement between November 2022 and March 2023 are listed in the Appendix.

2.0 Due Diligence Review of Previous Master Planning Work

The following provides a summary and review of the previous master programming and master planning work.

2.1 Land Use & Community Planning Analysis Report for Stage 1.2 Site Selection, 2018

The Land Use & Community Planning Analysis Report was prepared to help inform MAHC's decision-making process with regards to potential site locations. This report provided a land use and community planning analysis to inform MAHC's evaluation of the models of care. This report considered potential site locations related to the one and two site options as well as:

- An overview and discussion of the existing and emerging provincial and municipal policy framework guiding land use planning and development, and the siting of hospitals in the District of Muskoka;
- A discussion of the planning considerations related to the models of care and potential site locations; and
- A discussion of the planning and development approvals process and potential risks.

The potential site locations for consideration for the one site and two site options are the following (see Figure 2):

- Existing HDMH Site in Huntsville;
- Existing SMMH Site in Bracebridge;
- Alternative location in the Town of Bracebridge at the Highway 11 and Taylor Road area;
- Alternative location in the Town of Bracebridge at the Highway 11 and Kirk Line Road area;
- Alternate location in the Town of Bracebridge at the Highway 11 and High Falls Road area; and
- Alternate location in Town of Huntsville at the Highway 11 and 141 area (Port Sydney area).

It was determined that the following site locations provide appropriate locations for large-scale hospitals within the District of Muskoka:

- Existing HDMH Site, Huntsville Urban Centre – Large site within the Huntsville Urban Centre with opportunity for phased redevelopment. Location provides both regional highway and local transportation connectivity, and complementary adjacent land uses; and/or
- Potential Locations at Highway 11 and Taylor Road, Bracebridge Urban Centre – Large sites within the Bracebridge Urban Centre with opportunity for phased redevelopment. Locations provides both regional highway and local transportation connectivity, and complementary adjacent land uses including nearby public facilities and community services and amenities.

From a planning and development perspective, the existing SMMH Site in Bracebridge was determined to not represent an optimal location for a large-scale hospital facility, due to its small size and location within a predominately residential area that does not offer space for complementary land uses. The location does not offer direct regional highway transportation access, which was identified by MAHC as a priority feature.

It was not recommended to pursue a site location that is outside the limits of an Urban Centre in a Rural Area/Waterfront Area (High Falls Road location) or in a Community Area (Port Sydney), as this would require significant amendments to both the District and municipal planning policies.

The report concluded with a recommendation that MAHC continue to work with the District and municipal staff to ensure potential site locations are in alignment with provincial and municipal policy, and represent feasible site locations for a hospital from a planning approvals perspective.

In April 2022, the Provincial Government announced support for the redevelopment of MAHC's two hospital sites, with a replacement hospital on the MDMH site in Huntsville, and a new SMMH on new land in Bracebridge.

3.0 Planning Framework

Land use planning is an important consideration in the capital planning process and assessment and evaluation of the models of care and potential hospital site locations. In Ontario, land use planning is guided by provincial legislation and the Provincial Policy Statement, and upper and lower tier municipal official plans.

The District and municipal planning frameworks establish a land use pattern to guide long-term growth in Muskoka in a manner that is consistent with provincial policy. Together, the provincial and municipal planning frameworks provide guidance to inform MAHC's future growth and development plans, and site selection and decision-making process.

The following section provides a review of the relevant planning policy framework that informs MAHC's future growth and development plans, site selection and decision-making process. This review includes a discussion of applicable provincial and municipal policies for potential hospital site locations for the South Muskoka Memorial Hospital in Bracebridge (see Appendix E for more detailed analysis of the planning framework).

3.1 The Planning Act, R.S.O. 1990, c.P. 13

The Planning Act is the basis for consideration of matters of provincial interest in provincial and municipal planning decisions, including the provision and distribution of health facilities. Any decision regarding land use planning must have regard for matters of provincial interest. Further, any provincial ministry (including MOHLTC) must have regard for the established planning policies of a municipality. Accordingly, the siting and location of a hospital in the District of Muskoka must have regard for matters of provincial interest, must be consistent with the Provincial Policy Statement (PPS), and must have regard for the planning policies of the District and local area municipalities.

3.2 More Homes Built Faster Act, 2022

On November 28, 2022, the More Homes Built Faster Act, 2022 ("Bill 23") received Royal Assent. Bill 23 affects several acts that influence land use planning across the province, including the: Ontario Heritage Act, Planning Act, Conservation Authorities Act, Municipal Act, Ontario Land Tribunal Act, and the Development Charges Act. It is not anticipated that the proposed changes related to Bill 23 will have a direct impact on the site selection and evaluation processes of the future South Muskoka Memorial Hospital in Bracebridge.

3.3 Provincial Policy Statement, 2020

The Provincial Policy Statement (PPS) provides directions on matters of provincial interest for land use planning and development. All provincial decisions, including decisions by the MOHLTC related to capital funding and approvals that affect a planning matter must be consistent with the PPS. Moreover, any decision by a council of a municipality that affects a planning matter must be consistent with the PPS. Accordingly, the siting and development of a public hospital is a planning matter, and must be consistent with, and cannot conflict with the PPS. Similarly, the District and local Official Plans and planning decisions must be consistent with the PPS.

The PPS is expected to be updated in the near future, however, we do not anticipate that changes will impact the evaluation criteria for the new SMMH.

The following sections provides a summary of the provincial policies, applicable to the potential siting of a hospital facility.

Healthy, Liveable and Sustainable Communities

Following the PPS' direction, the siting and development of a hospital facility should reflect an efficient and cost-effective development and land use pattern that prevents the unnecessary expansion of settlement areas, and minimize land consumption and servicing costs. As a public service facility, a hospital will be planned to meet current and projected needs. The PPS does not prevent planning for a public service facility (such as a hospital facility) beyond a 25- year time horizon. This policy may provide some flexibility for MAHC to plan for the long-term growth of its facilities, beyond the 25-year planning horizon of the District Official Plan.

Settlement Areas

The PPS provides policy direction to direct growth and development to settlement areas, with the broad objective to support their vitality and regeneration over the long term, and establish land use patterns based on densities and a mix of land uses which

efficiently use land and resources, including appropriate phasing of development to avoid undeveloped 'islands' within growth areas. The PPS generally supports locating public service facilities, such as hospitals, within urban settlement areas where growth and development is anticipated, and where there are a concentration of development and a mix of land uses. Locating major public facilities within settlement areas will minimize the need for the expansion of infrastructure.

The PPS directs municipalities to identify the limits of settlement areas in their official plans to accommodate growth to a 25-year planning horizon. The District of Muskoka Official Plan implements the PPS at a District municipal level by identifying the limits of settlement areas. Any expansion of the settlement area to accommodate growth needs would need to be completed as part of a municipal comprehensive review, in accordance with the PPS.

All of the five potential properties identified are located within the settlement area and specifically located within the Urban Centre Boundary of the Town of Bracebridge.

Coordination

Based on the policies of the PPS, the planning of a public hospital requires a coordinated, integrated and comprehensive approach, as it is a planning matter that impacts both District and local municipalities, as well as the Province of Ontario (MOH).

Employment and Long-Term Economic Prosperity

MAHC is a major employer and driver of economic development in the District of Muskoka, and supports long-term needs of a large geographic area, including areas of both north and south Muskoka, as well as East Parry Sound. The location and siting of hospital facilities must be consistent with the economic development and competitiveness policies of the PPS. The siting of a hospital facility in the Town of Bracebridge should consider economic development opportunities and associated impacts in the District, north and south Muskoka and East Parry Sound, and consider and assess the potential impacts related to relocating hospitals and supportive uses, such as other health and community support services.

Infrastructure and Public Service Facilities

The provincial policies guiding the planning and location of infrastructure and public service facilities provide specific direction to inform the location and planning of hospital facilities. Based on Policies 1.6.2 to 1.6.5, planning for public facilities should be coordinated with land use planning. The PPS also recognizes that public service facilities should be strategically located to support the delivery of emergency management services. Following this direction and based on MAHC's initial analysis, a hospital site in the Town of Bracebridge should have direct or near-direct access to Highway 11 to be able to effectively deliver emergency management services to MAHC's catchment area.

Policies 1.6.2 to 1.6.5 provide direction for both infrastructure (such as sewage and water systems and transportation corridors and facilities), and public service facilities (such as hospitals). Accordingly, the siting and location of a public hospital facility must consider both infrastructure and health-care planning matters. Planning for public service facilities must be coordinated with both infrastructure planning and land use planning.

Airports

Policy 1.6.9.1 states that planning for land uses in the vicinity of airports shall protect the long-term operation and economic role of the airport and that airports and sensitive land uses shall be appropriately designed, buffered and/or separated from each other. Policy 1.6.9.2 states that airports shall be protected from incompatible land uses and development by: prohibiting new residential development and other sensitive land uses in areas near airports above 30 decibels Noise Exposure Forecast/Noise Exposure Projection (NEF/NEP); and discouraging land uses which may cause a potential aviation hazard.

Sewage, Water and Stormwater

A large-scale public facility/hospital will require municipal sewage and water servicing. The siting options must be consistent with the PPS direction with regard to municipal sewage and water services. The servicing and land use policies of the PPS direct authorities to direct and accommodate growth

in a manner that promotes the efficient use and optimization of services. The District of Muskoka Official Plan sets out the overall servicing plan in Muskoka, and provides further direction regarding servicing. Based on the policy direction of the PPS, it would be very difficult to seek municipal approval to extend municipal services beyond the Urban Centre limits to service a public hospital. As noted earlier, all of the potential sites are located within the Urban Centre of the Town of Bracebridge.

Wise Use and Management of Resources

Sections 2 and 3 of the PPS further direct the wise use and management of resources and protection of public health and safety, emphasizing protecting natural heritage, water, agricultural, mineral and cultural heritage, archaeological resources, environmental health and social well-being. These sections detail policies related to development and site alternation related to natural heritage systems in the province; policies to protect, improve, or restore the quality and quantity of water; and mitigating potential risk to public health or safety or of property damage from natural hazards associated with the impacts of changing climate. The development of a public hospital must be consistent with the natural heritage and water and resource policies of the PPS.

Implementation and Interpretation

Section 4 of the PPS details the implementation and interpretation policies which promotes the official plan as the most important implementation tool for comprehensive, integrated and long-term planning (Policy 4.6). The PPS sets out the overall basis for land use planning and development in the Province of Ontario. All planning decisions, including the siting and development of a public hospital must be consistent with the PPS. Planning for infrastructure, public service facilities (including hospitals), and land use planning must be coordinated and integrated to be financially viable and available to meet current and projected needs. The PPS provides general direction to direct growth to settlement areas in a compact form, with the objective to support healthy and liveable communities, and use land and resources efficiently.

3.4 The Official Plan of the District Municipality of Muskoka

The District Municipality of Muskoka's Official Plan (District Official Plan) implements and builds upon the provincial policy directions found within the Planning Act, the PPS and establishes broader upper tier policy that provides guidance to Area Municipalities. The Official Plan must be consistent with the PPS and establishes a framework for coordination and cooperation between the District and Area Municipalities on planning and development issues that cross multiple jurisdictions. All lower-tier official plans and zoning by-laws must conform with the upper-tier official plan.

As part of the District's most recent comprehensive review of the District Official Plan, the province approved Official Plan Amendment 47, to amend the District Municipality of Muskoka's 1991 Official Plan and establish a broad, upper-tier policy framework that provides land use planning direction to the District's six lower-tier area municipalities. The District Council adopted OPA 47 on June 18, 2019 and updates the official plan's policies to be consistent with the 2014 Provincial Policy Statement. The 2019 District Official Plan provides direction for managing growth and land use decisions for the District of Muskoka over the planning period to 2038.

The following sections describe the District Official Plan policies that inform the location and siting of the future South Muskoka Memorial Hospital in the Town of Bracebridge.

Vision and Guiding Principles

The vision for the District Official Plan, articulated in Section B, is for a district that promotes sustainable development, efficient land use patterns and embraces the past and present when considering for future planning.

Section B2 provides guiding principles that are implemented through the policies in the District Official Plan. Key guiding principles include protecting the natural environment, providing a diverse economy with year-round employment opportunities, promoting healthy communities by ensuring development patterns contribute positively to public health and safety, and providing transportation options that are efficient, cost effective and promote alternatives to the personal vehicle.

Section D of the District Official Plan sets out a growth management strategy that directs how growth and change will in Muskoka, emphasizing the importance of sustainable development patterns that make the most efficient use of land, infrastructure, public services and facilities, provide infrastructure and services to support growth in a fiscally responsible manner. This section specifies that growth of permanent residential and employment shall be directed to Urban Centres, where full services are available to support the efficient use of land and infrastructure to meet the needs of current and future residents and businesses.

The vision, guiding principles and growth management objectives of the District Official Plan establish an overall settlement pattern to make efficient use of land, resources and infrastructure, protect the quality of cultural and natural environments, and accommodate sustainable growth by facilitating development that supports healthy communities. The development of a major public hospital facility should align with and advance the vision and guiding principles for the District, and the District Official Plan's growth management objectives.

Muskoka Settlement Pattern – Land Use Designations and Policies

The District Official Plan establishes Urban Centres as places intended to be the focus for permanent population growth where full services are available. The District Official Plan delineates the boundary of Urban Centres on Schedule A (see Figure 3). The majority of permanent residential uses, major employment generators and uses requiring municipal services will be directed to Urban Centres. Growth in Urban Centres will make use of infrastructure and minimize the amount of land required for development. Based on the policy directions of the District Official Plan, a large-scale hospital is permitted and anticipated in Urban Centres. As a major employment generator, hospitals will contribute to the planning objectives for Urban Centres. Locating a hospital in an Urban Centre concentrates job growth and public services in an area with other community and social/health services infrastructure, and compatible and complementary land uses, where there is existing and planned municipal water and wastewater services. Locating a hospital in an Urban Centre promotes the efficient use of existing and planned infrastructure and public services, and reflects a sustainable development pattern to contribute to the District Official Plan's objective to achieve healthy communities.

An Official Plan Amendment would not be needed for any of the potential sites since they are all located within the Town of Bracebridge's Urban Centre, which permits the development of a public hospital. Siting a hospital location is a priority consideration in the evaluation criteria. All five sites selected for evaluation are located within the Urban Centre boundary.

Servicing, Wastewater Management and Municipal Sewage Services

The District's Official Plan places an emphasis on aligning growth or development and sewage and water services to promote the efficient use and optimization of services. It also details comprehensive servicing policies, which are closely aligned with the District's overall growth strategy. The intent is to coordinate and align growth and servicing infrastructure to manage growth in a sustainable way that will make the most efficient use of land, infrastructure, and public services and facilities, in alignment with the PPS.

Where investments have been made in municipal infrastructure, the District's approach to land use is to direct growth to these investment areas. Urban Centres are areas with existing and planned service connections (identified as Full Service, Single Service Future Service Areas). Schedule B – Urban Service Areas identifies boundaries of municipal sewage service areas and municipal water services, and identifies Single Service Areas, Future Service Areas and Special Policy Areas (see Figure 4).

The District Official Plan also details phasing policies (Section B.15.9) to encourage the timely provision of infrastructure as urban development occurs. It provides direction for local municipalities to establish phasing plans for all settlement areas that will consider the capacity of water and water infrastructure, and transportation systems, among other considerations.

Public Service Facilities

The District Official Plan details policies for developing new infrastructure and public service facilities. A hospital/healthcare facility is considered a public service facility, as per the definitions of the PPS. The District Official Plan policies provide explicit direction on how to evaluate the development and expansion of a hospital. The District Official Plan is in alignment with the PPS direction on public service facilities and adds the specific requirement that major public facilities shall be located in Urban Centres. All potential sites are located within the Town of Bracebridge's Urban Centre.

Other Applicable Policies

Promoting Sustainable Development and Healthy Communities

The policies on community hubs generally support co-locating a major health facility in locations that proximate and offer opportunities for co-location of other health, social and community services, rather than a standalone facility. This policy is generally consistent with the provincial policy direction in the PPS, and other provincial initiatives regarding community hubs. Locations within an Urban Centre adjacent and proximate to other services and facilities allows opportunities for co-location of services and programs, and complementary uses.

Economic Development Policies

The District Official Plan policies related to economic development, in Section F, aim to create and maintain a strong economy. These policies provide broad direction to encourage the co-location of major employers in the District within Urban Centres and Community Areas, which are intended as the focal points in the District. MAHC is a major employer in the District, and an important contributor to the District's economic development goals.

Transportation

The transportation policies relate to the transportation system and classification of roads. The transportation policies generally aim to provide a variety of options to connect people and goods, and promote public transit and active transportation. Schedule F illustrates the District's existing and planned transportation network (see Figure 5), including provincial roads and Class A, B and C regional roads. Based on the directions of the District Official Plan and MAHC's site location considerations, an optimal site location from a land use planning and transportation connectivity perspective would provide highway transportation connectivity, in addition to local transportation options to promote public transit and active transportation modes.

Mineral Aggregate Resources

Section H.1.2 of the Plan details the policies regarding mineral aggregate resources. Resource Areas are shown on Schedule E1 of the Plan (see Figure 6) and indicate sand and gravel resource areas of primary and secondary significance. Any potential hospital location in proximity and adjacent to Resource Areas will have to carefully consider and assess the policies regarding mineral aggregate resources to determine the appropriateness of development, and assess appropriate land use compatibility. This is being carefully considered as part of the site selection and evaluation process.

Archaeological Resources

The District Official Plan recognizes the potential of archaeological resources as well as areas with archaeological potential within the District. Unless significant archaeological resources have been conserved, Policy G4.1.b states that development shall not be permitted on lands containing archaeological resources. A map of sites with archaeological potential can be found in

Schedule G of the District Official Plan (see Figure 7). Any potential hospital location in proximity and adjacent to an area of archaeological potential will have to carefully consider and assess the policies regarding archaeological resources to determine the appropriateness of development, and assess appropriate consultation with Indigenous community(ies). Some of the sites have been identified as having moderate to high archaeological potential, therefore careful consideration will need to be given for further review of the sites as part of site selection and evaluation process.

Summary

The District Official Plan provides a comprehensive policy framework to guide growth and development in the District of Muskoka for a 25-year planning horizon. It recognizes that the District is made up of a number of communities of different sizes and characteristics. Major permanent residential growth and major employment generators are directed to Urban Centres in order to promote the efficient use of land and infrastructure to meet the needs of presents and future residences and businesses, and align growth and municipal services. The District Official Plan permits major public facilities (such as public hospitals) in Urban Centres, and states that major public facilities shall be located in Urban Centres. A hospital location within an Urban Centre boundary is consistent with the PPS policy direction, and conforms to the District's growth management objectives and land use planning policies. Locating a hospital in an Urban Centre will allow for the co-location of other community services and infrastructure and complementary uses, make use of existing infrastructure and services, and support active transportation and transit usage. In summary, based on our review of the District Official Plan, the location of a potential site within the identified Urban Centre reflects good planning, is consistent with the PPS and conforms to the District Official Plan. Careful considerations for archaeological resources will have to be assessed to determine the appropriateness of development and assess appropriate consultation with Indigenous community(ies).

3.5 Town of Bracebridge Official Plan, 2013

The local area municipalities provide more detailed land use policy direction to guide growth and development within each municipal area. Any hospital development proposal would need to conform with both the District of Muskoka Official Plan and the Town of Bracebridge Official Plan. If the proposal conflicts with an aspect of the official plan, an official plan amendment to the lower tier municipal official plan would be required. An official plan amendment would need to be in conformity with the District Official Plan, and be consistent with the PPS.

The Bracebridge Official Plan provides direction to manage growth and development in the Town, over the next 20 years. It was approved by the Town Council in April 2013, and by the District Council in October 2013. It sets out a vision to enrich the social, cultural, economic, and natural environments, which includes becoming South Muskoka's centre of health through enhanced recreation, childcare, nutrition, active transportation infrastructure and health care services.

The Bracebridge Official Plan land use concept and settlement pattern is based on the following designations: Urban Centre, Muskoka Falls Community, Rural Area and Waterfront (see Figures 8). Permanent residential and Employment Area growth will generally be directed to the Urban Centre on full municipal services.

The Town's Official Plan recognizes the Town as a regional service centre for health services, and recognizes the employment benefits associated with new and expanding institutional, medical, and educational facilities in the Town. It promotes the integration of institutional facilities into the existing community.

Community Facilities

The Town of Bracebridge's Official Plan defines Community Facilities as uses with the primary purpose of the educational, health and social needs of the community and include hospitals, medical clinics, and other health care and social service facilities, in addition to other education and community services (Policy B7.1). Community Facilities are permitted within all land use, subject to the provisions of the municipal zoning by-law and encouraged to be

located where they can be accessed through an active transportation network, where appropriate (Policies B7.2 and B7.3). Although small scale Community Facilities are permitted in Rural Area designations, Hospital uses are not permitted (Policy B7.4).

The Official Plan specifies that Community Facilities shall be in general proximity to arterial and collector roads (refer to Schedules 'C1' and 'C2' of the Transportation Plan) as well as active transportation networks (Policy B7.5). Alternative locations shall only be considered upon submission of a traffic study that conforms the surrounding road network has the capacity to support the use, that conflicts will not occur between existing uses and the community facility, and that parking will be adequately managed.

Urban Centre

Section C contains policies that apply to the Urban Centre designation. The limits of the Urban Centre designation are found in Schedule A (see Figure 9), and is based on sufficient land to accommodate residential, commercial and employment uses for a 20-year planning period (Policy C1.2.3). Urban Centres function to accommodate a wide range of land uses that meet the needs of local residents, businesses and visitors (Policy C1.1.2). The Official Plan identifies existing and future Service Areas (Schedule D) for the Bracebridge Urban Centre. Urban Centres provide uses such as residential, commercial, industrial and community facilities, at a density that will make the most efficient use of municipal services and infrastructure (Policy C1.1.2).

Transportation, Servicing and Utilities Policies

Section I (Transportation and Servicing) contains the policies that apply to the entire Town and address issues such as sewage and water servicing, roads and transportation, stormwater management and drainage, railways, airports, trails and corridors, and other general utility policies. Schedule 'C' provides information on transportation infrastructure in the Town and Schedule 'D' identifies development within the Existing and Future Service Areas (see Figures 10 and 11). Section 14.0 of the Town's Official Plan provides policy direction to guide the extension of municipal water and sewage services in Future Service Areas.

Railways

The Town of Bracebridge's Official Plan identifies rail infrastructure as important to the movement of goods and people and specifies that new development shall not impact the functionality of the existing rail lines. To mitigate against an adverse effects, development located within 300 metres of a railway right-of-way may be required to undertake compatibility studies for noise and developments within 75 metres of a railway right-of-way may be required to undertake vibration studies. Setbacks, berms, security fencing and sightline requirements may be proposed for development located adjacent to railways. Currently the Kirkhill Drive site has a railway line bisecting the site.

TransCanada Pipelines

TransCanada Pipelines Limited operates two high-pressure natural gas pipelines through the Town of Bracebridge including within or in the vicinity of two of the sites selected for evaluation. The pipeline runs just west of 1975 Muskoka Beach Road. This 40-acre portion of the larger "Muskoka Royale" landholding was delineated in part to exclude the pipeline from being located within potential hospital site. The pipeline also cuts across the southeast corner of the Highways 118 West Lands. Please refer to Appendix G for correspondence letter from TC Energy. Policy B26.1 states that any development within 200 metres of TransCanada facilities may impact the pipelines as such there are a number of requirements regulating development in proximity to the pipelines.

Approvals are required for activities on or within 30 metres of the rights-of-way such as excavations, blasting and any movement of heavy equipment (Policy B26.2). A setback of 7 metres shall be maintained from the limits of the rights-of-way for all permanent structures and excavations. A minimum setback of 3 metres from the limit of the rights-of-way shall be required for accessory structures (Policy B26.3). Recreational trail linkages or open space uses are encouraged for TransCanada's rights-of-way, subject to easement and underlying ownership rights (Policy B26.4).

A noise and vibration study may be required for development proposals within 750 metres of a TransCanada Pipeline compressor station to determine if provincial guidelines can be achieved and recommend appropriate mitigation measures (Policy B26.5).

A development proposal adjacent of the TransCanada Pipeline will also need to consider the appropriate landscape treatment within and along the right-of-way. Please refer to the correspondence letter for further information.

Airport Approach Zone

The Town's Official Plan emphasizes the significant role that the Muskoka Airport plays in economic development of the Town of Bracebridge and the District Municipality of Muskoka as a whole. The Airport Approach Zone is identified in Schedules 'C1' and 'C2' of the Transportation Plan (see Figures 12 and 13). 1975 Muskoka Beach Road, 28-72 Kirkhill Drive, and 709 Ecclestone Drive are located within the Airport Approach Zone (see Figure 14).

Policy B4.2 specifies sensitive land uses including institutional uses that are sensitive to noise should not be located within the Airport Approach Zone. Further detailed provisions related to height and land use regulations shall be included in the municipal zoning by-law to ensure the safety of aviation activities and land use compatibility.

Archaeological Resources

The Town's Official Plan recognizes that there are areas within Bracebridge that may potentially contain Archaeological Resources. Policy B6.5.1 states that "where development is proposed on or adjacent to lands that may have potential for archaeological resources, development may only proceed if the archaeological resources have been conserved by removal and documentation or by preservation on site". The owner of a site may be required by the Town to complete a heritage resource assessment to determine if the lands contain archaeological resources.

Summary: The Bracebridge Official Plan similarly anticipates that institutional facilities will locate within the existing Bracebridge Urban Centre area. It does not permit the extension of municipal water and sewer services outside of Urban Centre Boundaries. It only allows such works when they are undertaken in the public interest to remedy a health hazard or an environmental concern, in which case an amendment to this Plan is not required. If a site is determined to have potential for archaeological resources or if a site is located within the airport approach zone, further detailed considerations will be required.

3.6 Town of Bracebridge Zoning By-Law, 2016

The Town of Bracebridge Zoning By-Law (Zoning By-Law) regulates the use of land and implements the policies of the Town of Bracebridge Official Plan. The statutory authority to zone land is granted by the Ontario Planning Act and the Zoning By-Law must conform to the Official Plan.

The sites selected for evaluation are located within the following zone categories (see Figure 15):

- Institutional (1975 Muskoka Beach Road); Residential (Highway 118 West Lands);
- Business Park Industrial (portion of 300 Pine Street);
- Special Purpose Commercial (portion of 300 Pine Street);
- General Industrial (709 Eccelstone Drive)
- Environmental Protection One Zone (portion 28-72 Kirkhill Drive)
- Open Space Zone (portion of 28-72 Kirkhill Drive)

The Zoning By-Law defines hospital as “any *institution, building* or other premises established for the treatment of persons afflicted with or suffering from sickness, disease or injury, for the treatment of convalescent or chronically ill persons that is approved under the *Public Hospitals Act* as a public hospital” (Section 6 Definitions).

Hospitals are permitted uses within Institutional (I) zones. Specific built form parameters for Institutional zone including setbacks, landscaped area and height in the Zoning By-law apply:

- Minimum Lot Area: 0 m
- Minimum Lot Frontage: 6 m
- Minimum Yard requirements (front, exterior side yard, interior side yard and rear): 7.5 m
- Maximum Long Coverage: 50%

- Minimum Landscaped Area: 30%
- Maximum Height: 10.5 m
- Minimum Setback from Centerline of Road: 26 m for Provincial, 20.5 m for District and 17.5m for other.

Parking rates for Hospitals include a minimum off-street parking requirement of 3 parking spaces for every four beds (Regulation 5.17). Additionally, the Zoning By-law specifies that screening must be provided for parking areas with more than four parking spaces abutting an Institutional Zone (Regulation 5.5.).

A zoning by-law amendment would be required to permit a hospital use within a site not currently zoned Institutional. However, Policy 4.2.2 states that the Zoning By-Law “will not apply to prevent the use of any land, building or structure, or parking by any public authority provided that such use complies with all applicable regulations and parking and loading requirements for the zone in which it is located.” Since the Muskoka Algonquin Healthcare is a public authority as defined by the zoning by-law, the hospital is permitted in all zone categories with the condition that it complies with all applicable regulations including parking and loading requirements for the zone within it is located.

Summary

The Town of Bracebridge’s Zoning By-Law regulates the use of land and must conform to the District of Muskoka Official Plan and Town of Bracebridge Official Plan. Hospitals are identified as permitted uses within institutional zones, and a zoning by-law amendment would be required to permit a hospital use in a non-institutional zone. However, Policy 4.2.2 permits a public authority, such as MAHC, to establish a building or institution in all zone categories with the condition that it complies with all applicable regulations including parking and loading requirements for the zone within it is located. Notwithstanding the By-Law allowing a hospital in all zones, it is preferred to locate the hospital in a zoning that permits new uses that are compatible with the hospital.

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4.0 Discussion of Planning Policy Issues

4.1 Alignment with Provincial, District and Municipal Planning Direction

The PPS and the District and local municipal land use planning policy documents establish an overall planning framework, which directs growth and development to settlement areas. The District and local municipal planning frameworks establish a land use pattern to guide long-term growth in Muskoka, in a manner that is consistent with provincial policy. .

4.2 Directing Growth to Urban Centres

The District and municipal Official Plans establish an overall growth pattern that directs the majority of growth and major employment generators to Urban Centres, such as the Town of Bracebridge, where there are a mix of uses, and existing and planned municipal servicing. The planning documents direct growth, services and infrastructure to Urban Centres to support growth in a socially, environmentally, and economically sound manner and achieve sustainable land use and development patterns. Urban Centres contain a mix of services and amenities, including health care services, employment opportunities and a mix of housing forms. They are intended to continue to grow as the focus areas for the District into the future. The District and local official plans explicitly permit and anticipate public hospital facilities in Urban Centres. The planning documents delineate the boundaries of Urban Centres to accommodate population (residential) growth to a 20-year planning horizon. Accordingly, the Official Plans have policies that state large-scale institutional uses are not anticipated or permitted outside of Urban Centres.

4.3 Public Service Facilities

The PPS and the District Official Plan provide directions to inform the planning and location of public service facilities. Planning for public services facilities, including hospitals, is intended to be coordinated and aligned with land use planning and infrastructure planning. The PPS, the District and municipal official plans provide overall support for co-locating public service facilities with other services and amenities to contribute to healthy and sustainable communities, and promote active transit and transportation.

Planning for a major facility such as a hospital should also anticipate the types of ancillary development and uses that are likely to occur in proximity to a hospital. Potential adjacent and complementary uses may include doctors' offices, allied health clinics, quick service restaurants, seniors housing and long-term care. Locating complementary uses together allows for and creates efficiencies for clients and users, and may reduce vehicle trips and promote transit use.

Hospitals, even in urban areas, are high traffic generators and require significant parking. Siting considerations should consider both ease of access from highways and regional transportation network for emergency service access, as well as ease of access from nearby streets, in addition to the provision of parking. Similarly, the impact of traffic flow on local area streets and adjacent areas should be considered. Hospitals, as an institutional use that maybe sensitive to noise should not be located within the Airport Approach Zone.

Finally, new hospitals tend to require larger footprints than older style facilities, due to higher space standards per patient related to contemporary infection control and accessibility standards, and higher floor to floor heights to accommodate medical and mechanical systems. The appropriateness of built form and land use on adjacent uses and areas should be considered as part of the analysis.

4.4 Servicing

The PPS, the District and local municipal official plans provide direction to coordinate and align public sewage and water services, growth and development, and public service facilities. Public sewage and water services are not planned to extend beyond the limits of Urban Centres.

4.5 Compatibility with Muskoka Airport

Muskoka Airport plays an important role in local and regional economic development. Policies of the PPS and the Official Plan aim to protect the long-term operation and economic role of airports by requiring that airports and sensitive land uses be appropriately designed, buffered and/or separated. Certain land uses, such residential and other sensitive uses, may be restricted in the area surrounding airports on the basis of noise exposure.

4.6 Balancing Healthcare, Land Use Planning Matters and Public Interests

The provision and distribution of health facilities is a matter of provincial interest. The selection of a new MAHC hospital location in the Town of Bracebridge must allow for the best model of healthcare delivery, with consideration for healthcare planning and delivery objectives. However, locating the hospital within the District is also a land use planning matter, and will require District and municipal planning approvals. It is our opinion that the site selection process aligns with the PPS, the District and local official plan policy frameworks.

4.7 Planning Approvals and Risks

Based on our review of the PPS, the District Official Plan and the Town of Bracebridge's Official Plan, and Zoning By-Law, the planning approvals risks associated with locating a large-scale hospital site within the Urban Centre is a low-risk option. The Town of Bracebridge Official Plan allows for community facilities to be located within any land use designation, subject to the zoning by-law and provided that the use is, or can be made, compatible with surrounding uses, among other matters. The Town's Zoning By-Law contains a similar provision. The assessment of planning approvals risks must therefore consider matters of land use compatibility. Similarly, while a community facility may be located within any land use designation or zoning category, doing so may not align with the overall vision of growth and development that the District and Town have set out. The assessment of planning approvals and risks must also look at site-specific considerations (e.g., proximity to Muskoka Airport, the TransCanada Pipeline, rail corridors, and other aspects of the context).

5.0 Site Identification & Evaluation

The location of a hospital has a significant impact on the accessibility, sustainability, and affordability of health care services. To identify the best possible location for the new SMMH, it is critical to undertake a rigorous site selection process that considers as many potential locations as possible against a comprehensive set of evaluation criteria. This section provides an overview of the process of identifying potential sites and developing evaluation criteria. Next, five short-listed properties are assessed against the evaluation criteria to determine the appropriateness of each property as the location of the new hospital.

5.1 Site Identification

A long list of potential locations for the new SMMH was created using the following methods:

- A meeting with Town of Bracebridge planning staff was held to identify suitable sites based on key parameters such as lot size, highway and road access, and the availability of municipal services;
- Through individual one-on-one and group interviews with stakeholders;
- Announcements using local newspaper media, inviting landowners to contact the project team. The same announcement was posted to MAHC's website.
- Announcements were also made at the community open houses (in person and virtual) held in January 2023;
- Through feedback survey circulated at community open houses and made available online;
- The District of Muskoka's geospatial data portal was used to conduct a scan for suitable sites; and
- An announcement was circulated by The Lakelands Association of Realtors to their association's membership.

A total of five potential locations were identified using these means. A shortlist of potential locations was created by assessing the long list of locations against the following "pass/fail" criteria:

- **Size:** A minimum of 40 acres to accommodate the hospital and its supporting functions (e.g., parking, circulation, helipad), while also providing flexibility for multi-phase, long-term expansion and redevelopment. Separate but adjacent parcels that meet the 40-acre requirement would also be considered;
- **Location relative to the Urban Centre Boundary:** The property must be located within Bracebridge's Urban Centre Boundary in order to conform with the District's growth management strategy, limit the need to extend municipal services, and avoid the need to amend the Official Plan / Urban Centre Boundary;
- **Property availability:** The landowner must be willing to sell or donate the property to MAHC.

- **Access:** The property must have direct or convenient access to a provincial highway or district road, as shown on Schedule C1 of the Town of Bracebridge Official Plan;
- **Site/building area:** The property must be usable in regard to its shape, proportions, and topography;
- **Servicing:** The property must have access to, or be close to, services, including, sanitary, storm service/outlets, water, power, gas, and communications;
- **Flood plain:** The property must be situated at least 1.5 metres above the 1:100-year floodplain.

The five sites that meet the above “pass/fail” criteria and which will be evaluated further are:

- 300 Pine Street;
- 1975 Muskoka Beach Road;
- Highway 118 West Lands (located between 580 and 690 Highway 118 West);
- 709 Ecclestone Drive; and
- 28-72 Kirkhill Drive.

5.2 Evaluation Criteria, Weighting, and Scoring

Evaluation criteria were developed based on the *Ministry's Site Search Capital Planning Bulletin* and correspondence with the MOH; additional land use and community planning considerations that were utilized in MAHC's initial site selection process in 2017 were also incorporated. Preliminary evaluation criteria were presented to stakeholders, MAHC's Capital Redevelopment Operations Committee (CROC), MAHC's Site Selection Working Group (SSWG), and the general public, and were then refined based on their input and feedback. The evaluation criteria are organized into three categories:

- **Location & Property:** Examining the property and the broader surrounding context to assess whether they are appropriate for a new hospital;
- **Land Use Planning Framework:** Assessing whether the use of a potential property as a hospital
- **Capital & Servicing Costs:** Evaluating the challenges associated with acquiring, preparing, and developing the property.

The full list of evaluation criteria are listed in the table below, along with their relative weighting. Please refer to Appendix M for further detail on the range of matters that are considered when evaluating the potential properties against these criteria.

Table 3 Site Selection Criteria & Weighting

Location & Property	Weight
Access - Ease of access by vehicles, including emergency service providers	7.0
Access - Ease of access by for pedestrians and cyclists	3.0
Access - Ease of access from local and district transit	3.0
Proximity to Downtown Bracebridge	3.0
Surrounding land use and built form	3.0
Impacts related to Muskoka Airport	6.0
Capacity of surrounding area to support complementary and ancillary uses and a complete community	4.0
Sensitive land protection	4.0
Positive site features that enhance the users' experience of accessing healthcare.	3.0
Suitability as a health care facility	6.0
Site / building area	5.0
Parking	3.0
Two strong vehicle access points from collector roads	5.0
Suitability for geo-exchange	3.0
Ease of Construction and Implementation of Foundation (Amount of Fill and Bedrock)	4.0
Water Table	4.0
Helicopter Flight Potential	6.0
Archaeological potential	4.0

Environmental issues	5.0
Structures on land (demolition)	1.0
Land Use Planning Framework	
Consistency with PPS	6.0
Official Plan Land Use Designations	4.0
Conformity with District and Local Municipal Plan Policy Direction	4.0
Zoning	2.0
Planning Approvals Risks / Other Considerations * may change based on airport input	5.0
Capital & Servicing Costs	
Land cost	6.0
Site preparation	6.0
Efforts for access upgrades	6.0
Costs for environmental remediation	6.0
Sanitary service min 17.6 L/s	6.0
Sufficient storm service and outlets (stormwater management pond may be required).	6.0
Duplicate and independent water services at a minimum of 125 L/s.	6.0
Duplicate and independent power services	6.0
Sufficient gas services	6.0
Duplicate and independent communication services	6.0

Within the Location & Property and Land Use Planning Framework categories, a base score was given for each evaluation criteria as follows:

- 1 point if the land/property generally meets all the considerations;
- 0.75 points if the land/property general meets most of the considerations;
- 0.5 points if the land/property partially meets the considerations;
- 0.25 points if the land/property does not meet the considerations, but could with substantial work; and
- 0 points if the land/property does not and cannot meet the considerations.

Within the Capital & Servicing Costs category, a base score will be given for each evaluation criteria as follows:

- 1 point if there are few challenges to acquiring, preparing, developing, and servicing the property;
- 0.5 points if there are some associated challenges;
- 0 points if there are significant associated challenges

Scores were assigned at an interval of 0.25 points to reflect the relative challenges between the different properties at a finer grain of detail.

In the case of the land cost criterion, where the evaluation is based on a dollar value, the property with the lowest land value was assigned the maximum score, and other properties were scored on a pro rata basis relative to the property with the lowest land cost.

While the evaluation considers a broad range of considerations, certain evaluation criteria carry more importance than others. For example, the location of a hospital is a major determining factor in the overall accessibility of health care services, both for individuals requiring non-emergency medical care as well as for emergency service providers. On the other hand, positive site features such as a natural setting or views, for example, although important to the provision of health care services, enhancing the experience, it is not likely to be a major differentiating factor between each property and could be incorporated in the design of each site.

To express the relative importance of evaluation criteria, a multiplier was assigned to each evaluation criterion based on the project team's experience in site selection and input and feedback from stakeholders, the CROC, the SSWG, and the general public. Criteria considered to be highly important were assigned a multiplier of 7, while criteria considered to be low importance were assigned a multiplier of 1, with all criteria falling within this range.

For each criterion, "strengths" and "challenges" related to the considerations were taken into account and used to establish the base score, which would then be multiplied by the multiplier to establish the overall score.

Assessing how a potential location/property performs against certain criteria requires an understanding of how the hospital and its supporting functions (e.g., parking areas, the helipad, vehicular access points) would be organized within the property. As the basis of such criteria, a hospital "test-fit" was prepared for each location/property, considering site size and shape, topography, natural features, and the surrounding street network, among other matters. The hospital test-fits are illustrated and described as part of the evaluation of each property/location.

Status of the Evaluation

The evaluation of the criterion "Impacts related to Muskoka Airport" is ongoing and requires further input by NavCanada, Transport Canada, and Muskoka Airport. A submission has been made to NavCanada and Transport Canada to review the potential impact that a hospital on each of the five properties could have on the airport's operations, and to identify any issues related with the general location of the heliports as illustrated on the hospital test fits. Furthermore, the Town of Bracebridge has engaged a third-party consultant to model municipal servicing demands to understand the nature and extent of upgrading that would be required for a hospital. It is anticipated that the outcomes of this ongoing work will confirm the results.

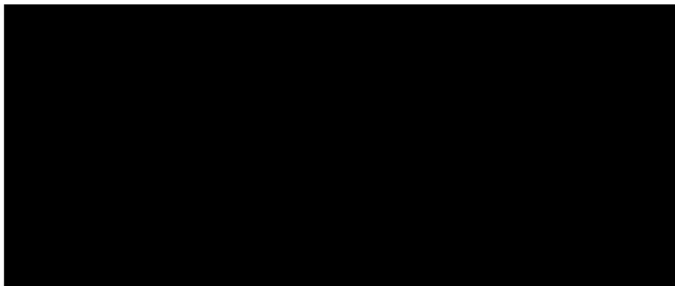
5.3 300 Pine Street

Property Description

Located at 300 Pine Street, south of the Highway 11 / Taylor Road interchange, the site is currently accessible from Pine Street, and while it abuts Highway 11, it does not have direct access to it. The site is 44.5 acres in size and has good proportions despite its irregular shape. It has a split zoning, with the west portion zoned *M1 Business Park Commercial* and the east portion zoned *C2-1 Special Purpose Commercial*.

The site was previously used for aggregate extraction, and an open pit approximately 15 metres deep remains on the west portion of the property. The east portion of the property is undeveloped and wooded, with a more gradual change in elevation downward toward the south end of the property.

Hospital Test-Fit



Public access to the hospital could be provided via an extension of Depot Drive, which currently provides access to the Home Depot and Walmart located to the northeast. A second public access could be provided from a new street connecting to Gray Road, which connects to Cedar Lane via Monica Lane. Ambulance access could be provided from Depot Drive and a driveway extending from Pine Street, which currently ends at the property's northern limit. Access to servicing and loading could also be provided from a driveway extending from Pine Street. Parking areas are shown at the northeast corner of the site as well as south of the hospital building.

Summary Of 300 Pine Street Evaluation Results & Discussion

300 Pine Street's evaluation against the criteria is summarized in the table below, by criteria category. Please refer to the appendix for full details on the evaluation, including the score received for each criteria, and the considerations that informed that scoring.

Table 4 Evaluation Results - 300 Pine Street

Criteria Category	Points
Location & Property	58.25
Land Use & Planning Framework	19.75
Capital Costs	40.50
Total	119.00

Key advantages of the property at 300 Pine Street include:

- Location along Highway 11, which makes it highly accessible to emergency service providers and visitors to the hospital arriving by private vehicle and public transit;
- Proximity to the core of Bracebridge, which makes it relatively accessible by foot and bicycle;
- Positive results from a Draft Phase One ESA which did not identify areas of potential environmental concern and did not recommend further study;
- Relatively low land cost, based on the agreement that the Town of Bracebridge has with Fowler Construction to purchase the property;
- Overall alignment with the land use planning framework. Key disadvantages of the property at 300 Pine Street include:

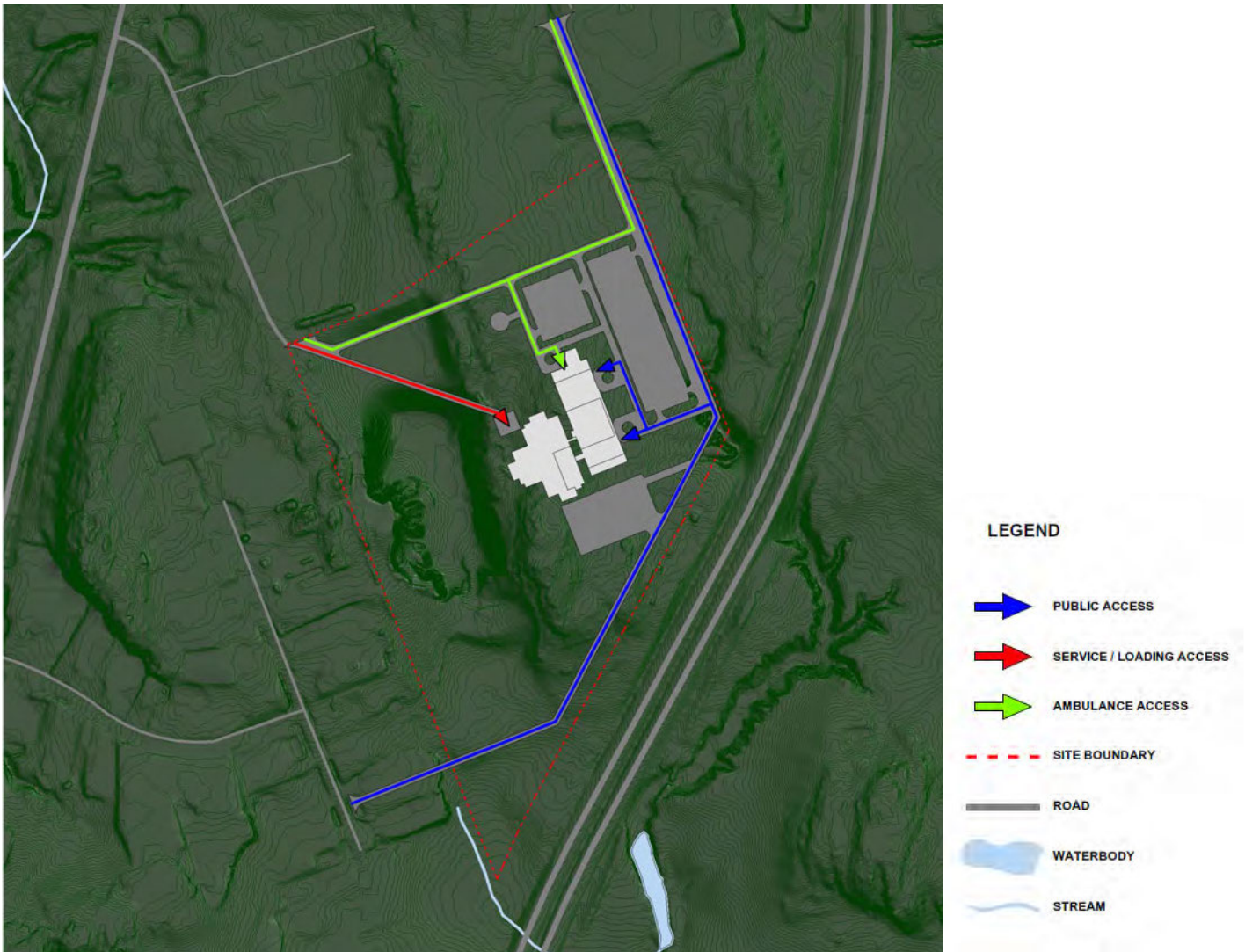
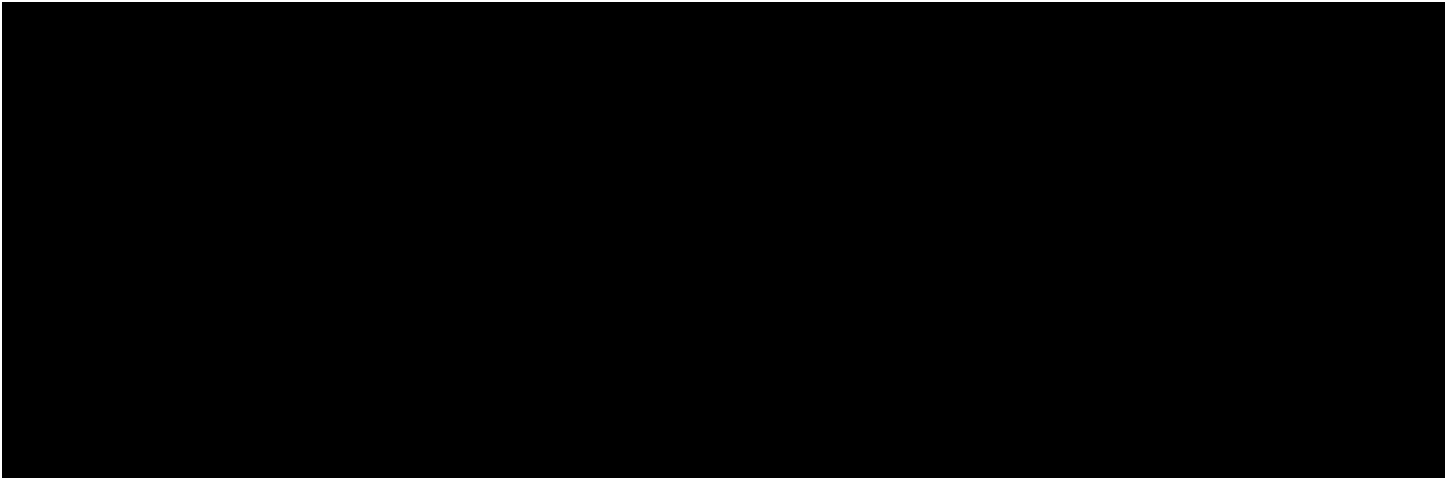


Figure 1 300 Pine Street Hospital Test Fit

5.4 1975 Muskoka Beach Road

Property Description

Located at 1975 Muskoka Beach Road near the intersection of Muskoka Beach Road and Ecclestone Drive and north of the Highway 11 / Highway 118 interchange, the property is 40 acres in size, forming part of the larger “Muskoka Royale” landholding, and is generally rectangular in shape with good proportions. The 40-acre portion of the property was delineated to maximize separation from a wetland area located to the west. The TransCanada Pipeline runs in a north-south direction immediately west of the portion of the property that has been delineated for the purposes of this evaluation.

Hospital Test-Fit

The hospital test-fit illustrates the new SMMH in a central location within the property, with parking areas located north, south, and east of the hospital building. Public access could be provided from Muskoka Beach Road. Ambulance access and access to servicing and loading could also be provided from Muskoka Beach Road via a new driveway along the property’s western limit. An additional point of access would be to be provided through the lands to the north, via a new road that is planned to provide access to the private school proposed on another portion of the Muskoka Royale property. The siting of the hospital provided acceptable separation distance from the TransCanada Pipeline and the environmentally protected areas, both located west of the property.

Summary of 1975 Muskoka Beach Road Evaluation Results & Discussion

The property’s evaluation against the criteria is summarized in the table below, by criteria category. Please refer to the appendix for full details on the evaluation, including the score received for each criteria, and the considerations that informed that scoring.

Table 5 Evaluation Results -1975 Muskoka Beach Road

Criteria Category	Points
Location & Property	63.25
Land Use & Planning Framework	18.50
Capital Costs	49.80
Total	131.55

Key advantages of the property at 1975 Muskoka Beach Road include:

- Location along Highway 11, which makes it highly accessible to emergency service providers and visitors to the hospital arriving by private vehicle.
- The property is generally flat with good proportions, which allows for efficient site planning and adherence to CSA standards;
- Availability of lands in the surrounding area that could accommodate complementary uses to create a “campus of care”, including adjacent properties that are also zoned for institutional uses;
- Overall alignment with the land use planning framework;
- The property’s location within the existing network of roads allows provides for good site access with relatively minimal upgrades required;
- Relatively low land cost, based on a land appraisal; and
- No obvious environmental concerns based on available information (Phase One ESA is recommended to confirm).

Key disadvantages of the property at 1975 Muskoka Beach Road include:

- Significant work and coordination would be required for hydro-servicing;
- Coordination with landowner and Town and District staff required to secured secondary vehicular access through lands to the north;
- The property's location within Bracebridge and surrounding context results in relatively low accessibility for pedestrians and cyclists; and

- The property is considered to have high archaeological potential, with two historical homesteads within the property, and historical roads bounding the property.

Please refer to the appendix for full details.

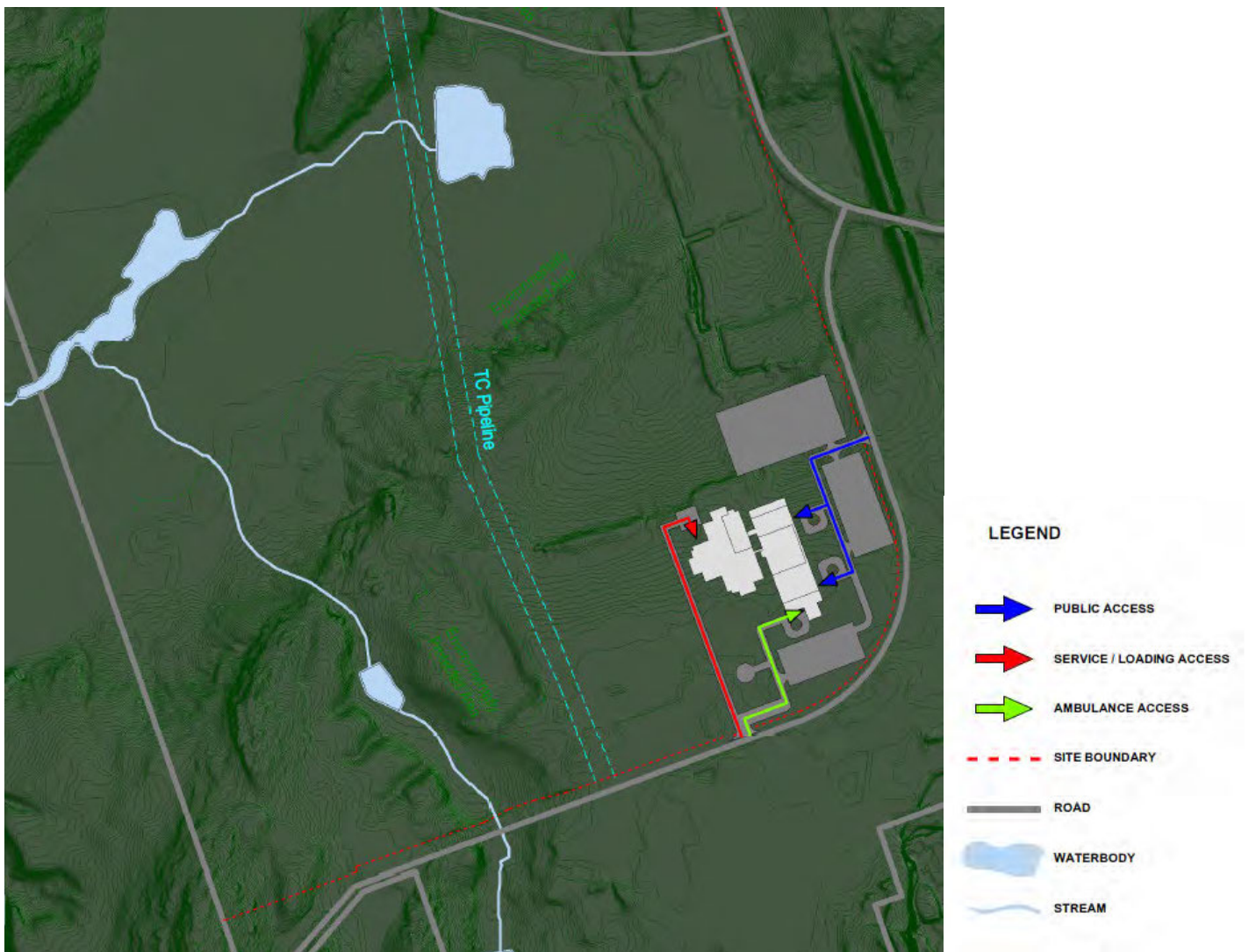


Figure 2 1975 Muskoka Beach Road Hospital Test Fit

5.5 Highway West 118 Lands

Property Description

The Highway 118 West Lands are located approximately one kilometre west of the commercial area known as Balls Flats, centred around the Highway 118 West / Wellington Street intersection. The property is immediately east of the Muskoka Hills Retirement Residence. The property is approximately 79 acres in size with 350 metres of frontage along Highway 118 West; there is currently no other point of access to the property. The property is bisected by a tributary to Beaver Creek that runs east-west through the site. The portion of the property north of the creek is approximately 7.5 acres in size, with the remaining 71.5 acres located south of the creek. Apart from the ravine associated with the creek, the property is generally flat, and the size and shape of the portion of the site located south of the creek are suitable for a healthcare facility. As former agricultural lands, much of the property has been cleared of trees. The western edge of the property and the area along the creek are wooded. The TransCanada Pipeline runs across the southeast corner of the property. The property is zoned *Residential*, except for the area along the creek, which is zoned *Environmental Protection 1*.

Hospital Test-Fit

The hospital test-fit illustrates the new SMMH on the portion of the property located south of the creek, as the northern portion is too small for the facility. The hospital building is shown along the western side of the property, with the inpatient units oriented towards the ravine and creek. Parking areas are located to the east and south of the hospital buildings.

Public access could be provided from Highway 118 to the north and from Salmon Avenue to the east; in both cases, these driveways would need to span the ravine and creek. Ambulance access and access to servicing and loading could be provided via an additional driveway extending from Highway 118, which would also need to span the ravine and creek.

Summary of Highway 117 West Lands Evaluation Results & Discussion

The Highway 118 West Lands' evaluation against the criteria is summarized in the table below, by criteria category. Please refer to the appendix for full details on the evaluation, including the score received for each criteria, and the considerations that informed that scoring.

Table 6 Evaluation Results - Highway 11 West Lands

Criteria Category	Points
Location & Property	63.00
Land Use & Planning Framework	15.25
Capital Costs	36.00
Total	114.25

Key advantages of the Highway 118 West Lands include:

- The property is generally flat with good proportions, which allows for efficient site planning and adherence to CSA standards;
- General alignment with the land use planning framework;
- No obvious environmental concerns based on a review of the available information; and
- The creek that runs through the site and the wooded areas could contribute to the experience of accessing healthcare (e.g., by orienting in-patient uses towards natural features).

Key disadvantages of the Highway 118 West Lands include:

- The property is not in close proximity to Highway 11. Accessing the property from most directions requires traveling through a busy part of town (Balls Flats commercial area), which creates a barrier to access particularly for emergency service providers;
- Despite general alignment with the land use planning framework, the West Bracebridge Residential land use designation which applies

to the site is intended to play an important role in the development of housing stock in the future. While community services such as hospitals are permitted within this land use designation, development of the site as a hospital would remove 79 acres from the Town's residential land supply;

- Upgrades to provide access to the property would include two driveways from Highway 118, including two bridges across the creek, as the portion of the property north of the creek is not large enough to accommodate a hospital. An extension of Salmon Avenue, also bridging the creek, would also be required to provide access to the property;
- High land cost, based on a land appraisal.

Please refer to the appendix for full details.

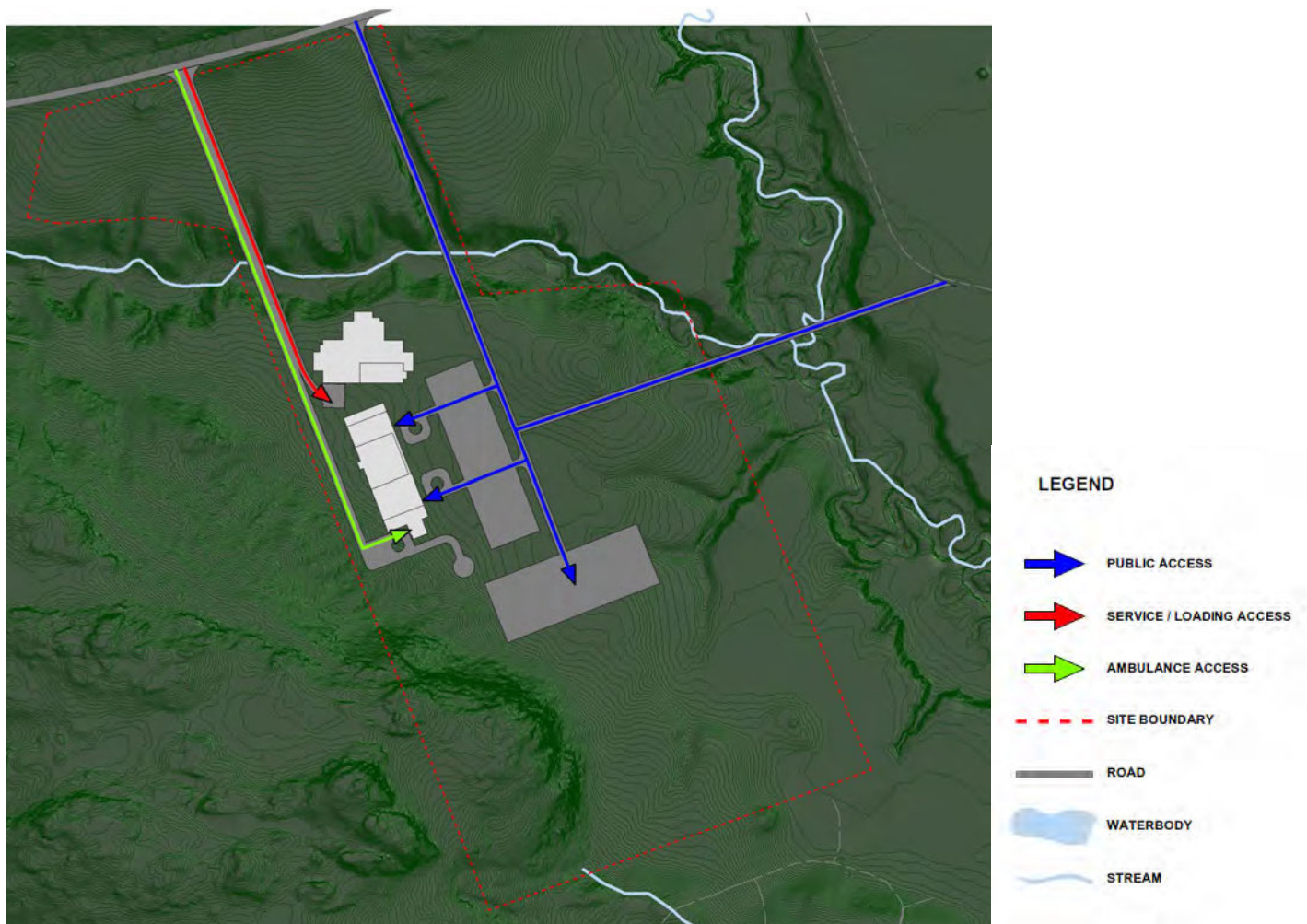


Figure 3 Highway 118 West Lands Hospital Test Fit

5.6 709 Ecclestone Drive

Property Description

709 Ecclestone Drive is located immediately north of the Highway 11 / Highway 118 interchange. It is generally rectangular in shape, with approximately 320 metres of frontage along Ecclestone Drive; the property currently has no other point of access.

The property is largely wooded, apart from the transmission corridor that runs diagonally across the property, and the northwest corner of the property, which is occupied by a two-storey building, an accessory building, and open space. A small stream and water body are located at the top half of the property. The property is zoned *General Industrial*. The property to the east has restricted road access and could present an opportunity for the co-location of complementary uses.

Hospital Test-Fit

The hospital test-fit illustrates the SMMH on the southern half of the property, adjacent to the Highway 11 / Highway 118 interchange; parking areas are located between the hospital and the highway and the southbound off-ramp. Public access, ambulance access, and access to servicing and loading areas would all be provided from two entry points from Ecclestone Drive. The site context and surrounding network of streets do not allow a connection from a different roadway.

Summary of 709 Ecclestone Drive Evaluation Results & Discussion

The 709 Ecclestone Drive's evaluation against the criteria is summarized in the table below, by criteria category. Please refer to the appendix for full details on the evaluation, including the score received for each criteria, and the considerations that informed that scoring.

Table 7 Evaluation Results - 709 Ecclestone Drive

Criteria Category	Points
Location & Property	44.00
Land Use & Planning Framework	10.74
Capital Costs	32.26
Total	87.01

Key advantages of the property at 709 Ecclestone Drive include:

- Location along Highway 11, which makes it highly accessible to emergency service providers and visitors to the hospital arriving by private vehicle; No obvious environmental concerns based on available information; and
- Relatively low land cost based on land appraisal.

Key disadvantages of the property at 709 Ecclestone Drive include:

- The Official Plan / Zoning By-Law permit industrial uses that may not be compatible with the hospital use and do not permit certain uses that would contribute to a "campus of care";
- Significant work and coordination would be required for hydro-servicing;
- Property is likely to have archaeological potential based on presence of a watercourse within the site and historic homesteads and roadways in the surrounding area;
- The property is likely to have archaeological potentially related to the watercourse that runs

through the property and proximity to two historic homesteads and a historic roadway;

- The property's location within Bracebridge and surrounding context results in relatively low accessibility for pedestrians and cyclists; and
- The property's location within the existing network of roads does not allow for a second point of access.

Please refer to the appendix for full details.

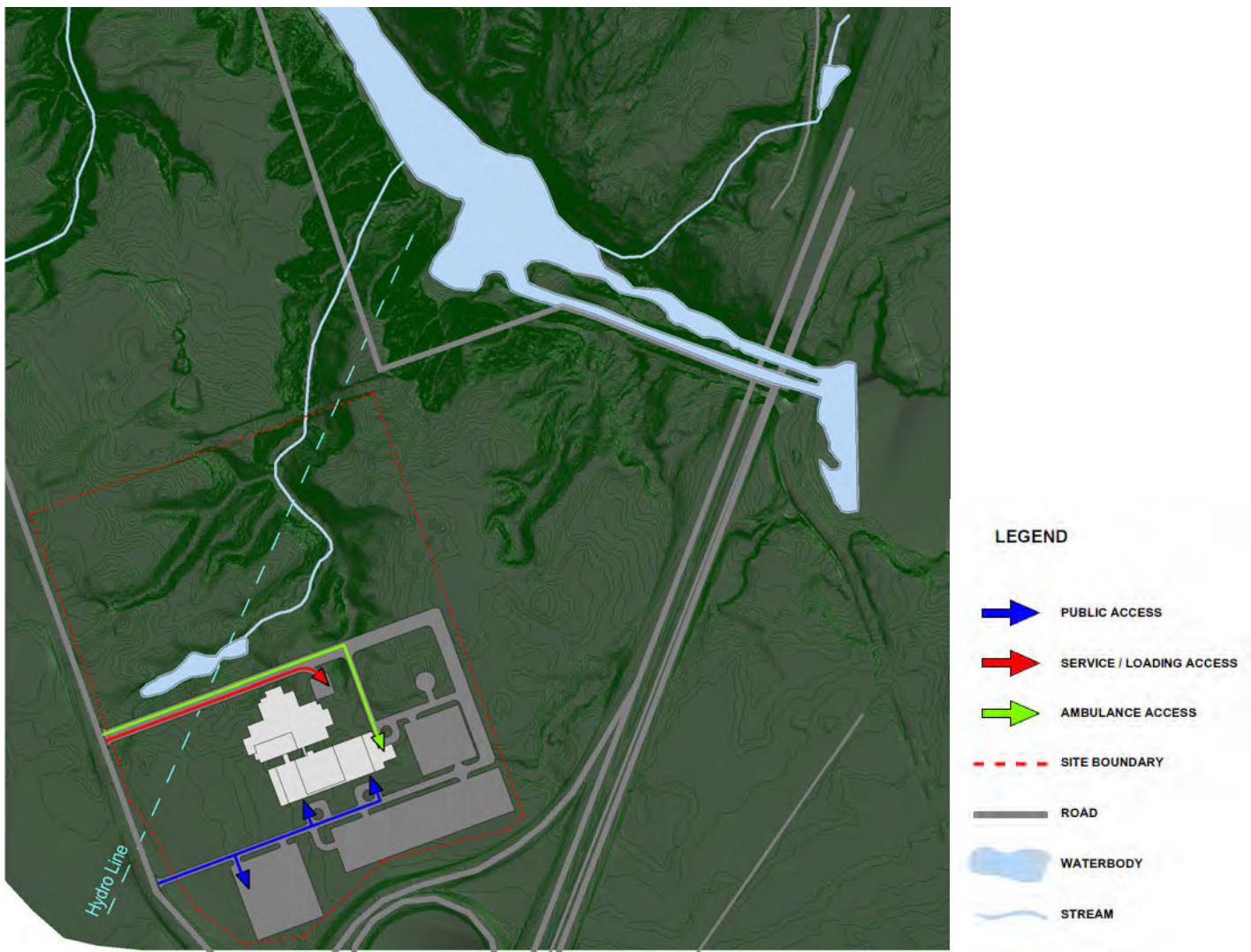


Figure 4 709 Ecclestone Drive Hospital Test Fit

5.7 28-72 Kirkhill Drive

Property Description

28-72 Kirkhill Drive comprises 14 separate parcels fronting the partially constructed Kirkhill Drive. The parcels form part of a semi-developed commercial-industrial business park located along Ecclestone Drive between Muskoka Beach Road and the Highway 11 / Highway 118 interchange. The property currently only has vehicular access from Kirkhill Drive, which connects to Ecclestone Drive. Some of the parcels back onto the rail corridor, which at this location runs generally parallel to Ecclestone Drive. Together, the parcels total approximately 42 acres. The property is irregular in shape, in part due to its shared boundary with lands to the north, east, and south along the Muskoka River, which are zoned *Environmental Protection 1*. The property itself is zoned *Business Park Industrial*.

Hospital Test-Fit

The hospital test-fit illustrates the new SMMH centrally located within the property. Public access, ambulance access, and access to servicing and loading areas is taken from Kirkhill Drive as it enters the site; this site plan assumes the portion of Kirkhill Drive within the property that is currently under construction would be removed to allow for a functional layout of the facility. A second point of access to the hospital site is not anticipated to be possible given the CN rail corridor which separates the lands from Ecclestone Drive, and the challenges associated with securing new grade crossings; furthermore. As the properties back on a natural area and Muskoka River, there are no alternate approaches to providing a second point of entry.

Summary of 28-72 Kirkhill Drive Evaluation Results & Discussion

28-72 Kirkhill Drive's evaluation against the criteria is summarized in the table below, by criteria category. Please refer to the appendix for full details on the evaluation, including the score received for each criteria, and the considerations that informed that scoring.

Table 8 Evaluation Results - 28-72 Kirkhill Drive

Criteria Category	Points
Location & Property	34.50
Land Use & Planning Framework	9.75
Capital Costs	30.00
Total	74.25

Key advantages of the property at 28-72 Kirkhill Drive include:

- An existing Stage 1 Archaeological Assessment recommends no further investigation; and
- Location along Highway 11, which makes it highly accessible to emergency service providers and visitors to the hospital arriving by private vehicle.

Key disadvantages of the property at 28-72 Kirkhill Drive include:

- The Official Plan / Zoning By-Law permit industrial uses that may not be compatible with the hospital use and do not permit certain uses that would contribute to a “campus of care”;
- Significant work and coordination would be required for hydro-servicing;
- The property's location within the existing network of roads, the presence of the rail corridor and Muskoka River result in a second point of access to the hospital being highly unfeasible. More specifically, securing a grade crossing to provide a point of access directly from Ecclestone Drive is highly improbable;

- Site preparation would be complicated and made costly by the need for major earthworks and addressing power lines that bisect the property;
- Irregular property boundary (adjacent to Environmental Protection designation) limits the extent of the area that can be developed; and
- High land cost based on the landowner's expectation for sale price.

Please refer to the appendix for full details.

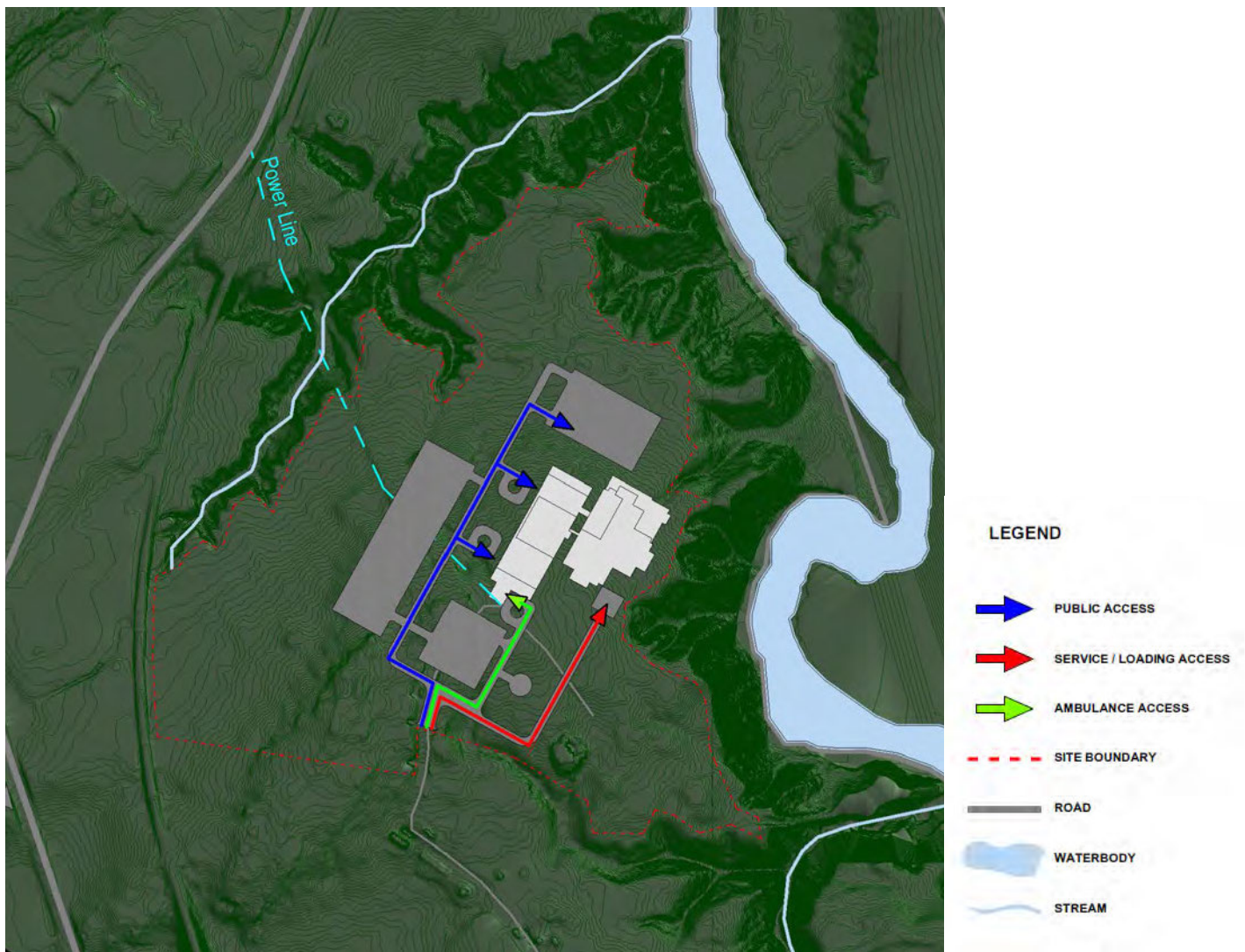


Figure 5 28-72 Kirkhill Drive Hospital Test Fit

5.8 Comparison of Evaluation Results & Summary

The following table compares the evaluation results of the five potential properties being considered.

Table 9 Comparison of Evaluation Results

Criteria Category	300 Pine Street	1975 Muskoka Beach Road	Highway 118 West Lands	709 Ecclestone Drive	28-72 Kirkhill Drive
Location & Property	58.25	63.25	63.00	44.00	34.50
Land Use & Planning Framework	19.75	18.50	15.25	10.74	9.75
Capital Costs	40.50	49.80	36.00	32.26	30.00
Total	119.00	131.55	114.25	87.01	74.25

As previously noted, there are two aspects of the evaluation that are ongoing. First, NavCanada is reviewing the hospital test-fits for all five sites to confirm whether there is any potential impact related to Muskoka Airport operations. Second, the Town of Bracebridge and Muskoka District are modeling the servicing requirements for the top three performing locations.

Based on the project team’s initial conversations with Muskoka Airport and NavCanada, as well as Stantec’s high-level assessment of the servicing challenges for each property, it is anticipated that the outcome of this work will validate and confirm these results rather than impact the overall scoring and placement in a significant way.

[REDACTED]

[REDACTED]

6.0 Conclusions & Next Steps

In this report, five potential locations/properties were evaluated against a range of planning considerations and technical matters to determine their relative suitability for a large-scale health care facility. As previously noted, discussions between the project team and NavCanada, Transport Canada, and Muskoka Airport are ongoing to better understand matters of compatibility between the proposed hospital and Muskoka Airport, including impacts on airport operations, noise impacts on the hospital, and noise impacts on other land uses that would be desirable near a healthcare facility. While all five properties are being evaluated in this regard, three of the potential properties being evaluated may be impacted by this adjacency to varying degrees: 1975 Muskoka Beach Road; 709 Ecclestone Drive; and 28-72 Kirkhill Drive.

Preferred Property

Based on these results, the property at 1975 Muskoka Beach Road is the highest evaluated property and is considered the preferred property for the new SMMH. As previously noted in Section 5.4, the property's key advantages include:

- Its location near Highway 11, which affords a high level of accessibility;
- Good proportions and flat topography, which would allow for efficient site planning and adherence to CSA standards;
- Land available in the surrounding area that could accommodate complementary uses;
- The surrounding context of roads, which provides for good access with relatively minimal upgrades required;
- A relatively low land cost;
- No obvious environmental contamination concerns; and
- Overall alignment with the land use planning framework.

Initial conversations with NavCanada and Muskoka Airport suggest that there would be no issue with a new hospital at 1975 Muskoka Beach Road in regards to impacts on airport operations, further review is required to confirm.



The properties at 709 Ecclestone Drive and 28-72 Kirkhill Drive received scores significantly below 1975 Muskoka Beach Road and are not recommended for further consideration.

Next Steps

These locations/properties were evaluated based on a high-level understanding and assessment of their strengths, challenges, and risks, based on the available information. This includes a high-level assessment of challenges associated with servicing each of the properties. As an immediate next step, it is recommended that MAHC continue to engage the Town of Bracebridge and Muskoka District and their third-party consultant to model municipal servicing demands to understand the nature and extent of upgrading that would be required for a hospital at the preferred location. Cost estimates for required infrastructure upgrades can then be prepared based on unit prices provided by the District. This modeling will also be undertaken for 300 Pine Street and the Highway 118 West Lands in the event that, through the due diligence tasks recommended below for 1975 Muskoka Beach Road, one of those two sites becomes a more favourable alternative.

Further due diligence must be undertaken to confirm that a hospital can be developed, or developed in a feasible manner, on the preferred location/property. Specifically, it is recommended that MAHC undertake the following:

- Prepare a site plan for the preferred site to understand in more detail how a hospital would be laid out of the preferred site;
- Retain a licensed surveyor to prepare topographical and legal surveys for the preferred property;
- Retain a qualified professional to conduct Phase 1 & 2 Environmental Site Assessments to better understand the environmental history of the property and any potential remediation that might be required. The environmental condition of the property or the cost associated with environmental remediation, if determined to be necessary, could result in another of the evaluated properties becoming the preferred option.
- Retain an archaeologist to complete a Phase 1 Archaeological Assessment to ascertain the potential for the presence of archaeological resources. If it is determined that there is potential for archaeological sites on the property, further investigation would be required (e.g., a survey of the land to identify archaeological resources) and to determine the approach to conserving archaeological sites and mitigating the impacts of development, if necessary.
- Retain a heritage professional to prepare a Heritage Impact Assessment to provide an understanding of any cultural heritage value associated with the preferred property and surrounding area;
- Retain an engineer to prepare a geotechnical report to assess the soil and bedrock composition to determine its structural stability and its ability accommodate development;
- Retain an engineer to prepare a hydrogeological study to review the subsurface hydrologic and geologic conditions of the preferred property;
- Retain a transportation engineer to prepare a Traffic Impact Study to identify the transportation impacts of a hospital at this location and to

determine any infrastructure improvements or service upgrades that might be required;

- Retain an engineer to undertake and Infrastructure Report, which should be complete with a conceptual civic design;
- Retain an acoustical engineer to undertake an Noise Study to understand any potential limitations on the hospital use on the preferred property, as well as any limitations on complementary uses in the surrounding area;
- Prepare a costing estimate;



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Appendix

Appendix A - Ministry's Site Search Capital Planning Bulletin Criteria

Appendix A - Ministry's Site Search Capital Planning Bulletin Criteria

Site Search and Selection (page 5 of Capital Planning Bulletin):

“Before entering into a site search, the HSP is encouraged to discuss with their LHIN and ministry Capital resource contact site search considerations. Areas of discussion may include, but are not limited to:

- Lease vs purchase options (pros and cons)
- Potential for co-locations integrations with existing health service provider organizations (currently or planning to locate in same geographic area and serving like populations)
- Alignment of the overall size of the space considered with total space approved for the capital project by the ministry
- Alignment with ministry “Growth Plan for the Greater Golden Horseshoe” for those organizations planning to locate within one of the identified urban growth centers and alignment with the principles of the growth plan for those outside those areas (more information can be obtained at www.placestogrow.ca.)
- Service and amenity requirements ☐ Access to parking, public transportation, bicycle and walking for clients and staff ☐ Market conditions/market value

Site conditions e.g. environmental issues such as soil conditions, contamination, flooding, seismic issues

- The geographic range of the survey to capture all properties available for evaluation
- Potential of the site for future growth (options on adjacent spaces, master plan growth options. etc.)
- For leasing of structure and/or site:
 - The minimum lease period term (duration, renewal, lease cost escalation, etc.) based on the ministry guidelines
 - Landlord portfolio review and evaluation (references, experiences with other HSPs, etc.)
 - Ranking of preferred sites
- For purchase of structure and/or site
 - Property evaluations, assessments and the ranking of preferred sites
 - Assessment of current “state of property” and what costs the seller will assume in preparing the land and/or property for sale
 - Ownership model (e.g. sole ownership, condo, partnership (shared ownership) etc.)”

Appendix B - List of Figures in Report

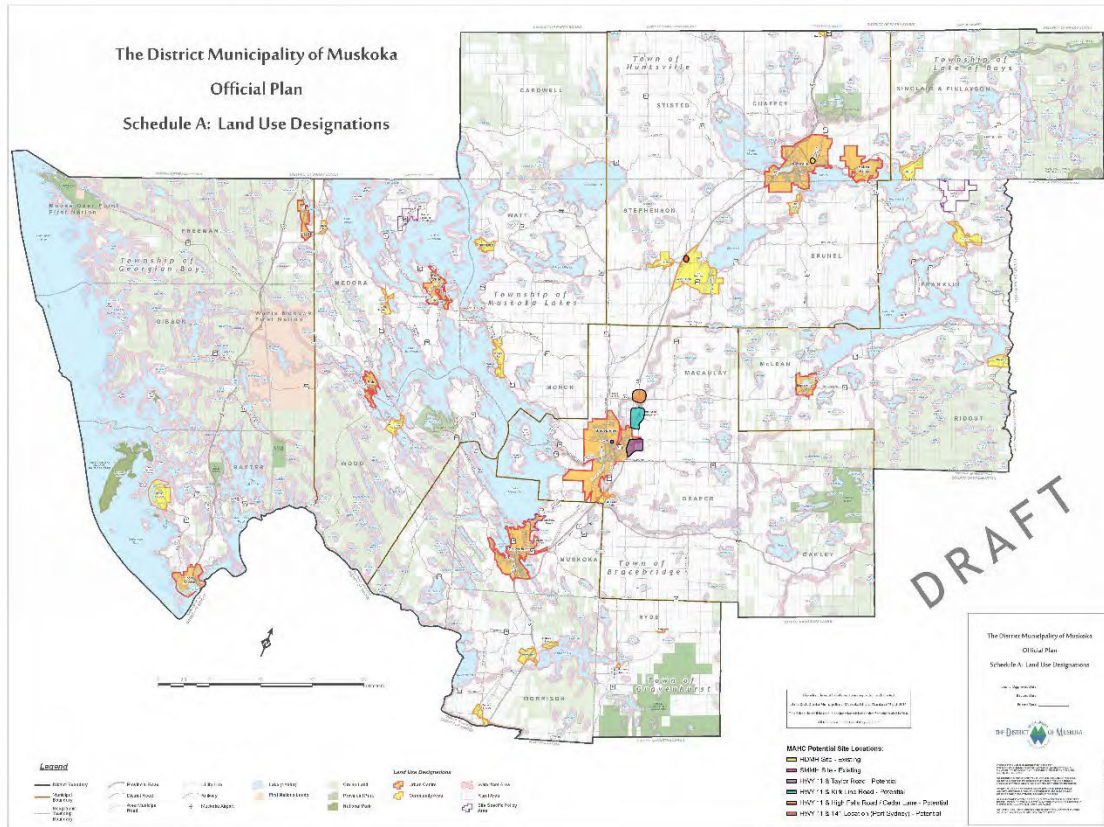


Figure 1

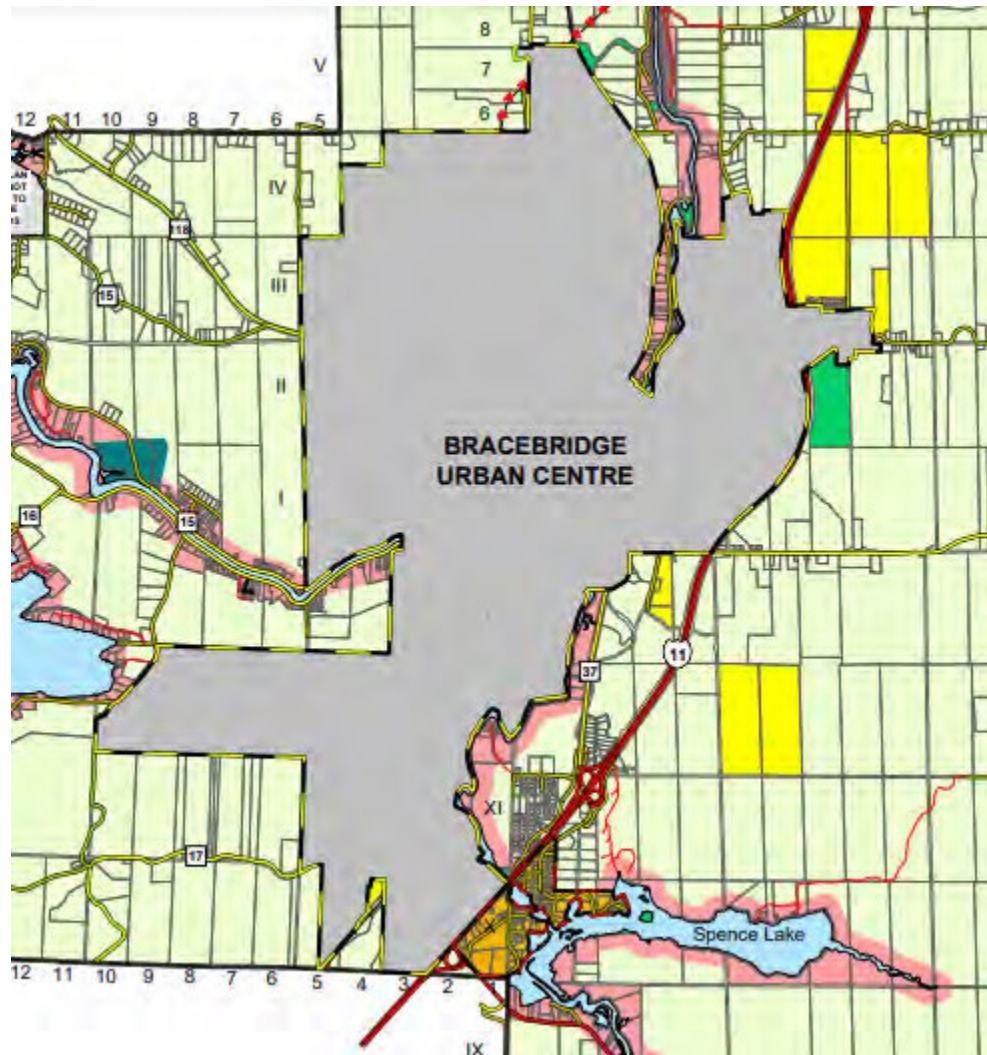


Figure 3: Excerpt from District Official Plan Schedule A - Urban Centre Boundary

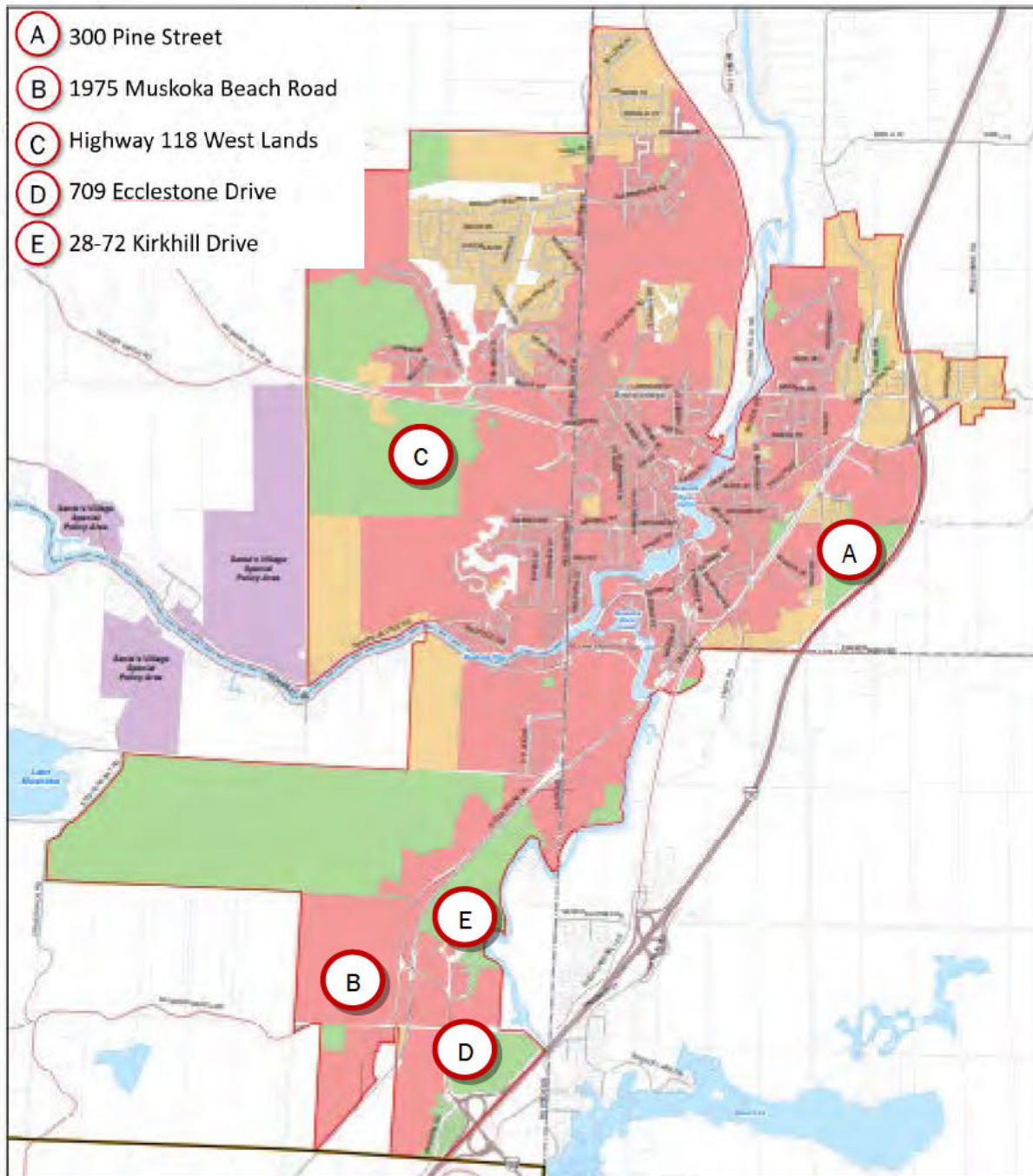


Figure 4: Excerpt from Official Plan Schedule B - Urban Service Areas

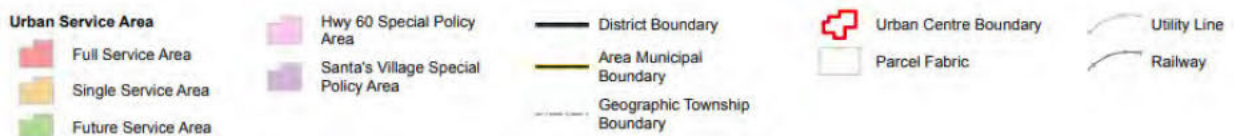


Figure 5: Excerpt from District Official Plan Schedule F - Transportation

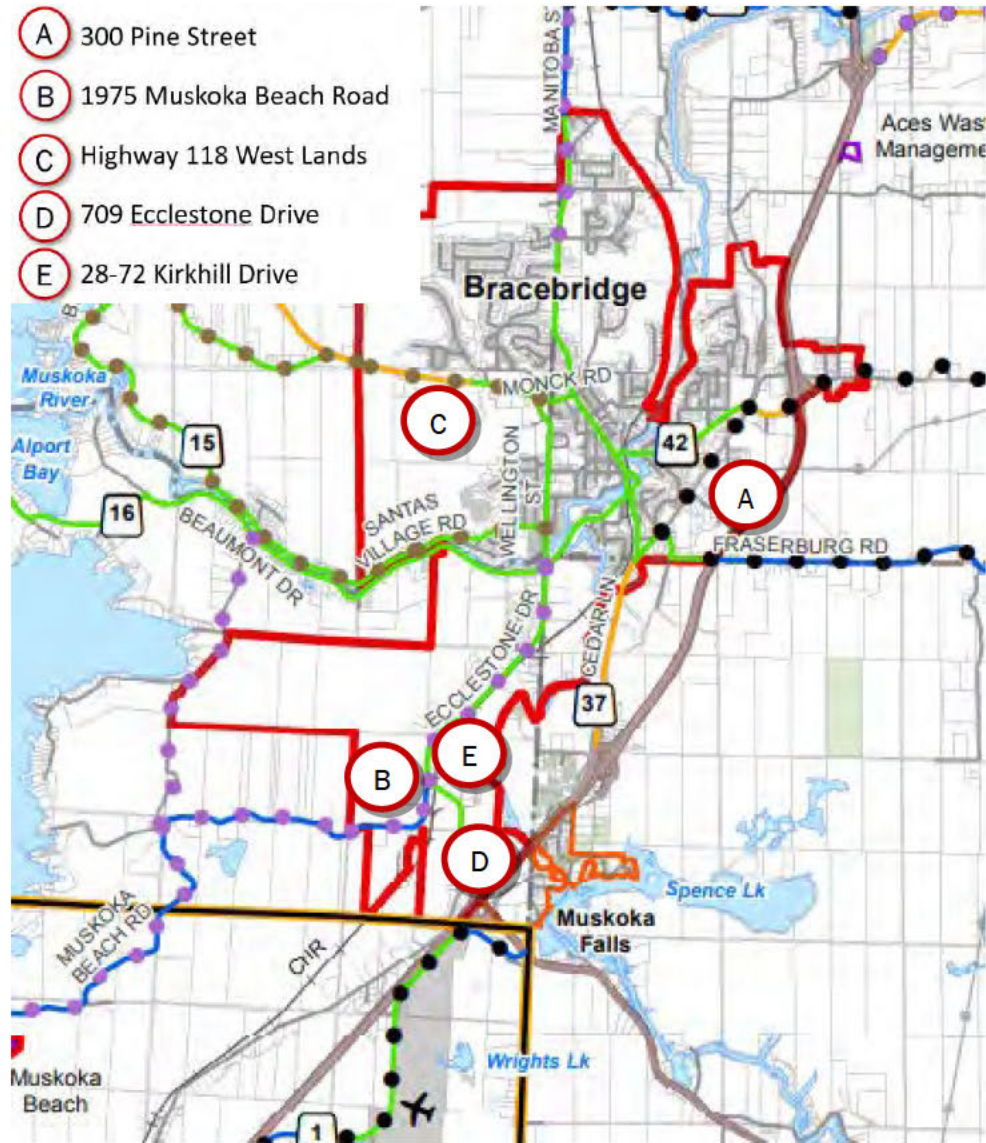
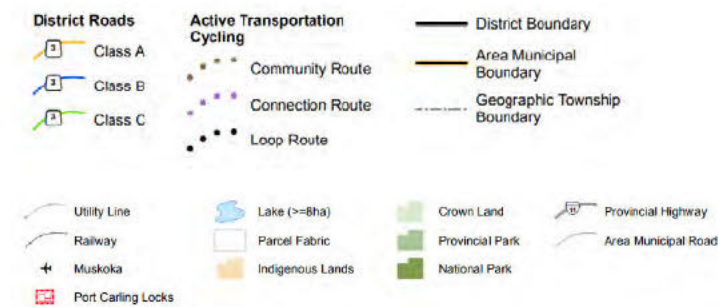


Figure 6: Excerpt from District Official Plan Schedule F - Transportation



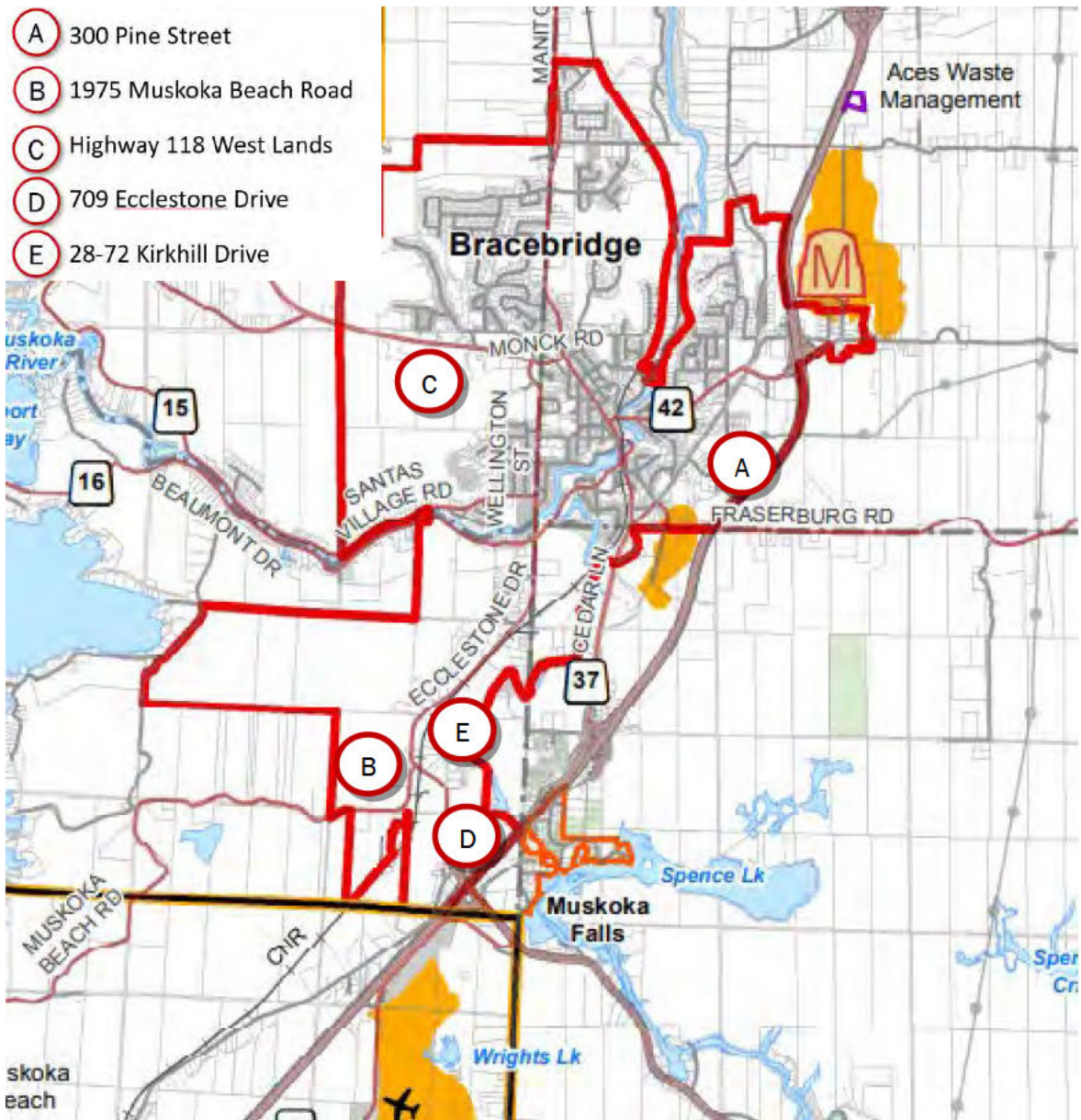
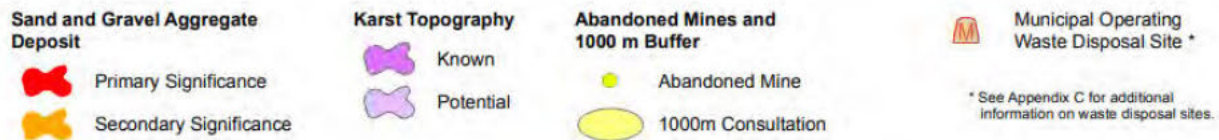


Figure 7: Excerpts from District Official Plan Schedule E1 - Mineral Aggregate Resources



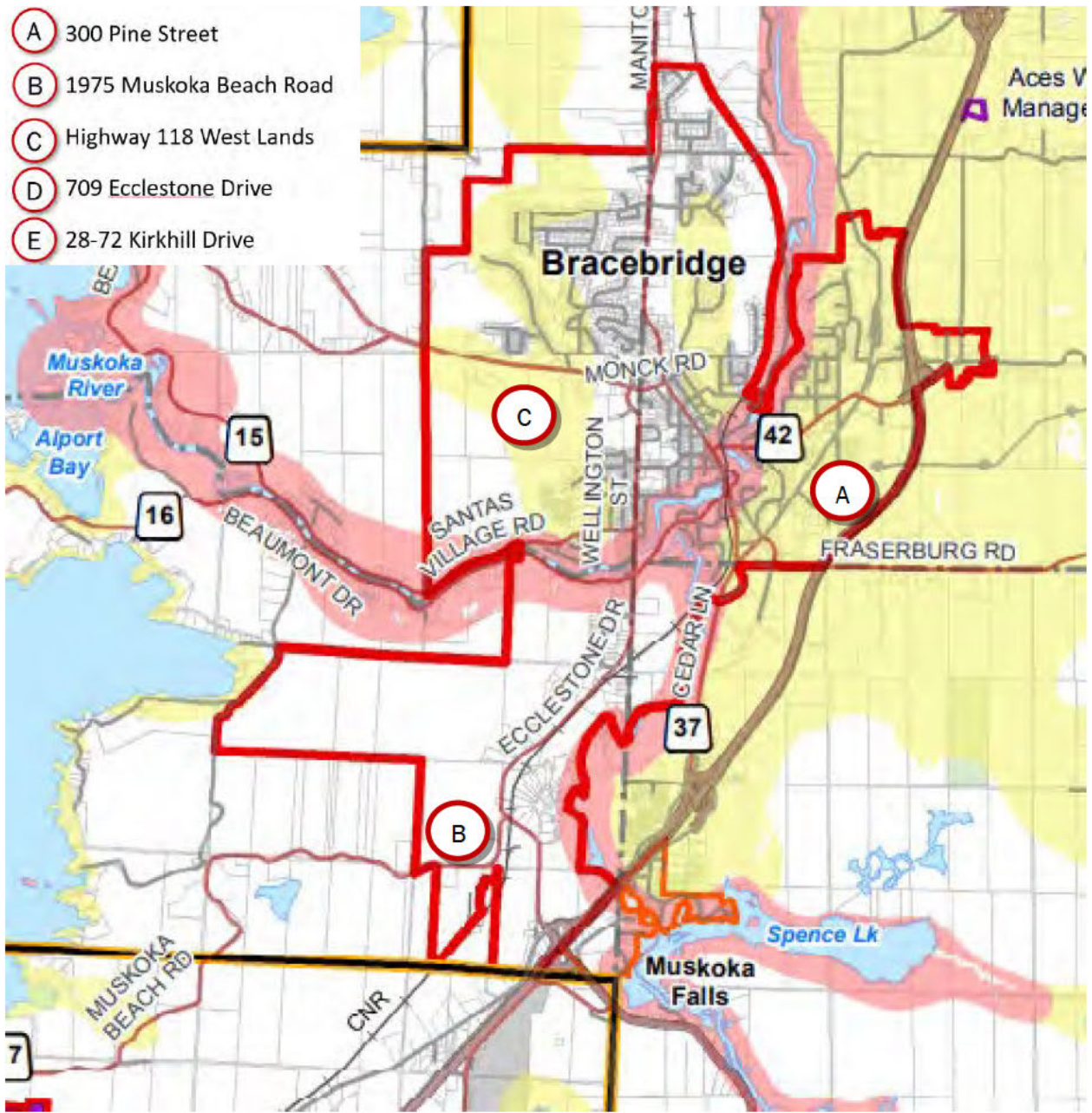


Figure 8: Excerpt from Official Plan Schedule G - Archaeological Resource Potential



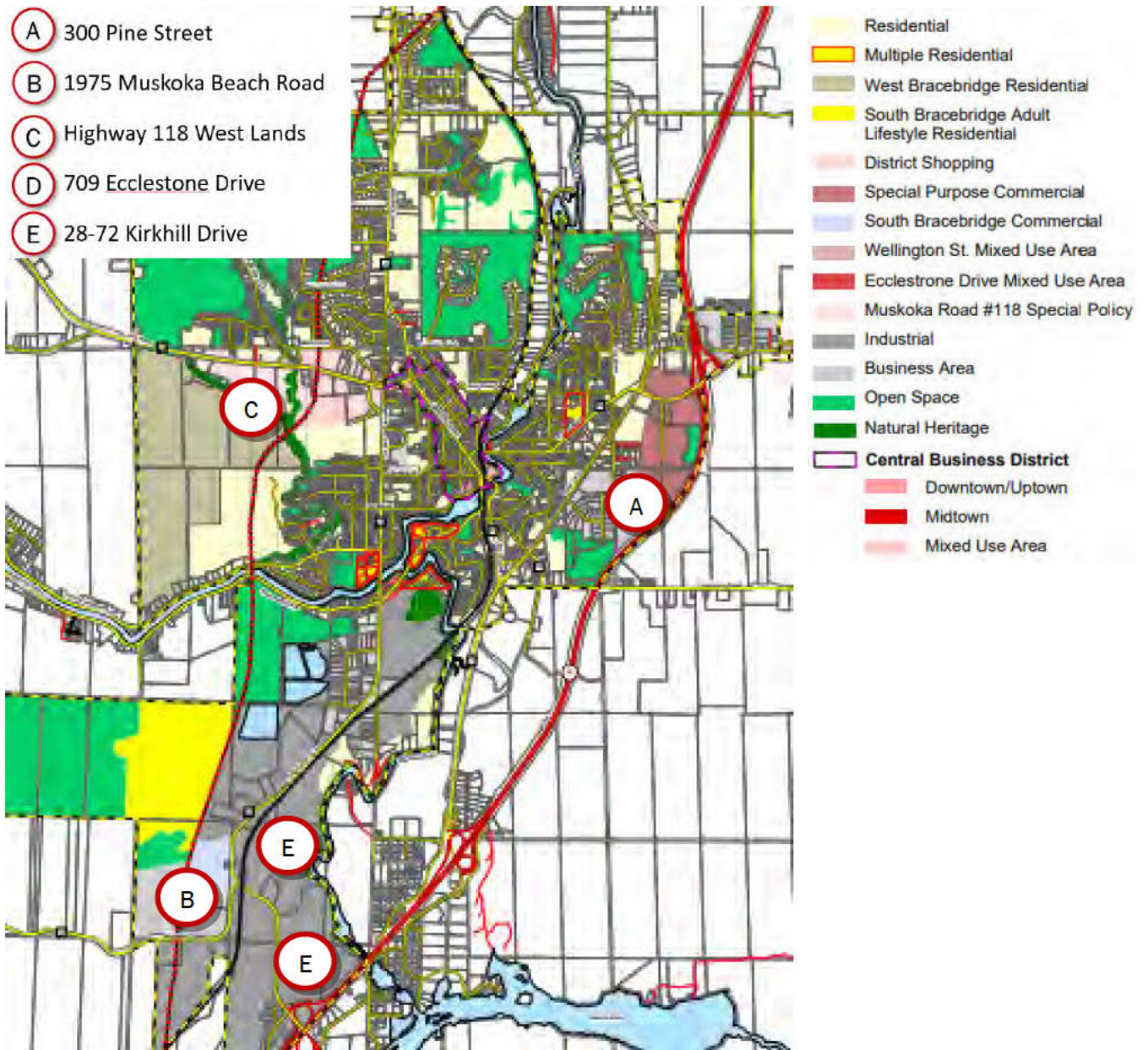


Figure 9: Excerpt from Town of Bracebridge Official Plan Schedule B - Land Use Map

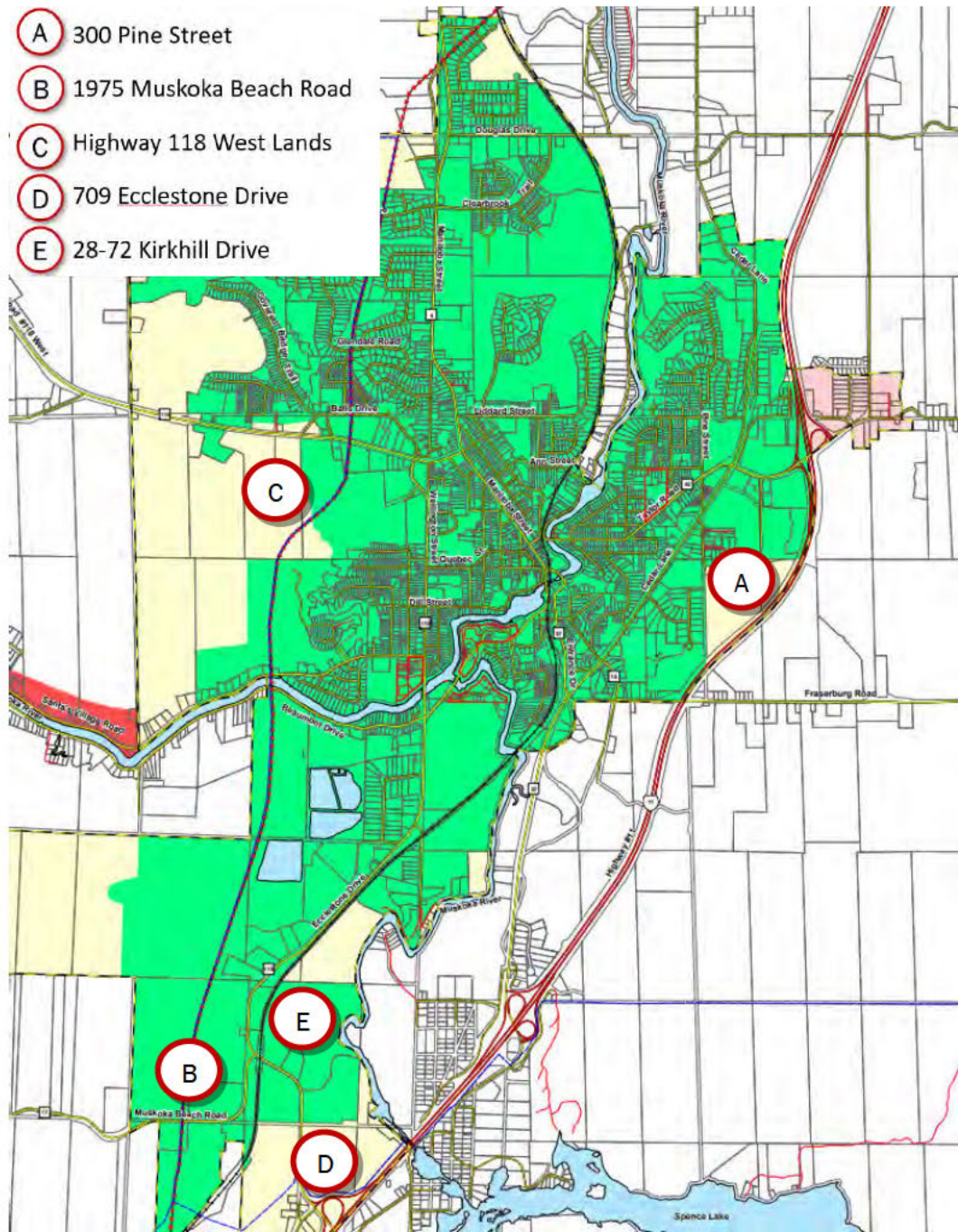


Figure 10: Excerpt from Town of Bracebridge Official Plan Schedule D - Service Areas

- Existing Service Area
- Future Service Area
- Taylor Court Business Park Single Service Area
- Santa's Village Road and Stephens Bay Road Single Service Area

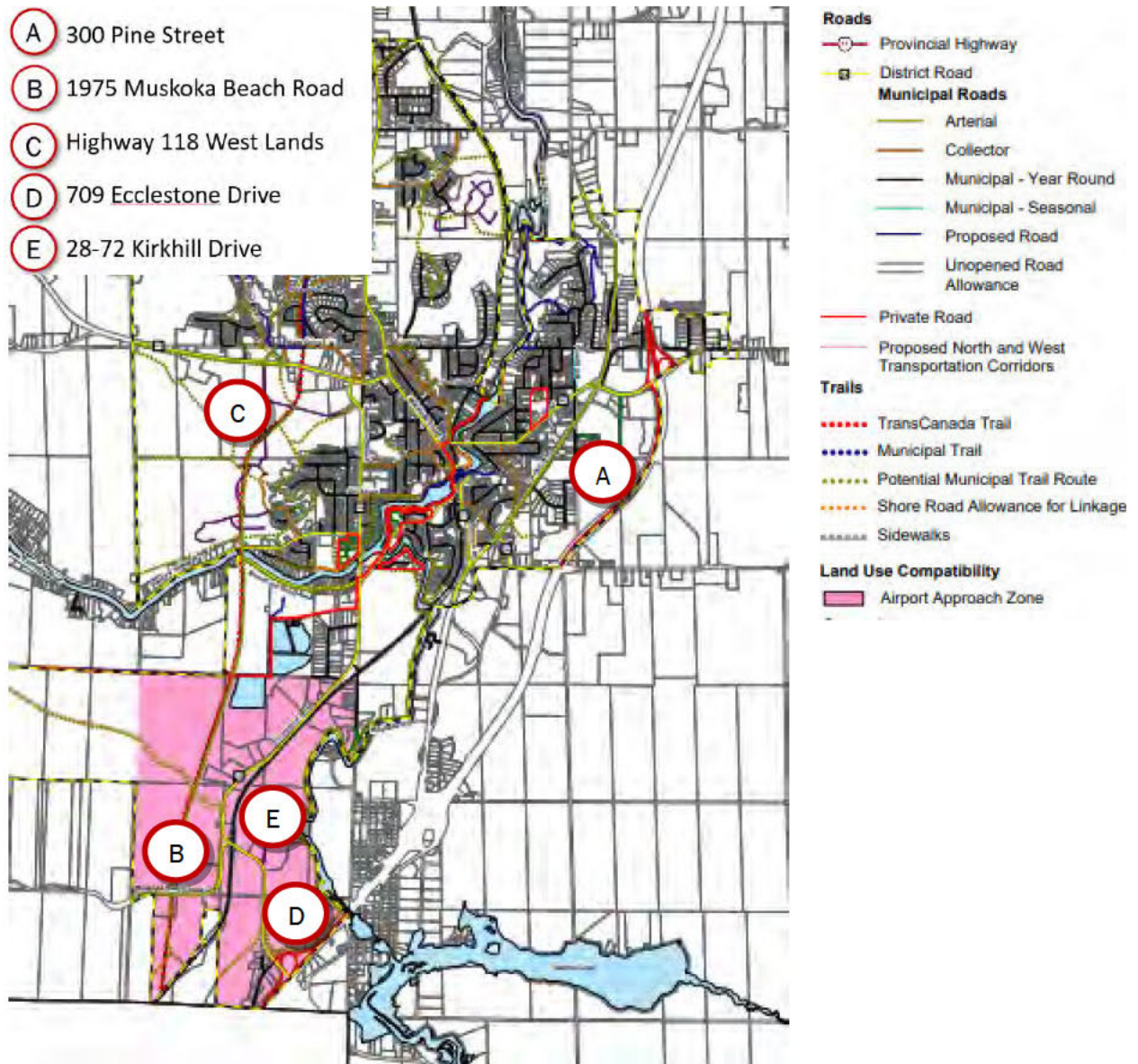


Figure 11: Excerpt from Town of Bracebridge Official Plan Schedule C1 - Transportation Plan

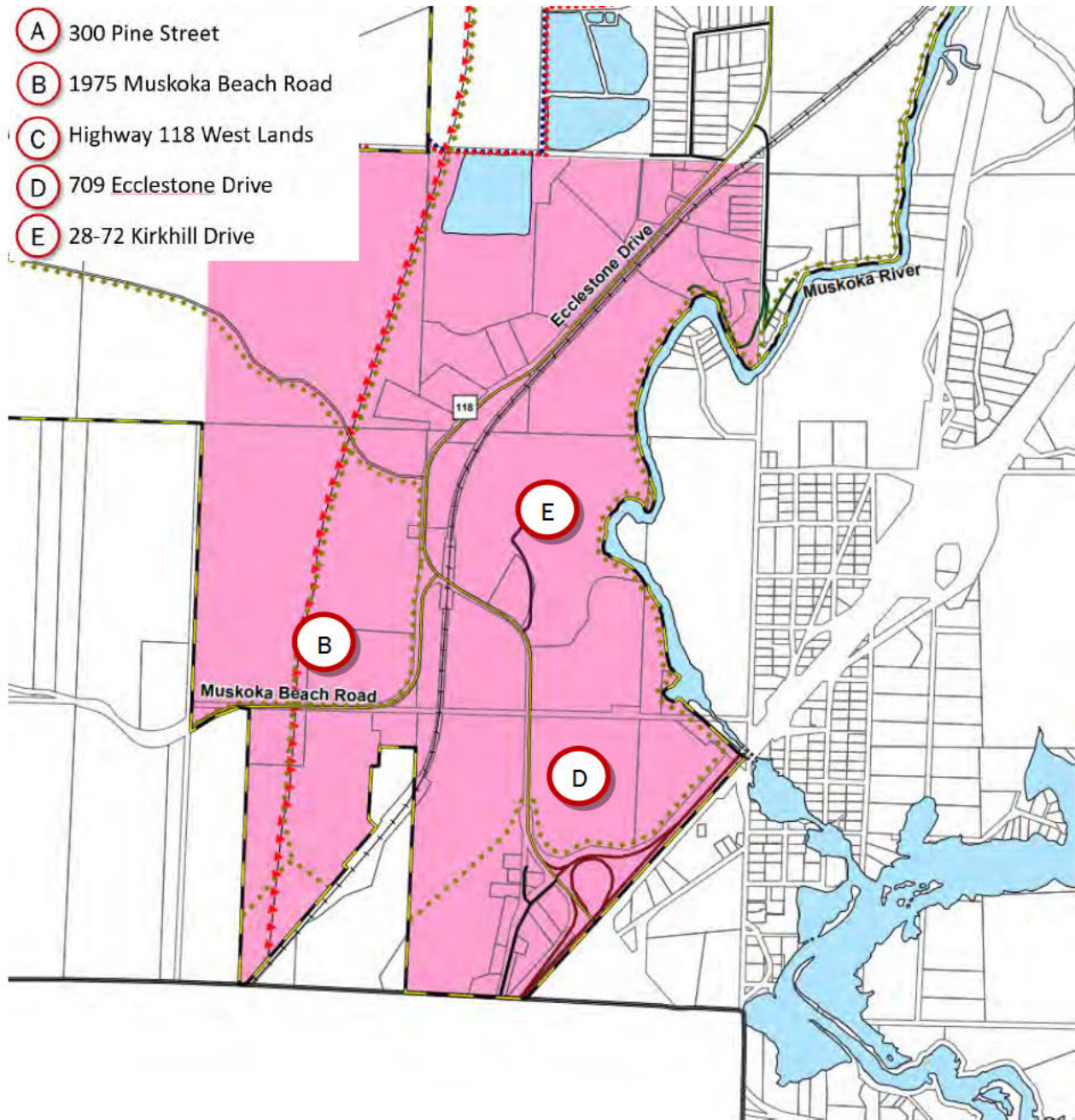


Figure 12: Excerpt from Town of Bracebridge Official Plan Schedule C2 - Transportation

Land Use Compatibility

Airport Approach Zone

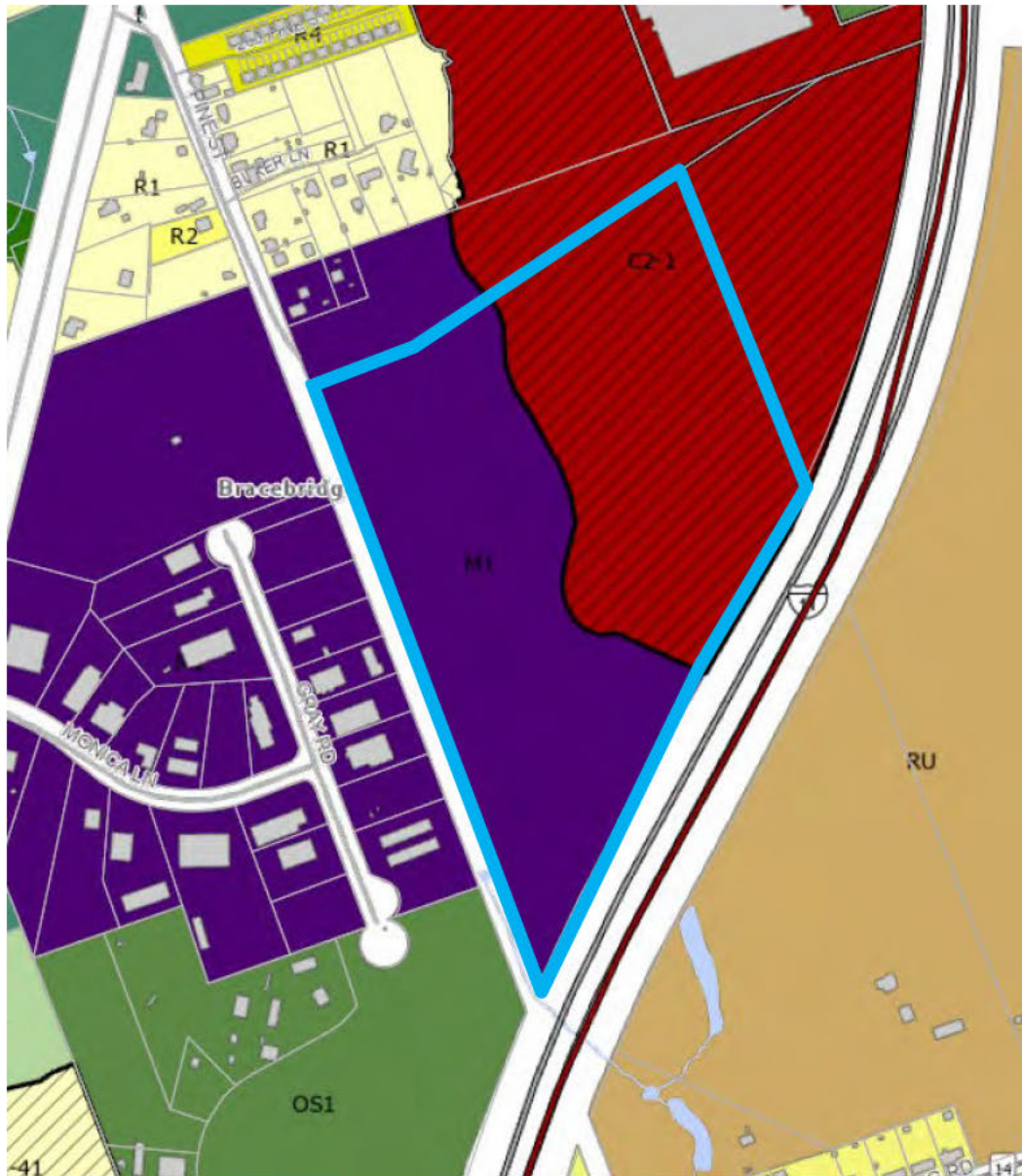


Figure 13: Excerpt of Town of Bracebridge Zoning By-Law for 300 Pine Street



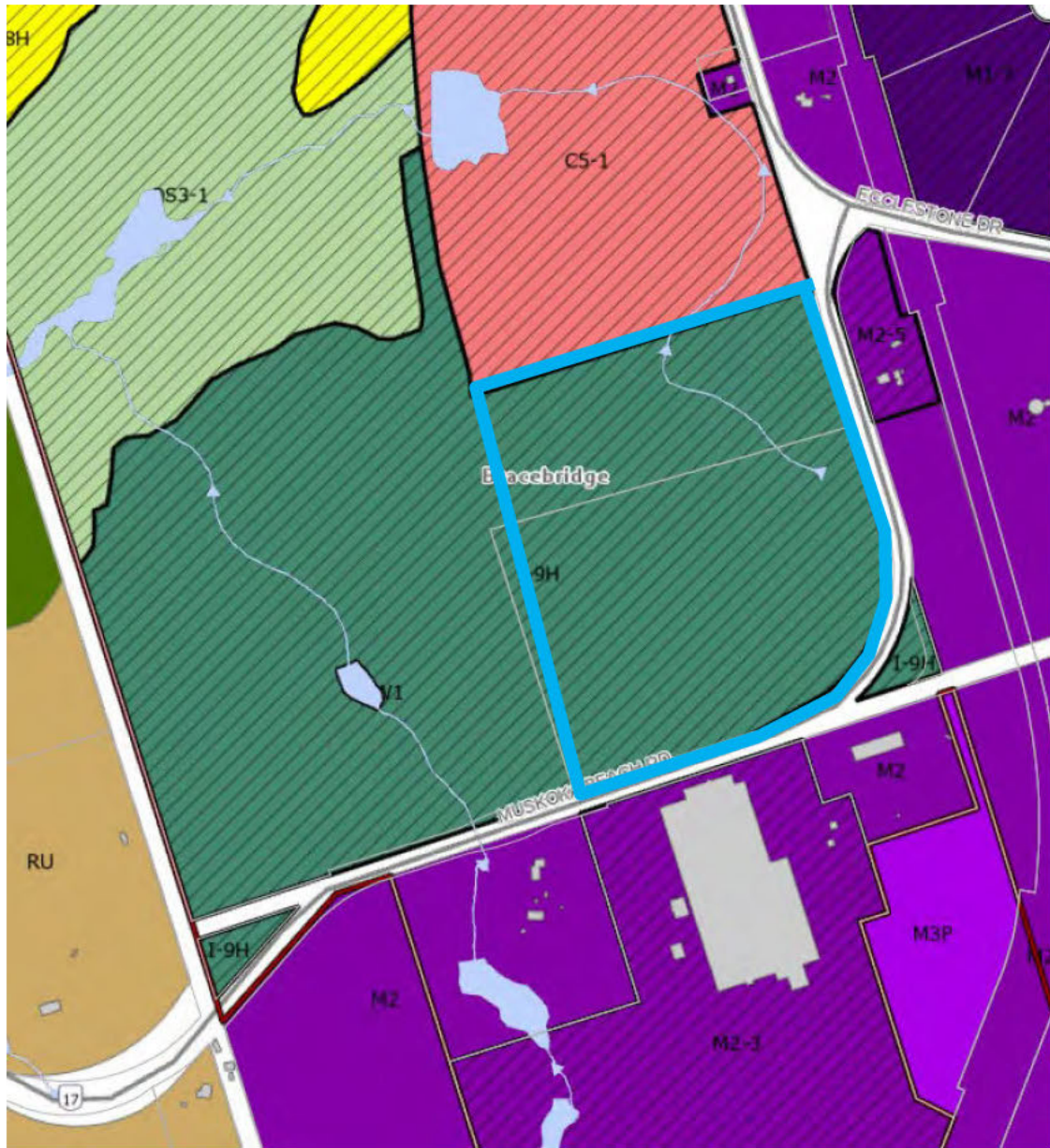


Figure 14: Excerpt from Town of Bracebridge Zoning By-Law for 1975 Muskoka Beach Road



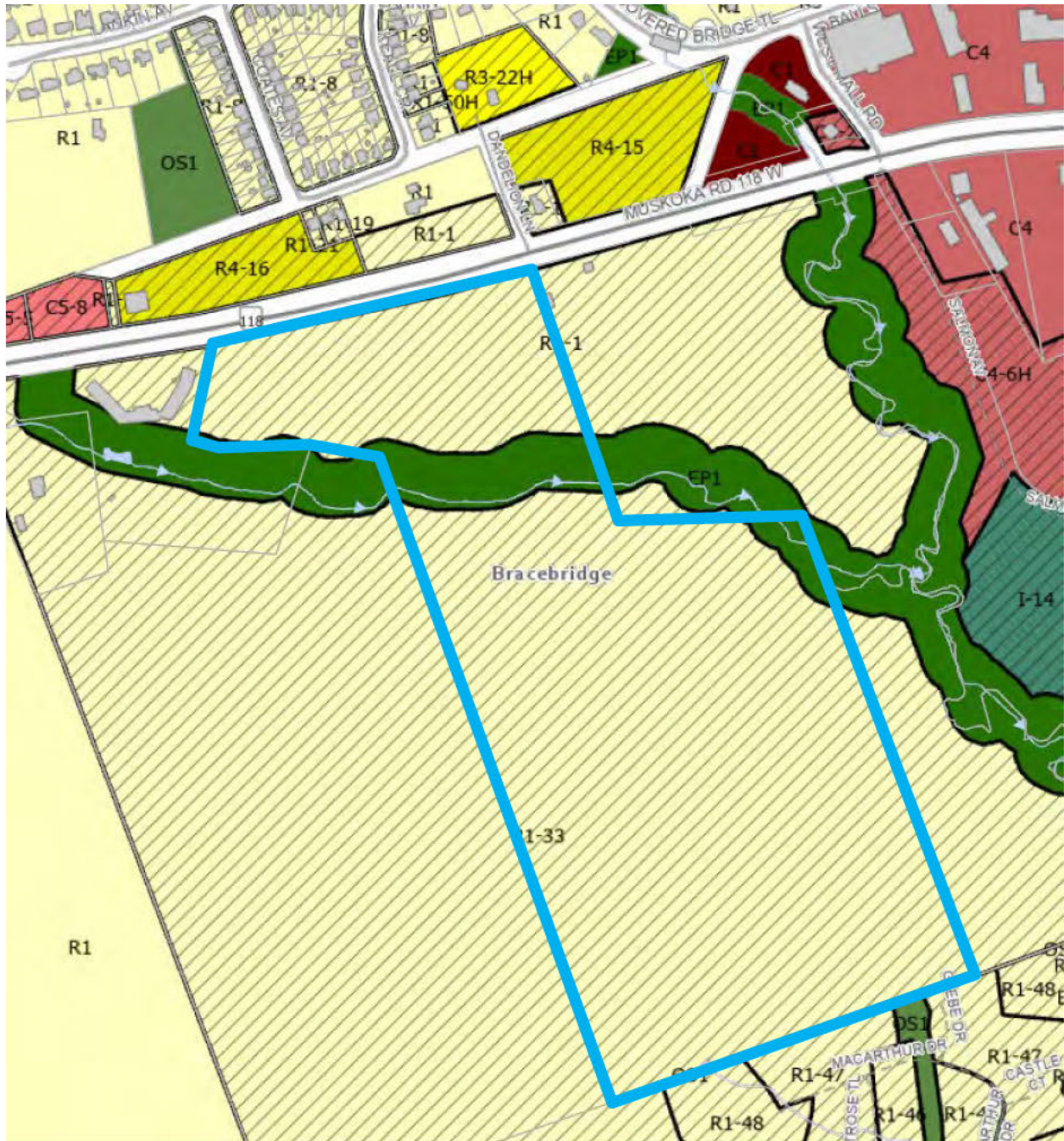


Figure 15: Excerpt from Town of Bracebridge Zoning By-Law for Highway 118 West Lands





Figure 16: Excerpt from Town of Bracebridge Zoning By-Law for 709 Ecclestone Drive



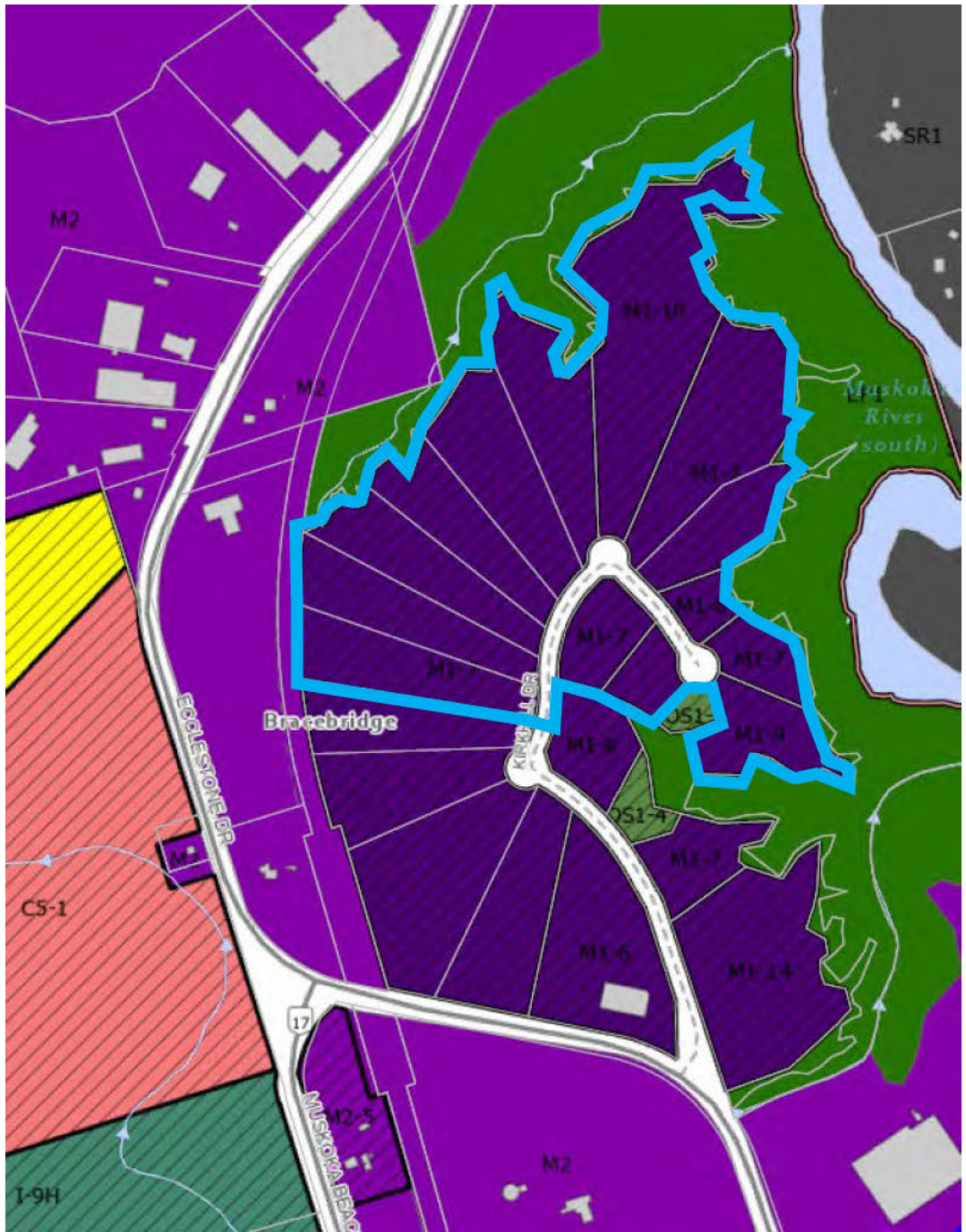
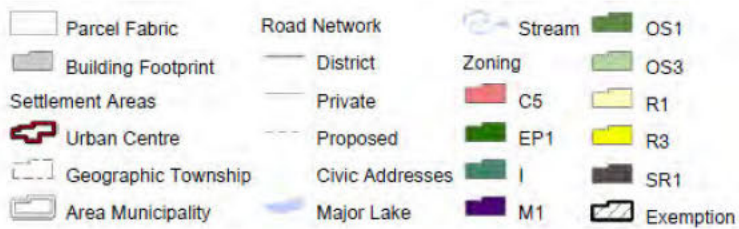


Figure 17: Excerpt from Town of Bracebridge Zoning By-Law for 28-72 Kirkhill Drive



Appendix C - List of Reports, Policy and By-laws Referenced in Report

Appendix C - List of Reports

Ministry's Site Search Capital Planning Bulletin

Master Program and Master Plan, 2013 (Revised February 2016, January 2016)

Land Use & Community Planning Analysis Report for Stage 1 Site Selection, 2018

The Planning Act, R.S.O. 1990, c.P. 13

Provincial Policy Statement 2020

The Official Plan of the District Municipality of Muskoka, 2019

The Town of Bracebridge Official Plan, 2013

Town of Bracebridge Zoning By-Law, 2016

CSZ 8000

Appendix D - List of Stakeholders

2022-10-28 MAHC Site Selection Stage 1.3

Preliminary Stakeholder List

Below is a preliminary list of Stakeholders we propose to engage through virtual one-on-one interviews and/or focus groups at the outset of the project.

The purpose of the engaging stakeholders is to introduce and provide an overview of the Stage 1.3 site selection process and to solicit input on the locational and site considerations that should factor into the decision-making process. Stakeholder input will help to inform the various criteria that will be used to evaluate the potential sites. We will work with MAHC and staff from Muskoka District and the Town of Bracebridge to further refine this list of stakeholders, identifying appropriate groups as needed. We have also included a list of stakeholders who will be engaged to assist with disseminating information to their membership or constituents. These stakeholders will also be invited to participate in subsequent in-person public engagement sessions.

Stakeholder engagements will begin with a focus on various groups from regional and local governments, regional and municipal departments and services, and Muskoka Area Indigenous Leadership Table (MAILT). To round out our initial stakeholder engagements, our team will seek to engage with MAHC affiliate groups and other community groups and associations.

We anticipate that some of the engagement sessions will be led by Urban Strategies, while in other instances it may be more appropriate for representatives from MAHC to lead the session. With input from MAHC, we will further refine this preliminary list to confirm roles, attendance, timing, and preparation required to ensure the stakeholder engagement process is appropriate.

We propose initiating stakeholder engagements the week of November 21st through to the first week of December. All stakeholders will be invited to the open house/public consultation events.

Table 1: List of Contacts for Virtual Stakeholder Meetings

Priority	Stakeholder(s)	Type of Engagement	Format/Venue	Attendees	Prep required
Indigenous Nations					
High	<p>Muskoka Area Indigenous Leadership Table (MAILT)</p> <p>Moose Deer Point Chief [REDACTED] [REDACTED] [REDACTED] Administrator</p> <p>Wahta Mohawk Territory Chief [REDACTED] [REDACTED] [REDACTED] Administrator [REDACTED] Acting Health Services Manager [REDACTED]</p>	Stakeholder Interview	Virtual	MAHC USI Stantec	<p>MAHC to connect with Indigenous liaison and provide directions</p> <p>USI to provide supporting materials such as, a presentation deck, as needed</p> <p>MAHC to send out meeting invitations and virtual links</p> <p>USI to note take</p>
Regional & Municipal Governments					
High	District Chair & Council of Muskoka District	Stakeholder Interview	Virtual	MAHC USI	<p>USI to prepare a presentation deck and invitations</p> <p>MAHC to send out invitation to contacts</p> <p>MAHC to send out meeting invitations and virtual links</p> <p>USI to facilitate session and note take</p>

High	Mayors of Bracebridge, Gravenhurst, Huntsville, Georgian Bay, Muskoka Lakes, and Lake of Bays	Political Leaders Forum (MAHC) on January 6	Virtual	MAHC USI	USI to prepare a presentation deck and invitations MAHC to send out invitation to contacts MAHC to send out meeting invitations and virtual links USI to facilitate session and note take
High	Town of Bracebridge Councillors	Council Sessions (Targeting January 17 and March 21)	Virtual	MAHC USI	USI to prepare a presentation deck and invitations MAHC to send out invitation to contacts MAHC to send out meeting invitations and virtual links USI to facilitate session and note take
Regional & Municipal Services or Departments					
High	Ontario Provincial Police Local Detachments (Huntsville, Bracebridge) Bracebridge OPP Inspector [REDACTED] [REDACTED] Detachment Commander [REDACTED] Huntsville OPP Staff Sergeant [REDACTED] [REDACTED]	Stakeholder Interview	Virtual	USI	MAHC to send out meeting invitations and virtual links USI to facilitate session and note take
High	Fire Services (Huntsville, Gravenhurst, Bracebridge)	Stakeholder Interview	Virtual	USI	MAHC to send out meeting invitations and virtual links

	<p>[REDACTED] Huntsville Fire Chief Fire.Chief@huntsville.ca; [REDACTED]</p> <p>Murray Medley, Bracebridge Fire Chief firechief@bracebridgefire.com</p> <p>[REDACTED] Gravenhurst Fire Chief fire@gravenhurst.ca; [REDACTED]</p>				USI to facilitate session and note take
High	<p>Muskoka Paramedic Services</p> <p>R'n'R Patient Transfer Services</p> <p>[REDACTED] Chief [REDACTED]</p> <p>[REDACTED] Acting Deputy Chief [REDACTED]</p>	Stakeholder Interview	Virtual	USI	<p>MAHC to send out meeting invitations and virtual links</p> <p>USI to facilitate session and note take</p>
High	<p>Muskoka Ambulance Communications Centre (dispatch)</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	Stakeholder Interview	Virtual	USI	<p>MAHC to send out meeting invitations and virtual links</p> <p>USI to facilitate session and note take</p>
High	<p>Correctional Service of Canada (Beaver Creek Institution)</p> <p>[REDACTED] Warden [REDACTED]</p> <p>[REDACTED] Assistant to Warden [REDACTED]</p>	Stakeholder Interview	Virtual	USI	<p>MAHC to send out meeting invitations and virtual links</p> <p>USI to facilitate session and note take</p>

High	Health Services Department or the Health Services Committee that oversees the department's responsibilities, which include long-term care, paramedic services, and health planning services (Muskoka)	Stakeholder Interview	Virtual	USI	MAHC to send out meeting invitations and virtual links USI to facilitate session and note take
High	Community and Planning Services (Muskoka)	Stakeholder Interview	Virtual	USI	MAHC to send out meeting invitations and virtual links USI to facilitate session and note take
High	Planning and development (Bracebridge)	Stakeholder Interview	Virtual	USI	MAHC to send out meeting invitations and virtual links USI to facilitate session and note take
High	Muskoka and Area Ontario Health Team (and Patient Family Caregiver Partners Advisory Committee?)	Stakeholder Interview	Virtual	USI	MAHC to send out meeting invitations and virtual links USI to facilitate session and note take
Community Organizations & Associations					
Medium	Local realtors' association / brokerages	Stakeholder Interview	Virtual	USI	MAHC to send out meeting invitations and virtual links USI to facilitate session and note take
Medium	Muskoka Home Builders Association	Stakeholder Interview	Virtual	USI	MAHC to send out meeting invitations and virtual links USI to facilitate session and note take

Table 2: List of stakeholders will be engaged to assist with disseminating information

Priority	Stakeholder(s)	Type of Engagement	Format/Venue	Attendees	Prep required
Regional & Municipal Governments					
High	City Councilors of Gravenhurst, Huntsville, Georgian Bay, Muskoka Lakes and Lake of Bays	Information Dissemination to	Email	MAHC USI	USI to prepare a draft letter MAHC to send out letters to contacts
Regional & Municipal Services or Departments					
Low	Family Health Teams (Algonquin Family Health Team, Cottage Country Family Health Team, Burk's Falls Family Health Team) Muskoka and East Parry Sound Area Services	Information Dissemination to members	Email	USI	USI to prepare materials to share with stakeholders MAHC to send out meeting invitations to public engagements
MAHC					
High	MAHC Patient and Family Advisory Council	Information Dissemination to members	Email	MAHC USI	USI to prepare materials to share with stakeholders MAHC to send out meeting invitations to public engagements
Community Organizations & Associations					
Low	Alzheimer's Society of Muskoka Brain Injury Services Muskoka Simcoe Canadian Hearing Society Canadian National Institute for the Blind Canadian Red Cross CMHA (Community Mental Health Association, Simcoe County Branch) Deaf Access Simcoe Muskoka Hospice Muskoka / Andy's House	Information Dissemination to members	Email	USI	USI to prepare materials to share with stakeholders MAHC to send out meeting invitations to public engagements

	Hospice Huntsville / Algonquin Grace Hospice March of Dimes Canada Meals on Wheels Midwives of Muskoka Muskoka Seniors Muskoka Watershed Council Muskoka Conservancy Muskoka Lakes Association Muskoka Victim Services Service Clubs (approx. 20) i.e. Rotary, Probus, Lions				
Lake Associations in Muskoka					
Low	Federation of Ontario Cottagers' Associations Bass Lake Association Bella Rebecca Community Association Brandy Lake Association Echo Lake Association Fairy Lake Association Georgian Bay Association Gloucester Pool Cottagers Association Kahshe Lake Ratepayers Association Lake of Bays Association Loon and Turtle Lakes Cottage Association Mary Lake Association Moon River Property Owners' Association Muldrew Lake Association Muskoka Lakes Association Muskoka Ratepayers' Association Peninsula Lake Association Pine Lake Ratepayers' Association (email) Ril Lake Association	Information Dissemination to members	Email	USI	USI to prepare materials to share with stakeholders MAHC to send out meeting invitations to public engagements

	Six Mile Lake Cottagers' Association Skeleton Lake Cottagers' Organization Three Mile Lake Association Lake Vernon Association				
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Appendix F - Communication Plan

Appendix E - Detailed Analysis of Planning Framework

Appendix E – Detailed Analysis of Planning Framework

Land use planning is an important consideration in the capital planning process and assessment and evaluation of the models of care and potential hospital site locations. In Ontario, land use planning is guided by provincial legislation and the Provincial Policy Statement, and upper and lower tier municipal official plans.

The District and municipal planning frameworks establish a land use pattern to guide long-term growth in Muskoka in a manner that is consistent with provincial policy. Together, the provincial and municipal planning frameworks provide guidance to inform MAHC's future growth and development plans, and site selection and decision-making process.

The following section provides a review of the relevant planning policy framework that informs MAHC's future growth and development plans, site selection and decision-making process. This review includes a discussion of applicable provincial and municipal policies for potential hospital site locations for the South Muskoka Memorial Hospital in Bracebridge.

3.1 The Planning Act

The Planning Act, R.S.O. 1990, c.P. 13 is the basis for consideration of matters of provincial interest in provincial and municipal planning decisions. All planning decisions in Ontario must be consistent with the Provincial Policy Statement ("PPS") and conform / not conflict with applicable Provincial plans. Decision makers will also have regard to matters of provincial interest in Section 2 under the Planning Act.

Matters of provincial interest include the protection of ecological systems, conservation and management of natural resources, the orderly development of safe and healthy communities, the adequate provision and distribution of health facilities, the appropriate location of growth and development, and the adequate provision and efficient use of transportation, sewage and water services, among other matters.

Section 6 establishes that any provincial ministry of the Government of Ontario will have regard for the established planning policies of the municipality before carrying out or authorizing any undertaking that the ministry considers will directly affect any municipality.

The Planning Act establishes the overall framework for land use planning in Ontario, and sets out matters of provincial interest, including the provision and distribution of health facilities. Any decision regarding land use planning must have regard for matters of provincial interest. Further, any provincial ministry (including MOHTLC) must have regard for the established planning policies of a municipality. Accordingly, the siting and location of a hospital in the District of Muskoka must have regard for matters of provincial interest, must be consistent with the Provincial Policy Statement (PPS), and must have regard for the planning policies of the District and local area municipalities.

3.2 More Homes Built Faster Act, 2022

On November 28, 2022, the More Homes Built Faster Act, 2022 ("Bill 23") received Royal Assent. Bill 23 affects several acts that influence land use planning across the Province, including the: Ontario Heritage Act, Planning Act, Conservation Authorities Act, Municipal Act, Ontario Land Tribunal Act, and the Development Charges Act.

It is not anticipated that the proposed changes related to Bill 23 will have a direct impact on the site selection and evaluation processes of the future South Muskoka Memorial Hospital in Bracebridge.

3.3 Provincial Policy Statement, 2020

The Provincial Policy Statement (PPS) provides directions on matters of provincial interest for land use planning and development. The Planning Act requires that all decisions affecting land use planning matters “shall be consistent” with the PPS. These matters include land use planning and management that contribute to a more effective and efficient land use planning system, ensures the quality of the natural and built environment and protects resources of provincial interest and public health and safety.

All provincial decisions, including decisions by the MOHLTC related to capital funding and approvals that affect a planning matter must be consistent with the PPS. Moreover, any decision by a council of a municipality that affects a planning matter must be consistent with the PPS. Accordingly, the siting and development of a public hospital is a planning matter, and must be consistent with, and cannot conflict with the PPS. Similarly, the District and local Official Plans and planning decisions must be consistent with the PPS. The following sections provides a detailed analysis of the provincial policies, applicable to the potential siting of a hospital facility

Healthy, Liveable and Sustainable Communities

Section 1.1, which promotes efficient and resilient land use and development patterns, also promotes patterns that provide for healthy, liveable and safe communities (Policy 1.1.1b). Policy 1.1.1e supports infrastructure-supportive development to minimize land consumption and optimize servicing to meet current and projected needs, among other considerations. The PPS states that, within settlement areas, sufficient land shall be made available through intensification and redevelopment and if necessary designated growth areas to accommodate an appropriate range of mix of land uses to meet projected needs for a time horizon of up to 25 years (Policy 1.1.2). Settlements areas are areas identified in the PPS as focus areas for growth and development (Policy 1.1.3.1). The PPS specifically states that nothing limits for planning for infrastructure and public service facilities beyond a 25-year time horizon.

Following the PPS’ direction, the siting and development of a hospital facility should reflect an efficient and cost-effective development and land use pattern that prevents the unnecessary expansion of settlement areas, and minimize land consumption and servicing costs. As a public service facility, a hospital will be planned to meet current and projected needs. The PPS does not prevent planning for a public service facility (such as a hospital facility) beyond a 25- year time horizon. This policy may provide some flexibility for MAHC to plan for the long-term growth of its facilities, beyond the 25-year planning horizon of the District Official Plan.

Settlement Areas

Policy 1.1.3.2 details the land use patterns within settlement areas as including a mix of land uses which are appropriate for and efficiently use planned or available infrastructure and public service facilities and avoid the need for unjustified and/or uneconomic expansion. Further to this point, Policy 1.1.3.4 promotes appropriate development standards that facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety. Policy 1.1.3.7 directs planning authorities to establish and implement phasing policies to ensure the orderly progression of development within designated growth areas, and the timely provision of the infrastructure and public service facilities to meet current and projected needs.

The PPS provides policy direction to direct growth and development to settlement areas, with the broad objective to support their vitality and regeneration over the long term, and establish land use patterns based on densities and a mix of land uses which efficiently use land and resources,

including appropriate phasing of development to avoid undeveloped 'islands' within growth areas. The PPS generally supports locating public service facilities, such as hospitals within urban settlement areas, where growth and development is anticipated, and where there are a concentration of development and a mix of land uses. Locating major public facilities within settlement areas will minimize the need for the expansion of infrastructure.

The PPS directs municipalities to identify the limits of settlement areas in their official plans to accommodate growth to a 25-year planning horizon. The District of Muskoka Official Plan implements the PPS at a District municipal level by identifying the limits of settlement areas. Any expansion of the settlement area to accommodate growth needs would need to be completed as part of a municipal comprehensive review, in accordance with the PPS.

All of the potential sites are located within the settlement area and specifically located within the Urban Centre of the Town of Bracebridge.

Coordination

Section 1.2 of the PPS states that a coordinated, integrated and comprehensive approach should be used when dealing with planning matters within municipalities across lower, single and/or upper-tier municipal boundaries, and with other orders of government agencies and boards including infrastructure, public service facilities and waste management systems. Policy 1.1.2 also directs that coordination on land use planning matters by planning authorities shall engage with Indigenous communities.

Based on the policies of the PPS, the planning of a public hospital requires a coordinated, integrated and comprehensive approach, as it is a planning matter that impacts both District and local municipalities, as well as the Province of Ontario (MOHLTC).

Employment and Long-term Economic Prosperity

Section 1.3 provides the province's policy position on employment and includes policies to support economic development and competitiveness by: providing an appropriate mix and range of employment, institutional and broader mixed uses to meet long-term needs; encouraging compact mixed-use development that incorporates compatible employment uses to support liveable and resilient communities; and ensuring the necessary infrastructure is provided to support current and projected needs.

MAHC is a major employer and driver of economic development in the District of Muskoka, and supports long-term needs of a large geographic area, including both the North and South Muskoka areas, as well as East Parry Sound. The location and siting of hospital facilities must be consistent with the economic development and competitiveness policies of the PPS. The siting of a hospital facility in the Town of Bracebridge should consider economic development opportunities and associated impacts in the District, North and South Muskoka and East Parry Sound, and consider and assess the potential impacts related to relocating hospitals and supportive uses, such as other health and community support services. MAHC, has retained a separate consultant to examine the economic considerations related to the models of care and potential site locations.

Infrastructure and Public Service Facilities

Section 1.6 of the PPS provides policy directions specific to infrastructure and public service facilities including:

- Promoting green infrastructure to complement infrastructure (Policy 1.6.2);
- Strategically locating infrastructure and public service facilities to support the effective and efficient delivery of emergency management services and ensure the protection of public health and safety (Policy 1.6.4); and
- Where appropriate, co-locating public service facilities in community hubs to promote cost-effectiveness and service integration, access to transit and active transportation (Policy 1.6.5.)

The provincial policies guiding the planning and location of infrastructure and public service facilities provide specific direction to inform the location and planning of hospital facilities. Based on Policies 1.6.2 to 1.6.5, planning for public facilities should be coordinated with land use planning. The PPS also recognizes that public service facilities should be strategically located to support the delivery of emergency management services. Following this direction and based on MAHC's initial analysis, a hospital site in the Town of Bracebridge should have direct or near-direct access to Highway 11 to be able to effectively deliver emergency management services to MAHC's catchment area.

Policies 1.6.2 to 1.6.5 provide direction for both infrastructure (such as sewage and water systems and transportation corridors and facilities), and public service facilities (such as hospitals). Accordingly, the siting and location of a public hospital facility must consider both infrastructure and health-care planning matters. Planning for public service facilities must be coordinated with both infrastructure planning and land use planning.

Sewage, Water and Stormwater

A range of policies in Section 1.6.6 specify provincial directions on sewage, water and stormwater services. The PPS states that planning for sewage and water services shall accommodate forecasted growth in a manner that promotes conservation and efficiency, and is integrated with planning for stormwater management.

Policy 1.6.2.2 specifies that municipal sewage and water services are the preferred form of servicing for settlement areas. However, if municipal sewage and water services are not available, private communal sewage services or private communal water services are preferred alternatives (Policy 1.6.6.3). If those are not available, individual on-site water and sewage services may be used provided that site conditions are suitable for the long-term provision of such services with no negative impacts. Policy 1.6.6.7 promotes stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency and low impact development, and plan for a changing climate.

A large-scale public facility/hospital will require municipal sewage and water servicing. The siting options must be consistent with the PPS direction with regard to municipal sewage and water services. The servicing and land use policies of the PPS direct authorities to direct and accommodate growth in a manner that promotes the efficient use and optimization of services. The District of Muskoka Official Plan sets out the overall servicing plan in Muskoka, and provides further direction regarding servicing. Based on the policy direction of the PPS, it would be very difficult to seek municipal approval to extend municipal services beyond the Urban Centre limits to service a public hospital. As noted earlier, all of the potential sites are located within the Urban Centre of the Town of Bracebridge.

Wise Use and Management of Resources

Sections 2 and 3 of the PPS further direct the wise use and management of resources and protection of public health and safety, emphasizing protecting natural heritage, water, agricultural, mineral and cultural heritage, archeological resources, environmental health and social well-being. These sections detail policies related to development and site alteration related to natural heritage systems in the province; policies to protect, improve, or restore the quality and quantity of water; and mitigating potential risk to public health or safety or of property damage from natural hazards associated with the impacts of changing climate.

The development of a public hospital must be consistent with the natural heritage and water and resource policies of the PPS.

Implementation and Interpretation

Section 4 of the PPS details the implementation and interpretation policies which promotes the official plan as the most important implementation tool for comprehensive, integrated and long-term planning (Policy 4.6).

The PPS sets out the overall basis for land use planning and development in the Province of Ontario. All planning decisions, including the siting and development of a public hospital must be consistent with the PPS. Planning for infrastructure, public service facilities (including hospitals), and land use planning must be coordinated and integrated to be financially viable and available to meet current and projected needs. The PPS provides general direction to direct growth to settlement areas in a compact form, with the objective to support healthy and liveable communities, and use land and resources efficiently.

3.4 The Official Plan of the District Municipality of Muskoka,

The District Municipality of Muskoka's Official Plan (District Official Plan) implements and builds upon the provincial policy directions found within the Planning Act, the PPS and establishes broader upper tier policy that provides guidance to Area Municipalities. The Official Plan must be consistent with the PPS and establishes a framework for coordination and cooperation between the District and Area Municipalities on planning and development issues that cross multiple jurisdictions. All lower-tier official plans and zoning by-laws must conform with the upper-tier official plan.

As part of the District's most recent comprehensive review of the District Official Plan, the province approved Official Plan Amendment 47, to amend the District Municipality of Muskoka's 1991 Official Plan and establish a broad, upper-tier policy framework that provides land use planning direction to the District's six lower-tier area municipalities. The District Council adopted OPA 47 on June 18, 2019 and updates the official plan's policies to be consistent with the 2014 Provincial Policy Statement. The 2019 District Official Plan provides direction for managing growth and land use decisions for the District of Muskoka over the planning period to 2038.

The following sections describe the District Official Plan policies that inform the location and siting of the future South Muskoka Memorial Hospital in the Town of Bracebridge.

Vision and Guiding Principles

The vision for the District Official Plan, articulated in Section B, is for a district that promotes sustainable development, efficient land use patterns and embraces the past and present when considering for future planning. The District Official Plan aims to enhance quality of life, protect the quality of cultural and natural environments, and facilitate development that supports healthy communities that are attractive places to live, work and visit for a range of people and lifestyles. The

vision acknowledges that Muskoka is the traditional homeland of Indigenous peoples who have cared for and stewarded this territory for the benefit of future generations throughout the ages.

Section B2 provides guiding principles that are implemented through the policies in the District Official Plan. Key guiding principles include protecting the natural environment, providing a diverse economy with year-round employment opportunities, promoting healthy communities by ensuring development patterns contribute positively public health and safety, and providing transportation options that are efficient, cost effective and promote alternates to the personal vehicle.

Sustainable Muskoka: Growth Management, Servicing and Healthy Communities

Section D of the District Official Plan sets out a growth management strategy that directs how growth and change will in Muskoka, emphasizing the importance of sustainable development patterns that make the most efficient use of land, infrastructure, public services and facilities, provide infrastructure and services to support growth in a fiscally responsible manner. This section specifies that growth of permanent residential and employment shall be directed to Urban Centres, where full services are available to support the efficient use of land and infrastructure to meet the needs of current and future residents and businesses.

Section D15.9 of the District Official Plan specifies the need to phase urban development in conjunction with required infrastructure improvements and ensure the construction and expansion of infrastructure (such as water, sewer and transportation) occurs in a manner that meets the need of present and future residents and businesses in an efficient, environmentally sensitive, cost effective and timely manner.

The District Official Plan supports and encourages the coordination of co-located services and the development of Community Hubs. Community Hubs are identified as places intended to make services accessible, convenient and to foster community identity and integrated service delivery (Section D21 d).

The vision, guiding principles and growth management objectives of the District Official Plan establish an overall settlement pattern to make efficient use of land, resources and infrastructure, protect the quality of cultural and natural environments, and accommodate sustainable growth by facilitating development that supports healthy communities. The development of a major public hospital facility should align with and advance the vision and guiding principles for the District, and the District Official Plan's growth management objectives.

Muskoka Settlement Pattern – Land Use Designations and Policies

Section J of the District Official Plan contains policies on land use designations, The District Official Plan states that settlement areas will be the focus of growth in the District. It identifies two types of settlement areas: Urban Centres and Community Areas. Urban Centres are areas that will accommodate the “majority of year-round residential uses, major employment generators, large-scale institutions, and other uses requiring municipal services” (Section J1.2 a.). The District Official Plan delineates the boundary of Urban Centres on Schedule A (see Figure3). All sites selected for evaluation are located within the Urban Centre boundary.

The District Official Plan promotes the efficient use of existing and planned infrastructure and public service facilities in Urban Centres, and encourages increases in density in designated growth areas, and infill or intensification to maximize the use of infrastructure and minimize the amount of land required for development (Section J1.1 e). The District Official Plan calls for a variety of complementary and compatible land uses within Urban Centres and permits a full range of uses, in

accordance with the requirements of Area Municipal Official Plans, except where municipal servicing is not available. The District Official Plan specifies that all new development shall be appropriate to the planned or available infrastructure to avoid “unjustified and/or uneconomical expansion of this infrastructure” (Section J1.2 b). This policy aims to limit extensions of infrastructure, beyond the limits of the planned services and the identified limits of the Urban Centre boundary.

The District Official Plan establishes Urban Centres as places intended to be the focus for permanent population growth where full services are available. The majority of permanent residential uses, major employment generators and uses requiring municipal services will be directed to Urban Centres. Growth in Urban Centres will make use of infrastructure and minimize the amount of land required for development. Based on the policy directions of the District Official Plan, a large-scale hospital is permitted and anticipated in Urban Centres. As a major employment generator, hospitals will contribute to the planning objectives for Urban Centres. Locating a hospital in an Urban Centre concentrates job growth and public services in an area with other community and social/health services infrastructure, and compatible and complementary land uses, where there is existing and planned municipal water and wastewater services. Locating a hospital in an Urban Centre promotes the efficient use of existing and planned infrastructure and public services, and reflects a sustainable development pattern to contribute to the District Official Plan’s objective to achieve healthy communities.

An Official Plan Amendment would not be needed for any of the potential sites since they are all located within the Town of Bracebridge’s Urban Centre, which permits the development of a public hospital. Siting a hospital location is a priority consideration in the evaluation criteria. All five sites selected for evaluation are located within the Urban Centre boundary.

Servicing and Wastewater Management

The District’s Official Plan places an emphasis on aligning growth or development and sewage and water services to promote the efficient use and optimization of services (see Figure x in the attachment).

Municipal Sewage Services - The District of Muskoka is responsible for municipal sewage and water services. Municipal sewage services and municipal water services are the preferred form of servicing for Urban Centres. Schedule B – Urban Service Areas identifies boundaries of municipal sewage service areas and municipal water services, and identifies Single Service Areas, Future Service Areas and Special Policy Areas (see Figure 4). An amendment to the Plan is required for an expansion of service areas. Minor adjustments to service areas to enable infill and minor rounding may be permitted without an amendment to the Plan, provided they are in general conformity with Schedule B (Policy D15.2c.).

Policy B15.2g. states that the District may allow lot creation in Urban Centres only if there is confirmation of sufficient reserve sewage system capacity or reserve water system capacity within municipal sewage services and municipal water services.

Policy 15.2.h. states: “the extension of municipal sewage services and/or municipal water services beyond the boundary of an Urban Centre may only be considered to address failed services and/or public health concerns or to facilitate installation of works that have been determined to be in the public interest.”

Policy 15.2.i provides direction for the District to require an economic/fiscal impact analysis in support of a proposal related to expanding the boundaries of existing municipal sewage and water

service into future serviced areas. This would consider the operating and capital budgets and financing implications, and the ability to financially and technically provide for required servicing infrastructure.

Individual On-site Sewage Services and Individual On-site Water Services - The District Official Plan identifies a set of criteria to guide individual on-site sewage services and individual on-site water services, which includes the following parameters (Policy B.15.5):

- In Urban Centres individual on-site services will only be used where development represents limited infill in an established built up area or development of an existing vacant lot of record where municipal services are not immediately available or available in the foreseeable future;
- In Community Areas individual on-site services may only be used for infilling and minor rounding out of existing development;
- In both Urban Centres and Community Areas, private individual on-site services will only be permitted where development represents a low intensity use(s) and no immediate or foreseeable supply, health or environmental issues would be created or further compounded;
- Where individual on-site sewage services and/or individual water services are proposed within a Future Service Area for municipal services, the private services shall be designed and installed in a manner that facilitates future connection to municipal services; and
- New lot creation in any land use designation on individual on site-services and private individual on-site water services may be considered where it has been demonstrated that sufficient capacity for hauled sewage is available. Private communal sewage and communal water services are not permitted.

The District Official Plan also details phasing policies (Section B.15.9) to encourage the timely provision of infrastructure as urban development occurs. It provides direction for local municipalities to establish phasing plans for all settlement areas that will consider the capacity of water and water infrastructure, and transportation systems, among other considerations.

The District Official Plan details comprehensive servicing policies, which are closely aligned with the District's overall growth strategy. The intent is to coordinate and align growth and servicing infrastructure to manage growth in a sustainable way that will make the most efficient use of land, infrastructure, and public services and facilities, in alignment with the PPS. Where investments have been made in municipal infrastructure, the District's approach to land use is to direct growth to these investment areas. Urban Centres are areas with existing and planned service connections (identified as Full Service, Single Service Future Service Areas).

Public Service Facilities

The District Official Plan details policies for developing new infrastructure and public service facilities. A hospital/healthcare facility is considered a public service facility, as per the definitions of the PPS.

Policy D18 provides policy direction regarding public service facilities and specifically states that major public service facilities will be located in Urban Centres.

- a. "Before consideration is given to developing new infrastructure and public service facilities:
 - i. The use of existing infrastructure and public service facilities should be prioritized and optimized;

- ii. Opportunities for adaptive re-use should be considered, wherever feasible;
- b. Infrastructure and public service facilities should be strategically located to support the effective and efficient delivery of emergency management services and should generally be focused in settlement areas. Major public facilities shall be located in Urban Centres.
- c. Public service facilities should be co-located in community hubs, where appropriate, to promote cost-effectiveness and facilitate service integration access to transit and active transportation.”

The District Official Plan policies provide explicit direction on how to evaluate the development and expansion of a hospital. The District Official Plan is in alignment with the PPS direction on public service facilities and adds the specific requirement that major public facilities shall be located in Urban Centres. All potential sites are located within the Town of Bracebridges' Urban Centre.

Other Applicable Policies

Promoting Sustainable Development and Healthy Communities

The policies with regards to sustainable development encourage a land use and development pattern that supports the health and well-being and contribute to a higher quality of life. With regards to community hubs, Policy D20.1 states that the District supports and encourages land, buildings and structures to be utilized to their fullest potential for provision of programs and services, provided or subsidized, by government or other body. When and where available these uses are encouraged to co-locate within Community Hubs. It further states that coordination of co-located services may occur within the District, and that community hubs may offer opportunities for school and community partnerships, and respond to local service and recreational needs, provide more efficient and sustainable services, and provide improved access to services.

The policies on community hubs generally support co-locating a major health facility in locations that proximate and offer opportunities for co-location of other health, social and community services, rather than a standalone facility. This policy is generally consistent with the provincial policy direction in the PPS, and other provincial initiatives regarding community hubs. Locations within an Urban Centre adjacent and proximate to other services and facilities allows opportunities for co-location of services and programs, and complementary uses.

Economic Development Policies

The District Official Plan policies related to economic development, in Section F, aim to create and maintain a strong economy. The policies draw a link between the natural environment and economic development, and encourage growth, diversification and vitality of the economy. The policies aim to reinforce the function of Urban Centres and Community Areas as cultural, administrative, entertainment, retail and social focal points. The District's Official Plan policies support the development and retention of education, health, cultural and religious facilities to promote and facilitate growth and wellbeing.

The District Official Plan policies provide broad direction to encourage the co-location of major employers in the District within Urban Centres and Community Areas, which are intended as the foci points in the District. MAHC is a major employer in the District, and an important contributor to the District's economic development goals.

Transportation

The transportation policies relate to the transportation system and classification of roads. The transportation policies generally aim to provide a variety of options to connect people and goods, and promote public transit and active transportation. Schedule F illustrates the District's existing and planned transportation network (see Figure 5), including provincial roads and Class A, B and C regional roads. In terms of the planned transportation corridors, the transportation corridor north of the Town of Bracebridge Urban Centre 28 between Highway 11 and Muskoka Road 118 (north and south of High Falls Road), is part of the Bracebridge North planned transportation corridor. In January 2012, the District initiated a Class Environmental Assessment (EA) Study for the corridor. The Study was completed in September 4, 2016.

Based on the directions of the District Official Plan and MAHC's site location considerations, an optimal site location from a land use planning and transportation connectivity perspective would provide highway transportation connectivity, in addition to local transportation options to promote public transit and active transportation modes.

Mineral Aggregate Resources

Section H.1.2 of the Plan details the policies regarding mineral aggregate resources. Resource Areas are shown on Schedule E1 of the Plan (see Figure 6) and indicate sand and gravel resource areas of primary and secondary significance. The District OP protects mineral aggregate operations from development and activities that would hinder their expansion or continued use which would be incompatible for reasons of public health, public safety and environmental impact. Development proposed within 300 metres of pit and 500 metres from a quarry will be required to complete a land use compatibility assessment to determine conformity with the Plan. Policies G.1.2.3.3.1 and G.1.2.3.3.2 provide further criteria to assess development and activities in adjacent lands and areas with known deposits of mineral aggregate resources.

Any potential hospital location in proximity and adjacent to Resource Areas will have to carefully consider and assess the policies regarding mineral aggregate resources to determine the appropriateness of development, and assess appropriate land use compatibility. This is being carefully considered as part of the site selection and evaluation process.

Archaeological Resources

The District Official Plan recognizes the potential of archaeological resources as well as areas with archaeological potential within the District. Unless significant archeological resources have been conserved, Policy G4.1.b states that development shall not be permitted on lands containing archaeological resources. For major developments proposed within areas identified as having "moderate, high, very high or specific" archaeological potential, the District Official Plan policies a review of the location (Policy G.4.3.a). A map of sites with archaeological potential can be found in Schedule G of the District Official Plan (see Figure 7).

In Policy G4.4, the District's Official Plan specifies that:

"a) The appropriate Indigenous community(ies) shall be provided notification with regard to the identification of burial sites and significant archaeological resources relating to the activities of their ancestors."

"b) If the District of Muskoka initiates an update of the Archaeological Master Plan, the appropriate Indigenous communities shall be notified and invited to participate in the process."

“c) If the archaeological resources pertain to Indigenous heritage, the protection and/or management plan shall be developed in consultation with the appropriate Indigenous community(ies).”

Any potential hospital location in proximity and adjacent to an area of archaeological potential will have to carefully consider and assess the policies regarding archaeological resources to determine the appropriateness of development, and assess appropriate consultation with Indigenous community(ies). Since all three sites have been identified as having moderate to high archaeological potential, careful consideration has given for further review of the sites as part of site selection and evaluation process.

Summary: The District Official Plan provides a comprehensive policy framework to guide growth and development in the District of Muskoka for a 25-year planning horizon. It recognizes that the District is made up of a number of communities of different sizes and characteristics. Major permanent residential growth and major employment generators are directed to Urban Centres in order to promote the efficient use of land and infrastructure to meet the needs of presents and future residences and businesses, and align growth and municipal services. The District Official Plan permits major public facilities (such as public hospitals) in Urban Centres, and states that major public facilities shall be located in Urban Centres. A hospital location within an Urban Centre boundary is consistent with the PPS policy direction, and conforms to the District’s growth management objectives and land use planning policies. Locating a hospital in an Urban Centre will allow for the co-location of other community services and infrastructure and complementary uses, make use of existing infrastructure and services, and support active transportation and transit usage. In summary, based on our review of the District Official Plan, the location of a potential site within the identified Urban Centre reflects good planning, is consistent with the PPS and conforms to the District Official Plan. Careful considerations for archeological resources will have to be assessed to determine the appropriateness of development and assess appropriate consultation with Indigenous community(ies).

3.5 Town of Bracebridge Official Plan, 2013

The local area municipalities provide more detailed land use policy direction to guide growth and development within each municipal area. Any hospital development proposal would need to conform with both the District of Muskoka Official Plan and the Town of Bracebridge Official Plan. If the proposal conflicts with an aspect of the official plan, an official plan amendment to the lower tier municipal official plan would be required. An official plan amendment would need to be in conformity with the District Official Plan, and be consistent with the PPS.

The Bracebridge Official Plan provides direction to manage growth and development in the Town, over the next 20 years. It was approved by the Town Council in April 2013, and by the District Council in October 2013. It sets out a vision to enrich the social, cultural, economic, and natural environments, which includes becoming South Muskoka’s centre of health through enhanced recreation, childcare, nutrition, active transportation infrastructure and health care services.

The Bracebridge Official Plan land use concept and settlement pattern is based on the following designations: Urban Centre, Muskoka Falls Community, Rural Area and Waterfront (see Figure 8). Permanent residential and Employment Area growth will generally be directed to the Urban Centre on full municipal services.

The Town’s Official Plan recognizes the Town as a regional service centre for health services, and recognizes the employment benefits associated with new and expanding institutional, medical, and

educational facilities in the Town. It promotes the integration of institutional facilities into the existing community.

Community Facilities

The Town of Bracebridge's Official Plan defines Community Facilities as uses with the primary purpose of the educational, health and social needs of the community and include hospitals, medical clinics, and other health care and social service facilities, in addition to other education and community services (Policy B7.1). Community Facilities are permitted within all land use, subject to the provisions of the municipal zoning by-law and encouraged to be located where they can be accessed through an active transportation network, where appropriate (Policies B7.2 and B7.3). Although small scale Community Facilities are permitted in Rural Area designations, Hospital uses are not permitted (Policy B7.4).

The Official Plan specifies that Community Facilities shall be in general proximity to arterial and collector roads (refer to Schedules 'C1' and 'C2' of the Transportation Plan) as well as active transportation networks (Policy B7.5). Alternative locations shall only be considered upon submission of a traffic study that confirms the surrounding road network has the capacity to support the use, that conflicts will not occur between existing uses and the community facility, and that parking will be adequately managed.

Urban Centre

Section C contains policies that apply to the Urban Centre designation. The limits of the Urban Centre designation are found in Schedule A (see Figure 9), and is based on sufficient land to accommodate residential, commercial and employment uses for a 20-year planning period (Policy C1.2.3). Urban Centres function to accommodate a wide range of land uses that meet the needs of local residents, businesses and visitors (Policy C1.1.2). The Official Plan identifies existing and future Service Areas (Schedule D) for the Bracebridge Urban Centre. Urban Centres provide uses such as residential, commercial, industrial and community facilities, at a density that will make the most efficient use of municipal services and infrastructure (Policy C1.1.2).

Transportation, Servicing and Utilities Policies

Section I (Transportation and Servicing) contains the policies that apply to the entire Town and address issues such as sewage and water servicing, roads and transportation, stormwater management and drainage, railways, airports, trails and corridors, and other general utility policies. Schedule 'C' provides information on transportation infrastructure in the Town and Schedule 'D' identifies development within the Existing and Future Service Areas (refer to Figures X and X in the attachment). Section 14.0 of the Town's Official Plan provides policy direction to guide the extension of municipal water and sewage services in Future Service Areas.

Railways

The Town of Bracebridge's Official Plan identifies rail infrastructure as important to the movement of goods and people and specifies that new development shall not impact the functionality of the existing rail lines. To mitigate against adverse effects, development located within 300 metres of a railway right-of-way may be required to undertake compatibility studies for noise and developments within 75 metres of a railway right-of-way may be required to undertake vibration studies. Setbacks, berms, security fencing and sightline requirements may

be proposed for development located adjacent to railways. Currently the Kirkhill Drive site has a railway line bisecting the site.

TransCanada Pipelines

TransCanada Pipelines Limited operates two high-pressure natural gas pipelines through the Town of Bracebridge including through one of the sites selected for evaluation, 1975 Muskoka Beach Road (see Appendix G for correspondence letter from TC Energy). Policy B26.1 states that any development within 200 metres of TransCanada facilities may impact the pipelines as such there are a number of requirements regulating development in proximity to the pipelines.

Approvals are required for activities on or within 30 metres of the rights-of-way such as excavations, blasting and any movement of heavy equipment (Policy B26.2). A setback of 7 metres shall be maintained from the limits of the rights-of-way for all permanent structures and excavations. A minimum setback of 3 metres from the limit of the rights-of-way shall be required for accessory structures (Policy B26.3). Recreational trail linkages or open space uses are encouraged for TransCanada's rights-of-way, subject to easement and underlying ownership rights (Policy B26.4).

A noise and vibration study may be required for development proposals within 750 metres of a TransCanada Pipeline compressor station to determine if provincial guidelines can be achieved and recommend appropriate mitigation measures (Policy B26.5).

Airport Approach Zone

The Town's Official Plan emphasizes the significant role that the Muskoka Airport plays in economic development of the Town of Bracebridge and the District Municipality of Muskoka as a whole. The Airport Approach Zone is identified in Schedules 'C1' and 'C2' of the Transportation Plan (see Figures 12 and 12). 1975 Muskoka Beach Road, 28-72 Kirkhill Drive and 709 Ecclestone Drive property are located within the Airport Approach Zone (see Figure 14).

Policy B4.2 specifies sensitive land uses including institutional uses that are sensitive to noise should not be located within the Airport Approach Zone. Further detailed provisions related to height and land use regulations shall be included in the municipal zoning by-law to ensure the safety of aviation activities and land use compatibility.

Archaeological Resources

The Town's Official Plan recognizes that there are areas within Bracebridge that may potentially contain Archaeological Resources. Policy B6.5.1 states that "where development is proposed on or adjacent to lands that may have potential for archaeological resources, development may only proceed if the archaeological resources have been conserved by removal and documentation or by preservation on site". The owner of a site may be required by the Town to complete a heritage resource assessment to determine if the lands contain archaeological resources.

Summary: The Bracebridge Official Plan similarly anticipates that institutional facilities will locate within the existing Bracebridge Urban Centre area. It does not permit the extension of municipal water and sewer services outside of Urban Centre Boundaries. It only allows such works when they are undertaken in the public interest to remedy a health hazard or an environmental concern, in which case an amendment to this Plan is not required. If a site is determined to have potential for archeological resources or if a site is located within the airport approach zone, further detailed considerations will be required.

3.6 Town of Bracebridge Zoning By-Law, 2016

The Town of Bracebridge Zoning By-Law (Zoning By-Law) regulates the use of land and implements the policies of the Town of Bracebridge Official Plan. The statutory authority to zone land is granted by the Ontario Planning Act and the Zoning By-Law must conform to the Official Plan.

The sites selected for evaluation are located within the following zone categories (see Figure 15):

- Institutional (1975 Muskoka Beach Road)
- Residential (Highway 118 West Lands)
- Business Park Industrial (300 Pine Street)
- Special Purpose Commercial (300 Pine Street)
- General Industrial (709 Eccelstone Drive)
- Environmental Protection One Zone (28-72 Kirkhill Drive)
- Open Space Zone (28-72 Kirkhill Drive)

The Zoning By-Law defines hospital as “any *institution, building* or other premises established for the treatment of persons afflicted with or suffering from sickness, disease or injury, for the treatment of convalescent or chronically ill persons that is approved under the *Public Hospitals Act* as a public hospital” (Section 6 Definitions).

Hospitals are permitted uses within Institutional (I) zones. Specific built form parameters for Institutional zone including setbacks, landscaped area and height in the Zoning By-law apply:

- Minimum Lot Area: 0 m
- Minimum Lot Frontage: 6 m
- Minimum Yard requirements (front, exterior side yard, interior side yard and rear): 7.5 m
- Maximum Long Coverage: 50%
- Minimum Landscaped Area: 30%
- Maximum Height: 10.5 m
- Minimum Setback from Centerline of Road: 26 m for Provincial, 20.5 m for District and 17.5 m for other.

Parking rates for Hospitals include a minimum off-street parking requirement of 3 parking spaces for every four beds (Regulation 5.17). Additionally, the Zoning By-law specifies that screening must be provided for parking areas with more than four parking spaces abutting an Institutional Zone (Regulation 5.5.).

A zoning by-law amendment would be required to permit a hospital use within a site not currently zoned Institutional. However, Policy 4.2.2 states that the Zoning By-Law “will not apply to prevent the use of any land, building or structure, or parking by any public authority provided that such use complies with all applicable regulations and parking and loading requirements for the zone in which it is located.” Since the Muskoka Algonquin Healthcare is a public authority as defined by the zoning by-law, the hospital is permitted in all zone categories with the condition that it complies with all applicable regulations including parking and loading requirements for the zone within it is located.

Summary: The Town of Bracebridge’s Zoning By-Law regulates the use of land and must conform to the District of Muskoka Official Plan and Town of Bracebridge Official Plan. Hospitals are identified as permitted uses within institutional zones, and a zoning by-law amendment would be required to permit a hospital use in a non-institutional zone. However, Policy 4.2.2 permits a public authority, such as MAHC, to establish a building or institution in all zone categories with the condition that it

complies with all applicable regulations including parking and loading requirements for the zone within it is located. Notwithstanding the By-Law allowing a hospital in all zones, it is preferred to locate the hospital in a zoning that permits new uses that are compatible with the hospital.

1. Discussion of Planning Policy Issues

Alignment with provincial, District and municipal planning direction

The PPS and the District and local municipal land use planning policy documents establish an overall planning framework, which directs growth and development to settlement areas. The District and local municipal planning frameworks establish a land use pattern to guide long-term growth in Muskoka, in a manner that is consistent with provincial policy.

Directing Growth to Urban Centres

The District and municipal Official Plans establish an overall growth pattern that directs the majority of growth and major employment generators to Urban Centres, such as the Town of Bracebridge, where there are a mix of uses, and existing and planned municipal servicing. The planning documents direct growth, services and infrastructure to Urban Centres to support growth in a socially, environmentally, and economically sound manner and achieve sustainable land use and development patterns. Urban Centres contain a mix of services and amenities, including health care services, employment opportunities and a mix of housing forms. They are intended to continue to grow as the focus areas for the District into the future. The District and local official plans explicitly permit and anticipate public hospital facilities in Urban Centres. The planning documents delineate the boundaries of Urban Centres to accommodate population (residential) growth to a 20-year planning horizon. Accordingly, the Official Plans have policies that state large-scale institutional uses are not anticipated or permitted outside of Urban Centres.

Public Service Facilities

The PPS and the District Official Plan provide directions to inform the planning and location of public service facilities. Planning for public services facilities, including hospitals, is intended to be coordinated and aligned with land use planning and infrastructure planning. The PPS, the District and municipal official plans provide overall support for co-locating public service facilities with other services and amenities to contribute to healthy and sustainable communities, and promote active transit and transportation.

Planning for a major facility such as a hospital should also anticipate the types of ancillary development and uses that are likely to occur in proximity to a hospital. Potential adjacent and complementary uses may include doctors' offices, allied health clinics, quick service restaurants, seniors housing and long-term care. Locating complementary uses together allows for and creates efficiencies for clients and users, and may reduce vehicle trips and promote transit use.

Hospitals, even in urban areas, are high traffic generators and require significant parking. Siting considerations should consider both ease of access from highways and regional transportation network for emergency service access, as well as ease of access from nearby streets, in addition to the provision of parking. Similarly, the impact of traffic flow on local area streets and adjacent areas should be considered. Hospitals, as an institutional use that maybe sensitive to noise should not be located within the Airport Approach Zone.

Finally, new hospitals tend to require larger footprints than older style facilities, due to higher space standards per patient related to contemporary infection control and accessibility standards, and higher floor to floor heights to accommodate medical and mechanical systems. The appropriateness of built form and land use on adjacent uses and areas should be considered as part of the analysis.

Servicing

The PPS, the District and local municipal official plans provide direction to coordinate and align public sewage and water services, growth and development, and public service facilities. Public sewage and water services are not planned to extend beyond the limits of Urban Centres.

Balancing Healthcare, Land Use Planning Matters and Public Interests

The provision and distribution of health facilities is a matter of provincial interest. The selection of a new MAHC hospital location in the Town of Bracebridge must allow for the best model of healthcare delivery, with consideration for healthcare planning and delivery objectives. However, locating the hospital within the District is also a land use planning matter, and will require District and municipal planning approvals. It is our opinion that the site selection process aligns with the PPS, the District and local official plan policy frameworks.

Planning Approvals and Risks

Based on our review of the PPS, the District Official Plan and the Town of Bracebridge's Official Plan, and Zoning By-Law, the planning approvals risks associated with locating a large-scale hospital site within the Urban Centre is a low-risk option.

Appendix G - Correspondence letter from TC Energy

February 28, 2023

[REDACTED], MES (PI), MCIP, RPP
Associate, Urban Strategies Inc.
197 Spadina Ave, Suite 600
Toronto, ON M5T 2C8

Via email: [REDACTED]

Dear [REDACTED]:

**RE: New Hospital Site Evaluation
Town of Bracebridge, District Municipality of Muskoka**
Muskoka Algonquin Healthcare
Our File: PAR 50158

MacNaughton Hermsen Britton Clarkson (MHBC) are the planning consultants for TransCanada Pipelines Limited (TCPL). This letter is in response to the proposed potential Muskoka Algonquin Healthcare hospital site in the Town of Bracebridge. TCPL has two (2) high-pressure natural gas pipelines contained within a right-of-way ("easement") crossing two of the identified potential hospital locations, identified as Site B and Site C.

TCPL's pipelines and related facilities are subject to the jurisdiction of the Canada Energy Regulator (CER) – formerly the National Energy Board (NEB). As such, certain activities must comply with the Canadian Energy Regulator Act ("Act") and associated Regulations. The Act and the Regulations noted can be accessed from the CER's website at www.cer-rec.gc.ca.

A number of TCPL's standard requirements are included in the District Municipality of Muskoka's Official Plan (Section L4), the Town of Bracebridge's Official Plan (Section B.26.0 – B.26.5) and the Town of Bracebridge's Zoning By-law 2016-088 (Section 4.21.11). Excerpts from these documents are included in Appendix A.

In addition to the requirements set out in the Official Plans and Zoning By-law, please refer to the below additional requirements and comments to assist in the evaluation of site alternatives.

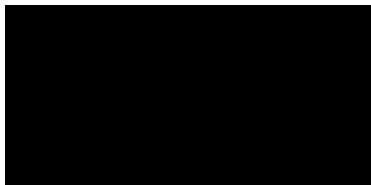
1. Any costs associated with pipeline modifications, relocations, or mitigations required to accommodate the development shall be 100% reimbursed to TCPL.
2. The proponent is encouraged to consider emergency planning, response, and evacuation procedures if the development is planned within proximity to high-pressure pipelines.

3. The proponent is encouraged to consider noise levels and impacts on the proposed hospital if/when pipeline maintenance or replacement works are conducted in the future.
4. No buildings or structures shall be installed anywhere on TCPL's right-of-way. Permanent buildings and structures are to be located a minimum of 7 metres from the edge of the right-of-way. Temporary or accessory buildings are to be located a minimum of 3 metres from the edge of the right-of-way.
5. A minimum setback of 7 metres from the nearest portion of a TCPL pipeline right-of-way shall also apply to any parking area or loading area, including any parking spaces, loading spaces, stacking spaces, bicycle parking spaces, and any associated drive aisle or driveway.
6. Written consent must be obtained from TCPL prior to undertaking the following activities:
 - Constructing or installing a facility across, on, along or under a TCPL right-of-way. A facility may include, but is not limited to: driveways, roads, access ramps, trails, pathways, utilities, berms, fences/fence posts;
 - Conducting a ground disturbance (excavation or digging) on TCPL's right-of-way or within 30 metres of the centreline of TCPL's pipeline (the "Prescribed Area");
 - Driving a vehicle, mobile equipment or machinery across a TCPL right-of-way outside the travelled portion of a highway or public road;
 - Using any explosives within 300 metres of TCPL's right-of-way; and
 - Use of TCPL's Prescribed Area for storage purposes.
7. Storage of materials and/or equipment on TCPL's right-of-way is not permitted.
8. Planting and Vegetation Plans will minimize vegetation on TCPL's right-of-way and ensure:
 - A 5 metre wide, continuous access way is provided on each side of the pipeline within the right-of-way;
 - TCPL's right-of-way is seeded with Canada #1 seed;
 - No portion of a tree or shrub (including the canopy) at the time of maturity encroaches within 5 metres of the edge of TCPL's facilities;
 - No trees or shrubs that will reach a height greater than 4 metres are planted within the right-of-way;
 - Tree roots do not interfere with or cause damage to the pipeline.
 - A minimum 10 metre separation is established between all groups of trees/shrubs. A group may consist of no more than 5 trees/shrubs; and
 - Where high-pressure gas is contained within an enclosed building (such as a metre station or building housing a compressor plant), trees and shrubs should be separated from the building by a minimum of 30 metres.
9. Sidewalks/Pathways may be permitted within the right-of-way but must:
 - Not exceed 3 metres in width;
 - Maintain a minimum separation of 5 metres from the edge of the facility at all points where the pathway travels along the same direction (i.e. paralleling) as the facility within the right-of-way;
 - Cross TCPL's pipeline as close to 90 degrees as possible, but no less than 45 degrees;
 - Limit crossings to 1 per city block (approx. 200 metres)

- Use company supplied signage for crossings installed by a Third Party; and
 - Have expansion joints installed 3 metres on either side of TCPL's pipeline(s) if the pathway is cement or asphalt.
10. General Crossing Requirements:
- a) Crossings must be as close to 90 degrees as possible, and no less than 45 degrees.
 - b) Crossings shall not occur at a bend in a TCPL pipeline.
 - c) TCPL may require the installation of permanent protective measures depending on site-specific conditions and engineering analyses.
11. General Conditions for Crossings of TCPL Pipelines by Highways, Private Roads, and Railways
- a) A highway or private road shall be constructed so that the travelled surface is no less than 1.5 meters above the top of the pipeline.
 - b) The bottom of the ditches adjacent to roads should not be less than 1.4 meters above the top of the pipeline.
 - c) Minimum cover for railway crossings (below base of rail) is 3.05 meters for uncased pipe.
12. General Conditions for Crossings of TCPL's Pipelines by Utilities:
- a) TCPL shall retain the upper position in the crossing area.
 - b) Minimum separation between buried facilities shall be 600mm for open cut excavations and 1000mm for horizontal directional drill installation methods.
 - c) The utility depth shall be maintained for the entire width of the right-of-way.
 - d) The utility shall have no bends within the TCPL right-of-way
 - e) The utility shall have no joints, splices or other connections within the TCPL right-of-way.
 - f) Pipeline crossings should not be placed within 7 metres of a TCPL pipeline bend.

Thank you for the opportunity to provide comments. Kindly forward future study details to TCEnergy@mhbcplan.com. If you have any questions, please do not hesitate to contact our office.

Sincerely,



Planner | MHBC Planning

on behalf of TransCanada PipeLines Limited

Appendix A: TCPL Policy Context:

The Provincial Policy Statement 2020 (“PPS”) defines TCPL’s pipelines as ‘Infrastructure’ and provides a definition of the term ‘infrastructure’:

Infrastructure: means physical structures (facilities and corridors) that form the foundation for development. Infrastructure includes: sewage and water systems, septage treatment systems, stormwater management systems, waste management systems, electricity generation facilities, electricity transmission and distribution systems, communications/telecommunications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities.

The PPS, section 1.6.8.1 states that:

“Planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs.”

Section 1.6.8.3, also states that planning authorities shall not permit development in planned corridors that could negatively affect the use of the corridor for the purpose for which it was identified.

The Growth Plan (2020) policies in Section 3.2.5, Infrastructure Corridors are consistent with the PPS as it pertains to ‘infrastructure’ policies. This section states that upper-tier municipalities will protect existing planned corridors in accordance with the infrastructure protection policies found in the PPS.

District Municipality of Muskoka Official Plan:

L4: TRANSCANADA PIPELINES

- a) TransCanada PipeLines Limited operates a high-pressure natural gas pipeline within its right-of-way, which crosses Muskoka and is identified on Schedule TBD to this Plan.
- b) TransCanada is regulated by the National Energy Board, which, in addition to TransCanada PipeLines Limited, has a number of requirements regulating development in proximity to the pipelines. This includes approval requirements for activities on or within 30 metres of the pipeline centreline such as excavation, blasting and any movement of heavy equipment. New development can result in increasing the population density in the area that may result in TransCanada PipeLines Limited being required to replace its pipeline to comply with the CSA Code Z662. Therefore, the District of Muskoka shall require early consultation with TransCanada PipeLines Limited or its designated representative for any development proposals within 200 metres of its facilities.
- c) Unless lesser standards are acceptable to TransCanada PipeLines Limited, no permanent building or structure may be located within 7 metres of the pipeline right-of-way. Accessory structures shall have a minimum setback of at least 3 metres from the limit of the right-of-way.
- d) In areas of more urban development, the development of the TransCanada PipeLines Limited right-of-way for passive parkland or open space purposes subject to TransCanada PipeLines Limited easement rights is encouraged.

Town of Bracebridge Official Plan:

B.26.0 TRANSCANADA PIPELINES

- B26.1 TransCanada Pipelines Limited operates two high-pressure natural gas pipelines within its rights-of-way that cross through the Town as identified on Schedules „A” and „B” to this Plan. Any development within 200 metres of TransCanada facilities may impact the pipelines.
- B26.2 TransCanada is regulated by the National Energy Board that, which in addition to TransCanada, has a number of requirements regulating development in proximity to the pipelines. This includes approval requirements for activities on or within 30 metres of the right-of-way such as excavations, blasting and any movement of heavy equipment.
- B26.3 A setback of 7 metres shall be maintained from the limits of the right-of-way for all permanent structures and excavations. Accessory Structures shall have a minimum setback of at least 3 metres from the limit of the right-of-way. Reductions in the setbacks will only be considered if it can be demonstrated, to TransCanada’s satisfaction, that it will not compromise the safety and integrity of the pipeline and if all necessary municipal approvals are obtained.
- B26.4 The Town will encourage the development of TransCanada’s rights-of-way for recreational trail linkages or open space purposes subject to TransCanada’s easement and underlying ownership rights.
- B26.5 Where development is proposed in close proximity to the TransCanada Pipeline compressor station, regard shall be given to noise levels. A noise and vibration study may be required for development proposals within 750 metres of the compressor station to be reviewed by TransCanada Pipelines. The study will determine if provincial guidelines can be achieved and, if necessary, recommend appropriate mitigation measures.

Town of Bracebridge Zoning By-law:

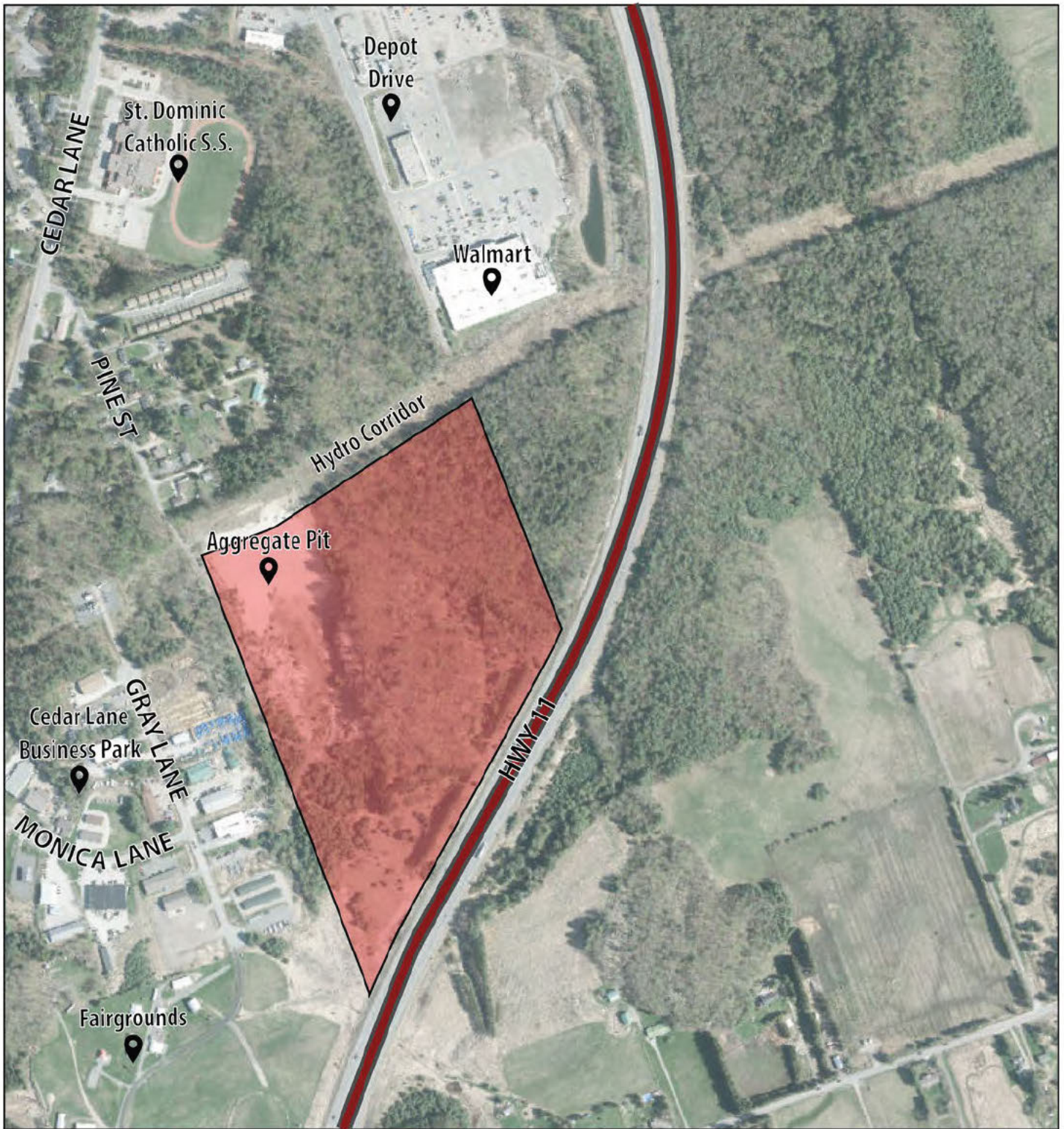
4.21.11. TransCanada Pipeline



The following minimum setbacks are required from a TransCanada Pipeline right-of-way as shown on Schedules “F” and “G” of this By-law:

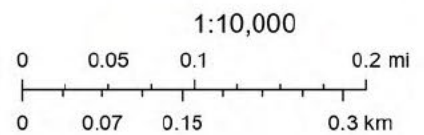
- i) The principal building or structure must be setback a minimum of 7 metres; and
- ii) An accessory building or structure must be setback a minimum of 3 metres.

Appendix H - Site Context Maps

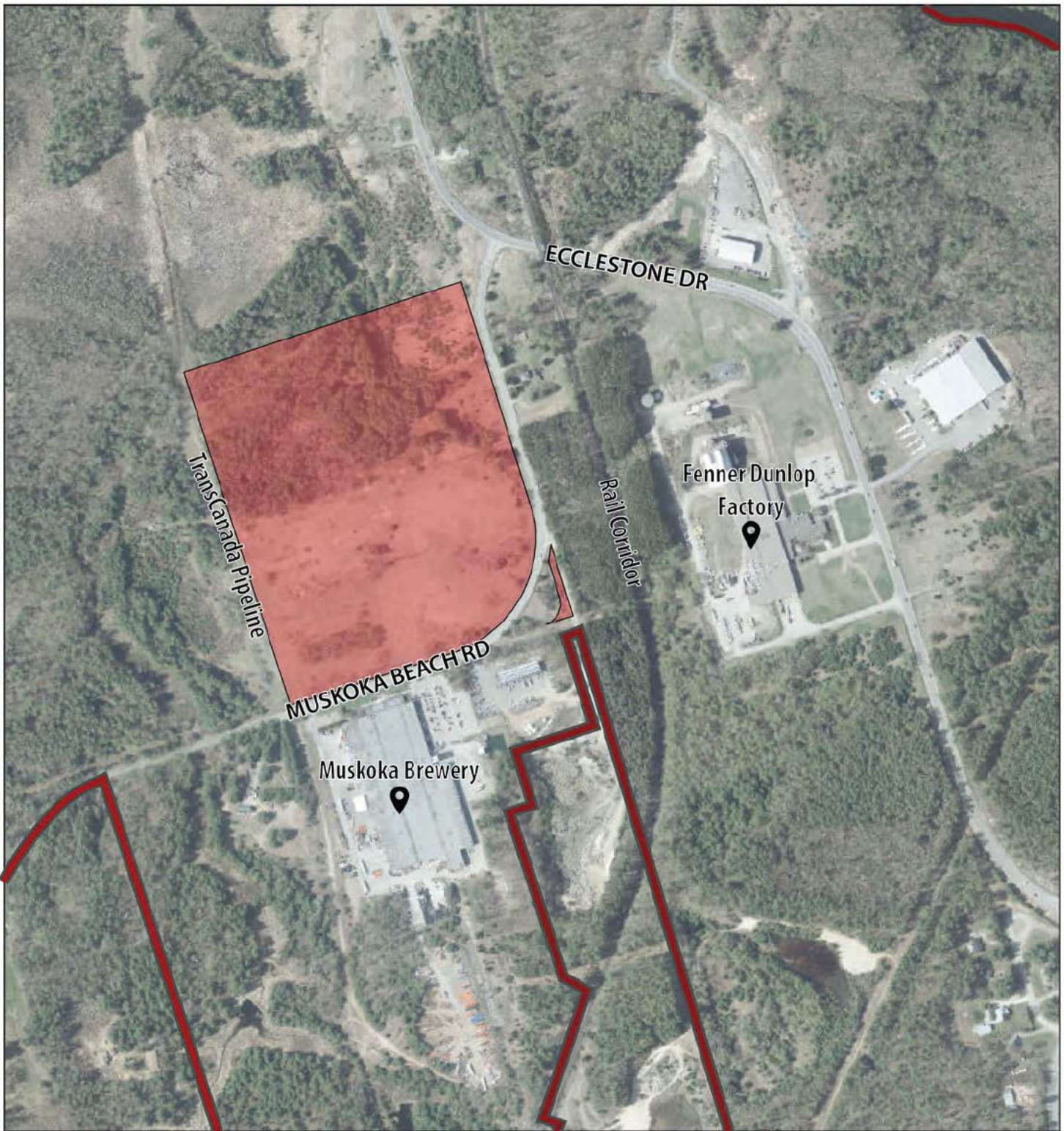
300 Pine Street - Context Map




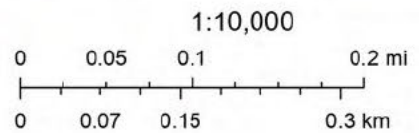
-  Site Boundary
-  Urban Centre Boundary



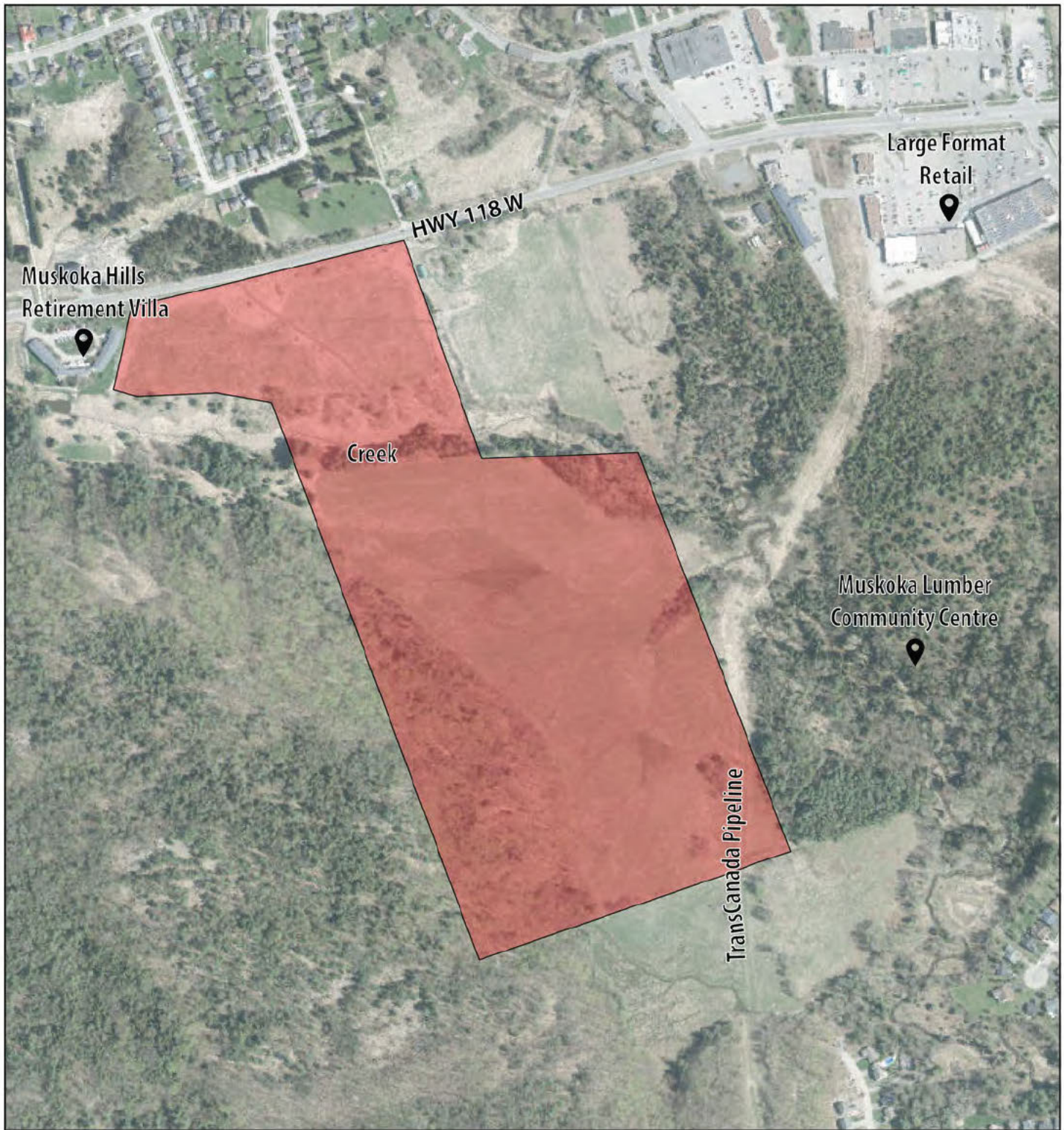
1975 Muskoka Beach Road - Context Map



-  Site Boundary
-  Urban Centre Boundary



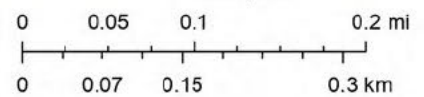
Highway 118 W Lands - Context Map



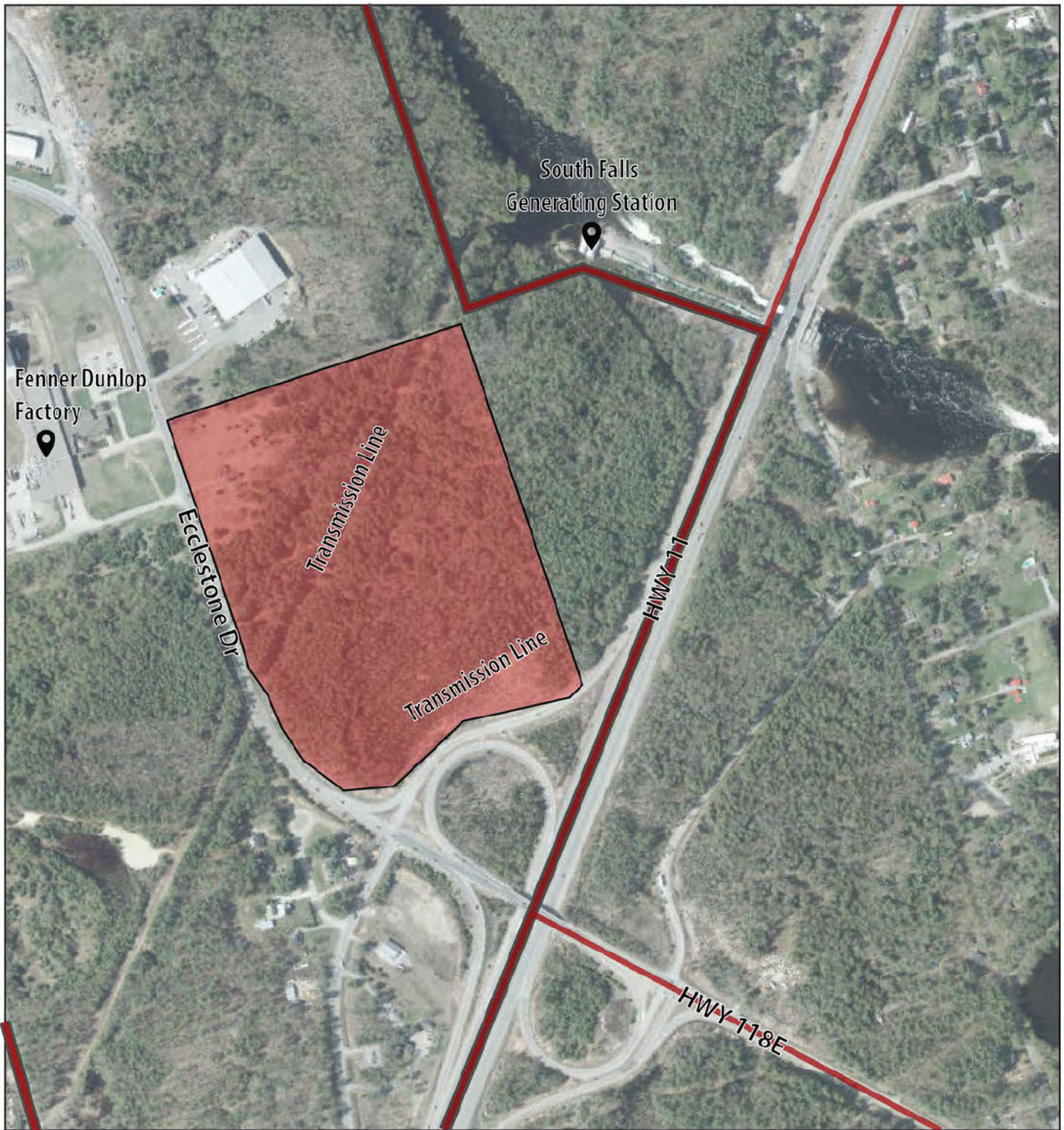
 Site Boundary



 Urban Centre Boundary

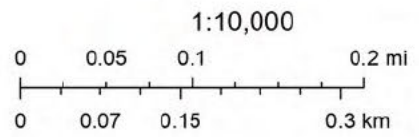
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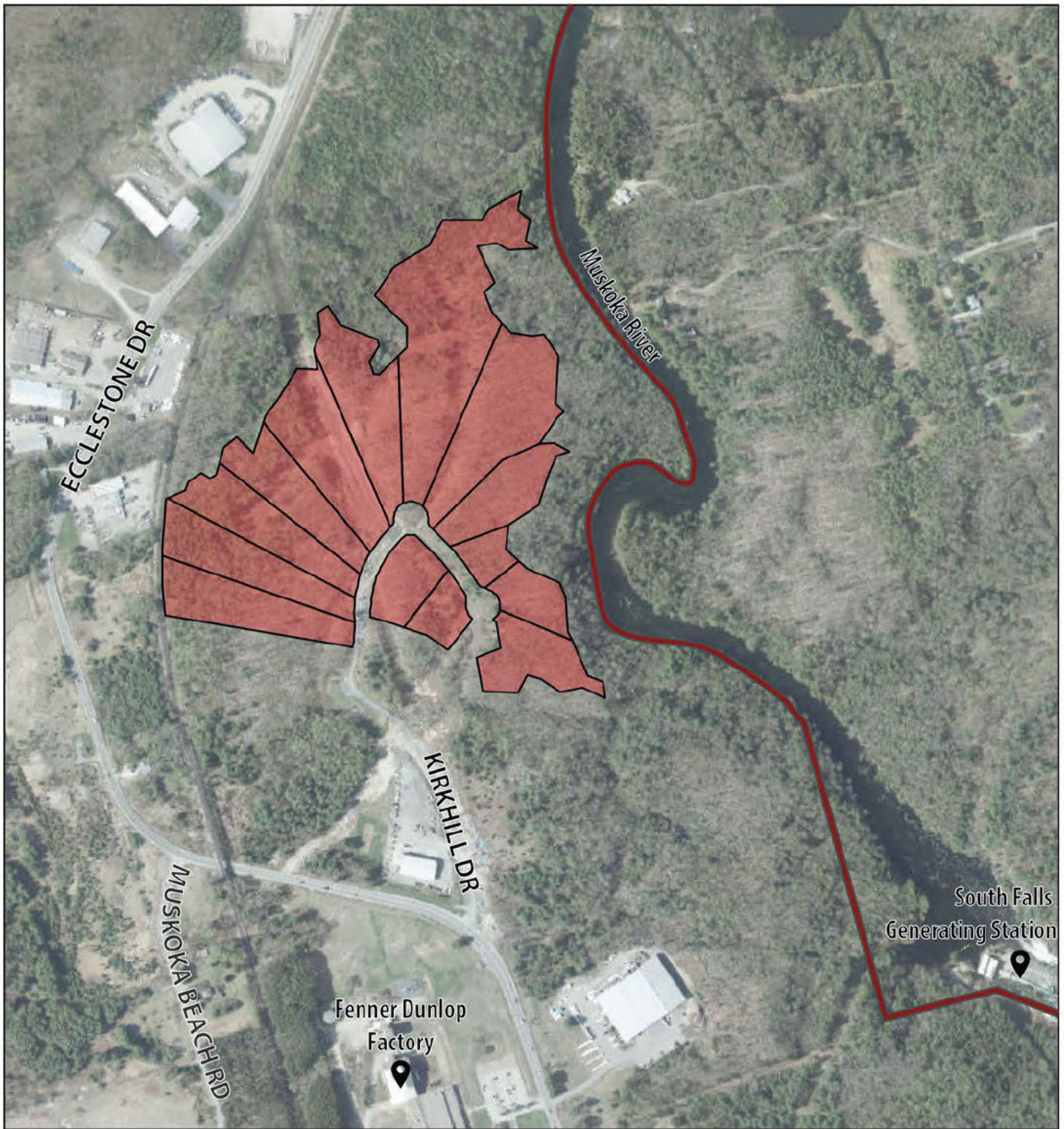
709 Ecclestone Drive - Context Map





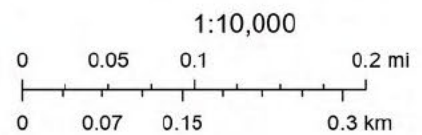
-  Site Boundary
-  Urban Centre Boundary



28-72 Kirkhill Drive - Context Map










-  Site Boundary
-  Urban Centre Boundary

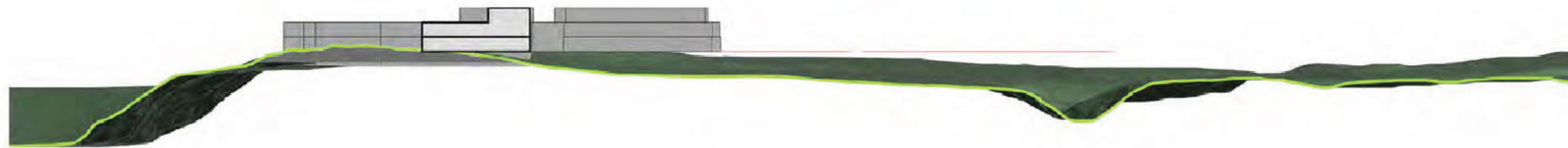


Appendix I - Hospital Test-Fits, prepared by Stantec Architecture

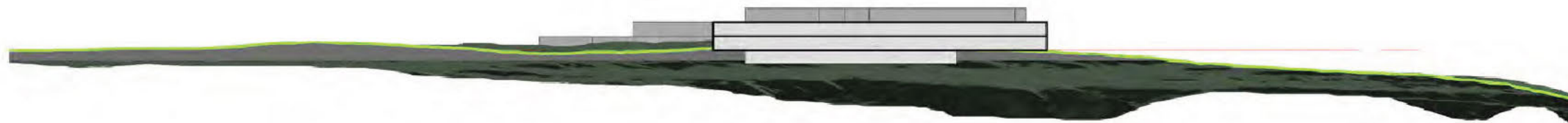


LEGEND

-  PUBLIC ACCESS
-  SERVICE / LOADING ACCESS
-  AMBULANCE ACCESS
-  SITE BOUNDARY
-  ROAD
-  WATERBODY
-  STREAM



Site A - Section 1










Site A - Section 2





LEGEND

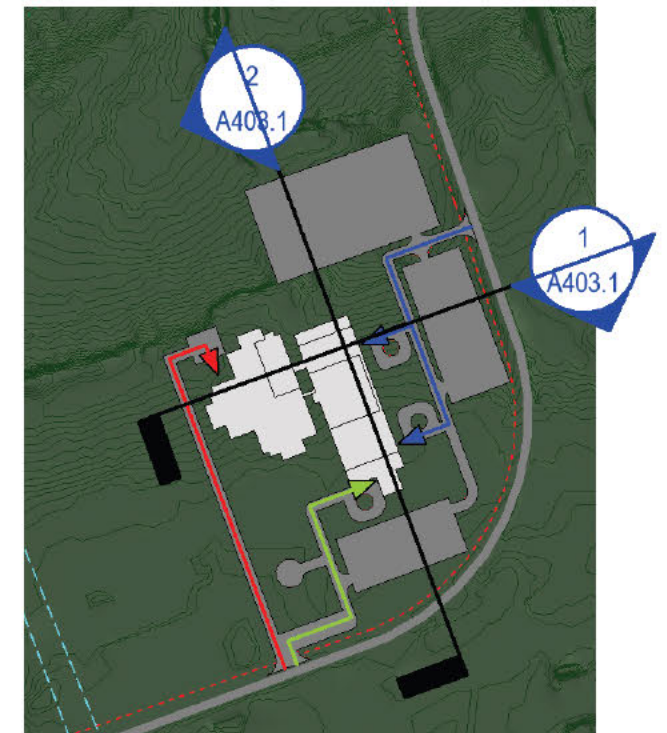
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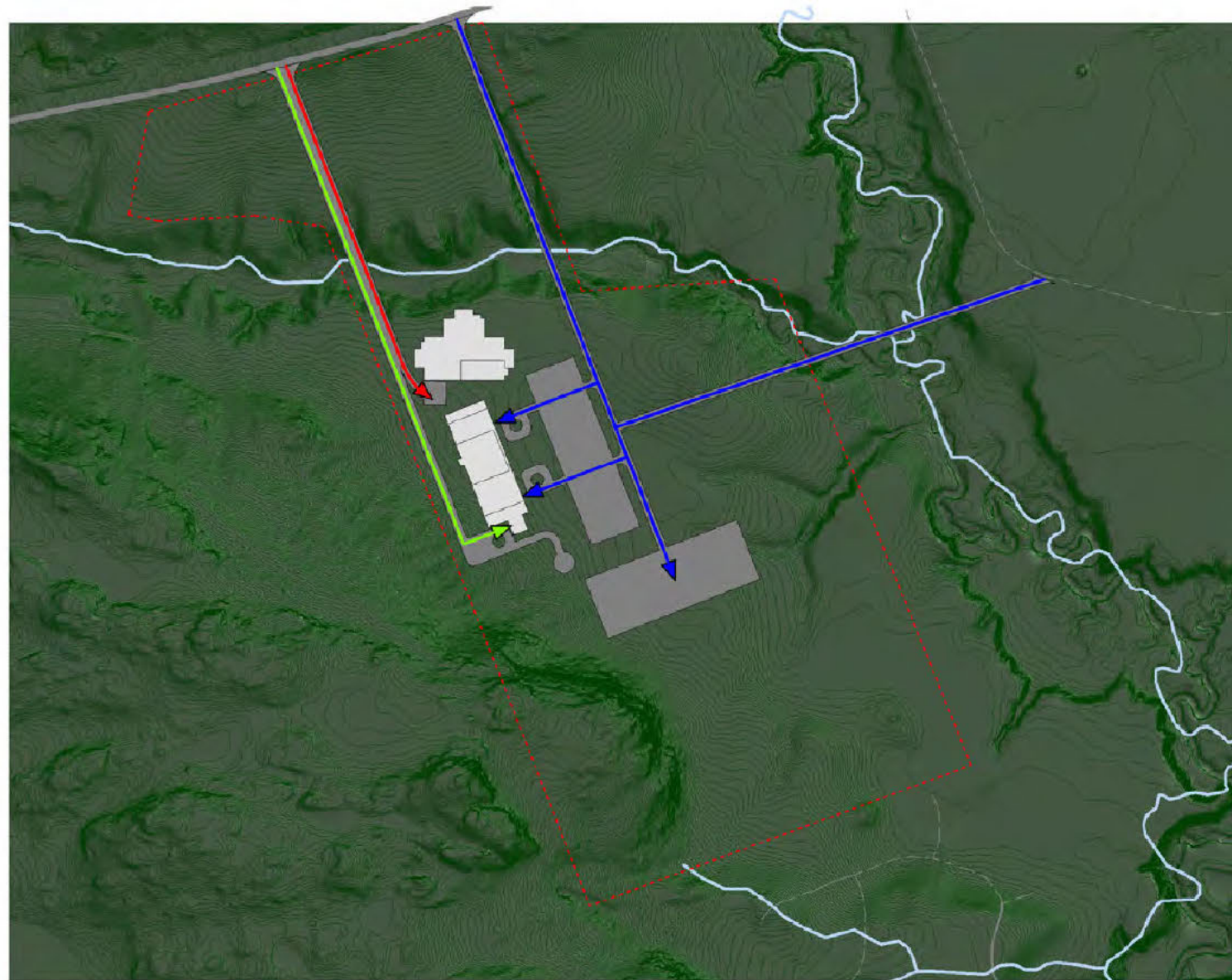


Site B - Section 1










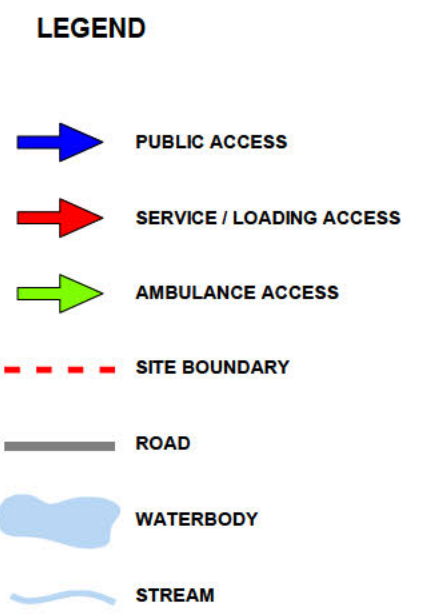
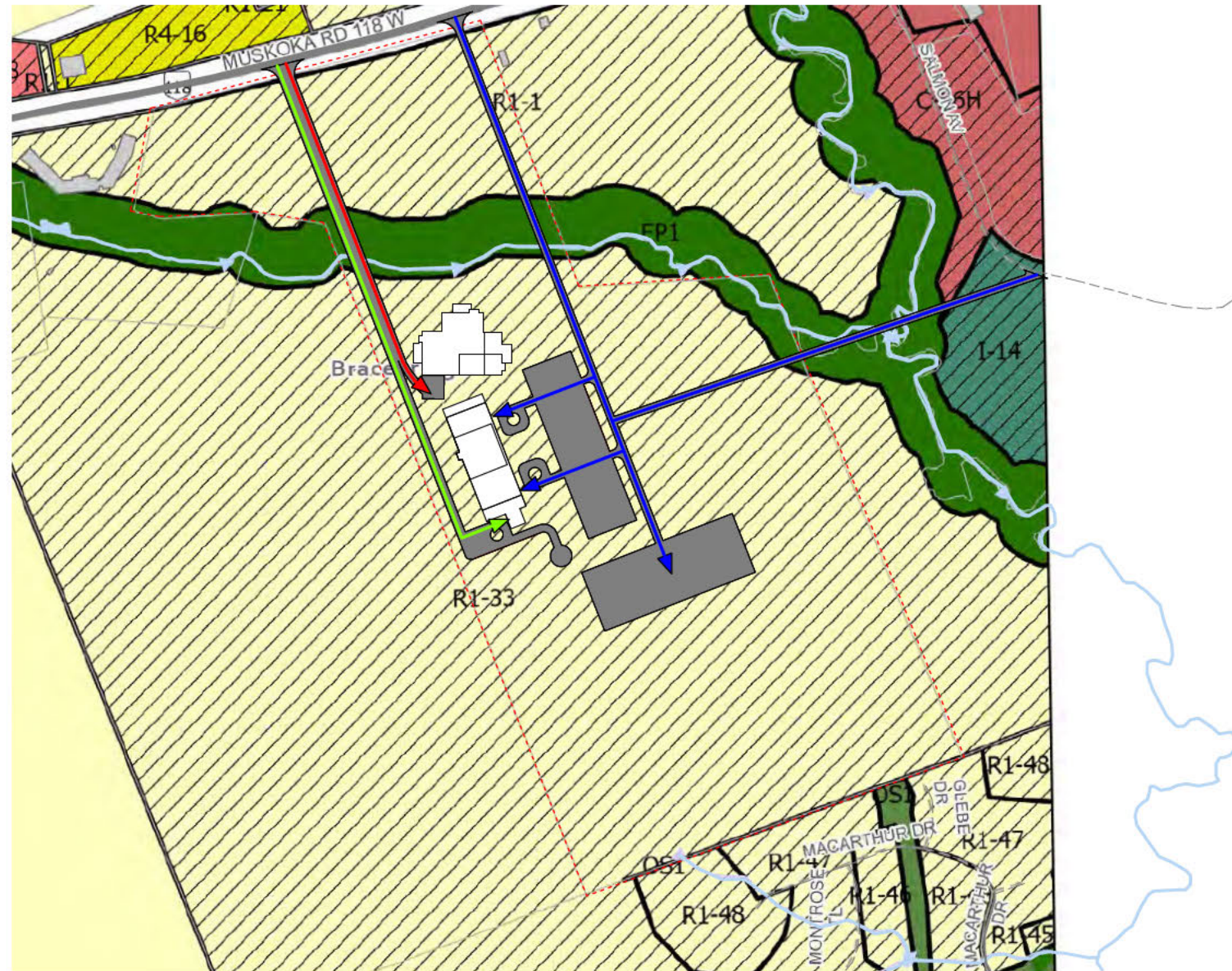
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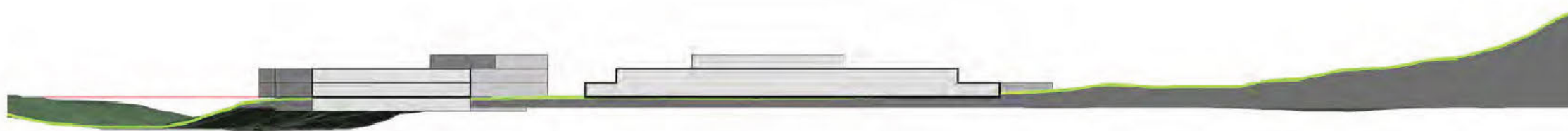




LEGEND

-  PUBLIC ACCESS
-  SERVICE / LOADING ACCESS
-  AMBULANCE ACCESS
-  SITE BOUNDARY
-  ROAD
-  WATERBODY
-  STREAM



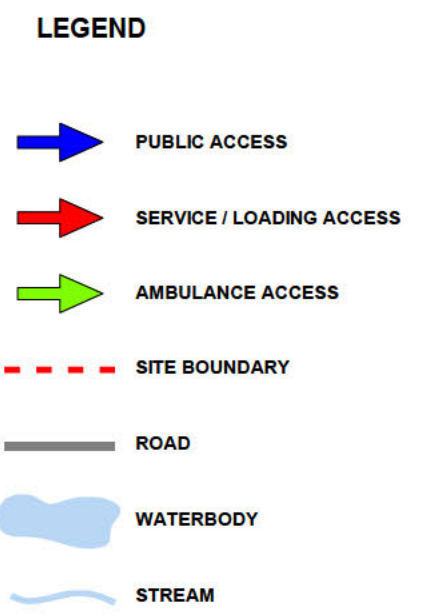


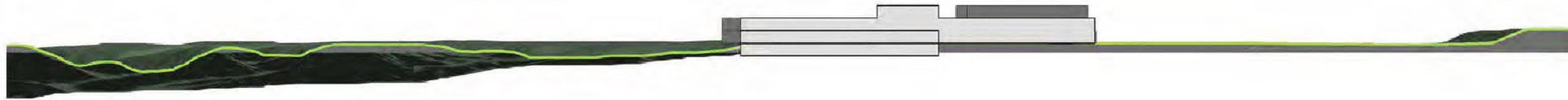
Site C - Section 1



Site C - Section 2



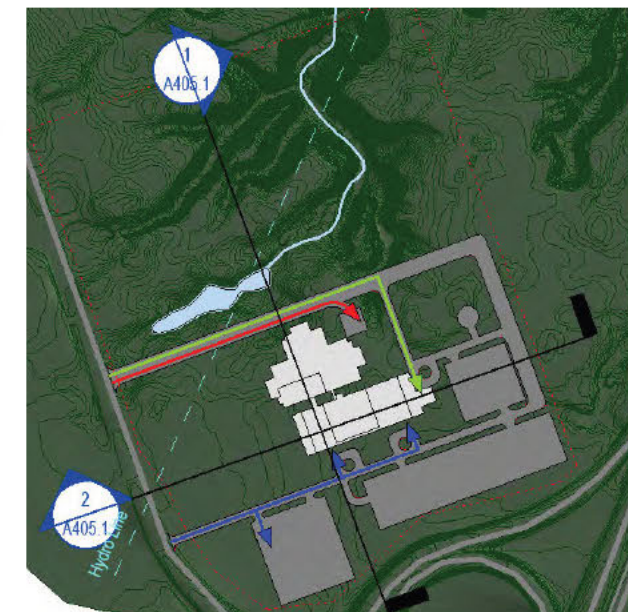


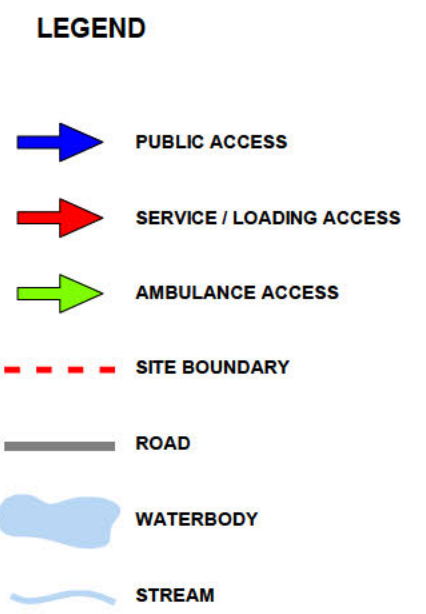
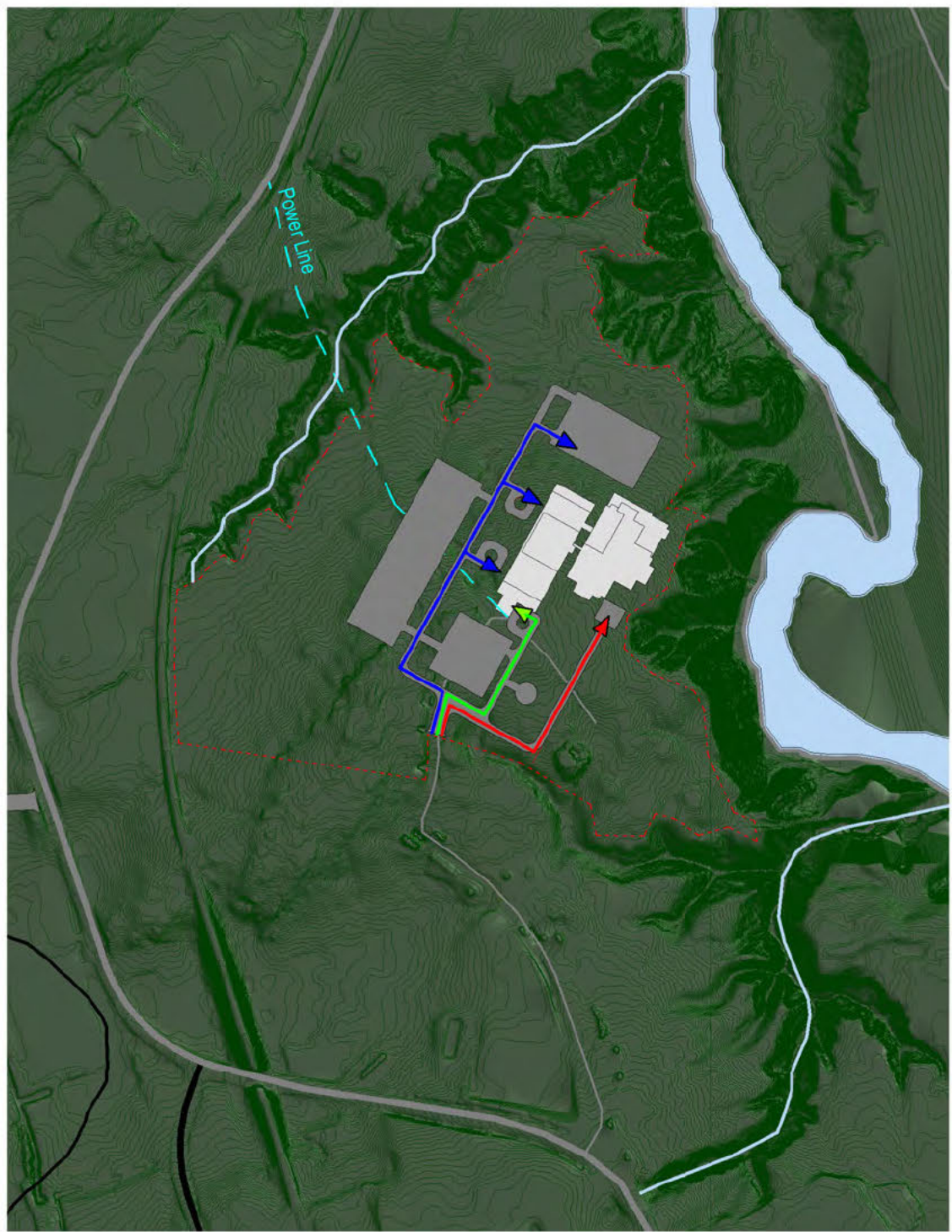


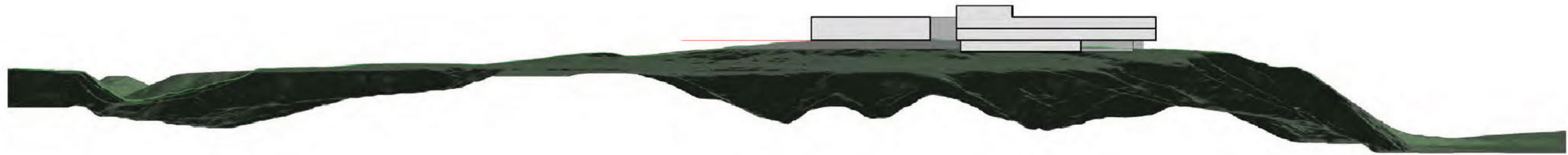
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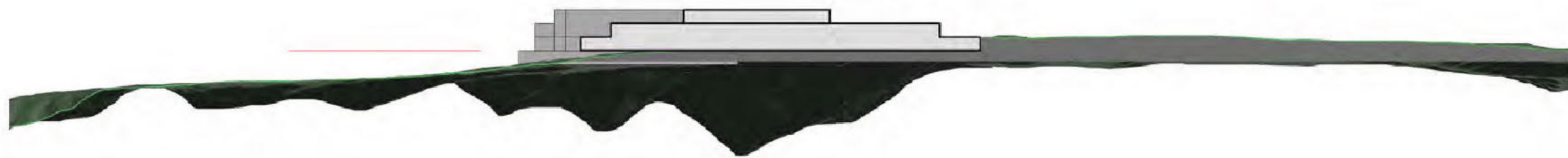
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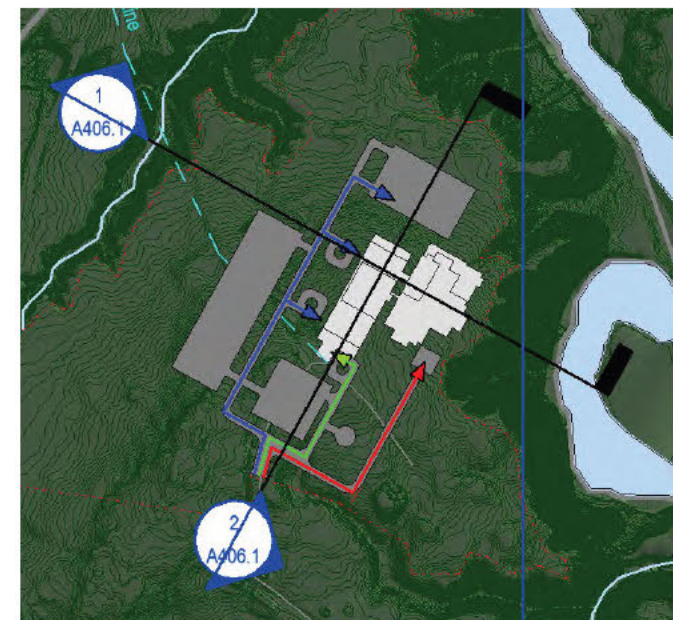


Site E - Section 1

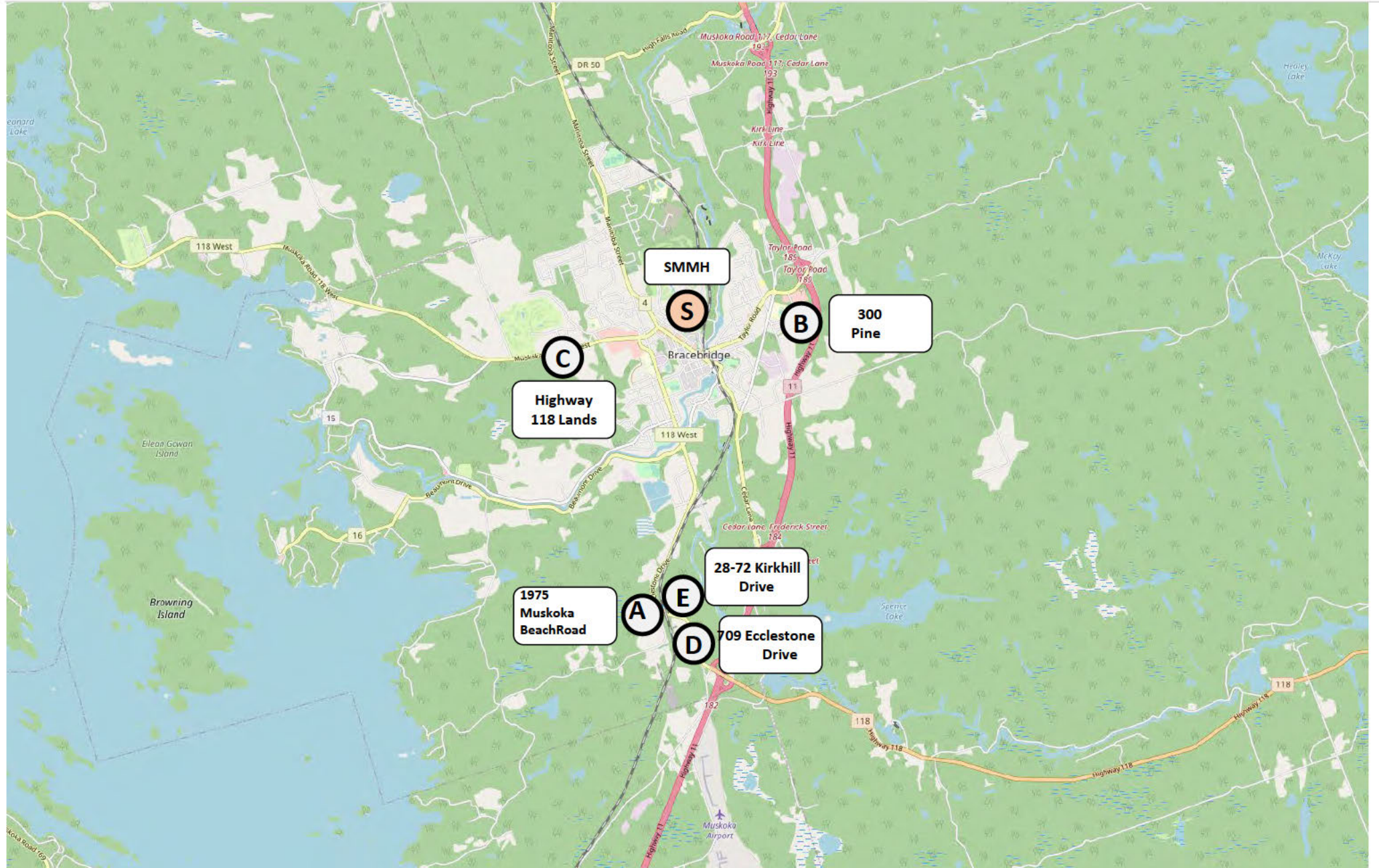


Site E - Section 2

1 : 1500



Appendix J - Travel Time Analysis prepared by Preyra Solutions Group



Muskoka LHA Residents Hospital Activity

Closest Site to Patient Postal Code

Measure	Actual Site Visited	MAHC		Proposed Sites					Muskoka Total
		HDMH	SMMH	1975 MBR	300 Pine	Highway 118 Lands	709 Ecclestone Drive	28-72 Kirkhill Drive	
ED Visits	MAHC: HDMH	86%	1%	0%	12%	1%	1%	0%	12,443
	MAHC: SMMH	6%	19%	1%	14%	24%	37%	0%	17,618
	Other Hospitals	14%	5%	0%	7%	36%	38%	0%	6,694
	Muskoka LHA Total	34%	10%	1%	12%	18%	25%	0%	36,755
Inpatient Admissions	MAHC: HDMH	82%	2%	0%	10%	3%	3%	0%	1,693
	MAHC: SMMH	10%	18%	1%	12%	19%	41%	0%	2,297
	Other Hospitals	27%	9%	0%	11%	24%	29%	0%	3,028
	Muskoka LHA Total	34%	10%	0%	11%	17%	27%	0%	7,018

Sources: IntelliHealth DAD, NACRS 2019/20; PSG Calculations

This exhibit compares the actual site visited by patients living in Muskoka to the proposed MAHC sites closest to their residence

- 86% of Muskoka patients that visited the HDMH ED had HDMH as their closest site
- 19% of Muskoka patients that visited the SMMH ED had the SMMH site as their closest location, with proposed sited 709 Ecclestone Drive being the closer site for 37% of these SMMH ED patients

		<i>Muskoka LHA Residents Time from Patient Postal Code to Site</i>							
		<i>MAHC</i>		<i>Proposed Sites</i>					
<i>Measure</i>	<i>Measure</i>	<i>Actual Site Visited</i>	<i>HDMH</i>	<i>SMMH</i>	<i>1975 MBR</i>	<i>300 Pine</i>	<i>Highway 118 Lands</i>	<i>709 Ecclestone Drive</i>	<i>28-72 Kirkhill Drive</i>
Average Travel Time	ED Visits	MAHC: HDMH	15	38	40	35	40	39	39
		MAHC: SMMH	43	20	20	21	21	20	20
		Other Hospitals	60	43	43	44	43	42	42
		Muskoka LHA Total	37	30	31	30	31	30	31
	Inpatient Admissions	MAHC: HDMH	15	36	38	33	37	37	37
		MAHC: SMMH	42	20	20	21	21	20	20
		Other Hospitals	45	35	35	34	35	34	35
		Muskoka LHA Total	37	30	31	29	31	30	30
Median Travel Time	ED Visits	MAHC: HDMH	12	36	38	33	38	37	38
		MAHC: SMMH	40	19	14	18	20	14	14
		Other Hospitals	54	36	35	35	37	34	35
		Muskoka LHA Total	36	32	33	29	34	32	33
	Inpatient Admissions	MAHC: HDMH	10	36	38	33	38	37	37
		MAHC: SMMH	40	20	14	19	21	14	14
		Other Hospitals	40	33	34	30	35	33	33
		Muskoka LHA Total	36	32	33	29	34	32	33

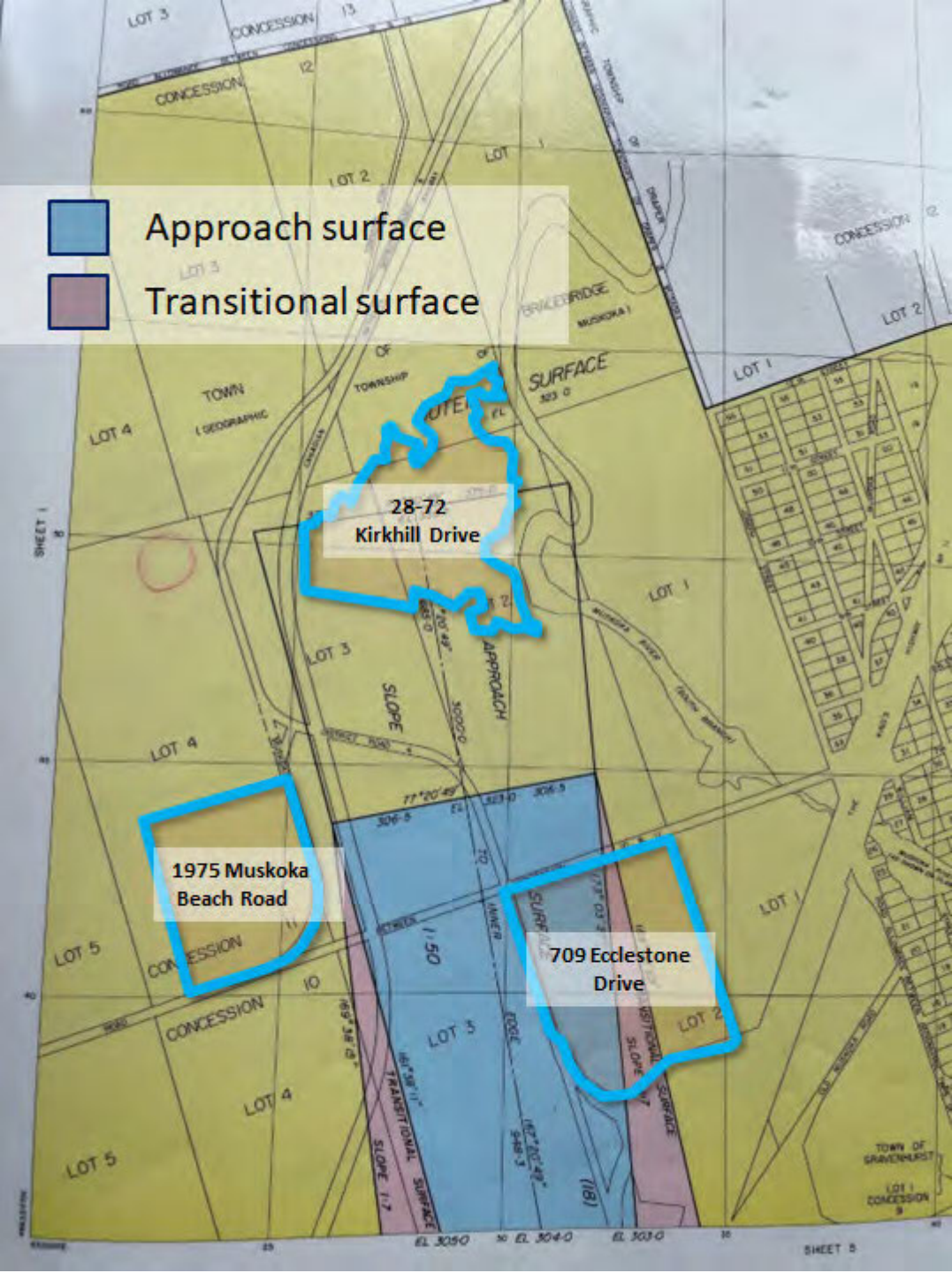
Sources: IntelliHealth DAD, NACRS 2019/20; PSG Calculations

The median travel time for patients that visited the SMMH ED in 2019/20 was 19 minutes.

If the proposed site was located at 1975 Muskoka Beach Road, 709 Ecclestone Drive, or 28-72 Kirkhill Drive, the travel time for these patients would be 14 minutes.

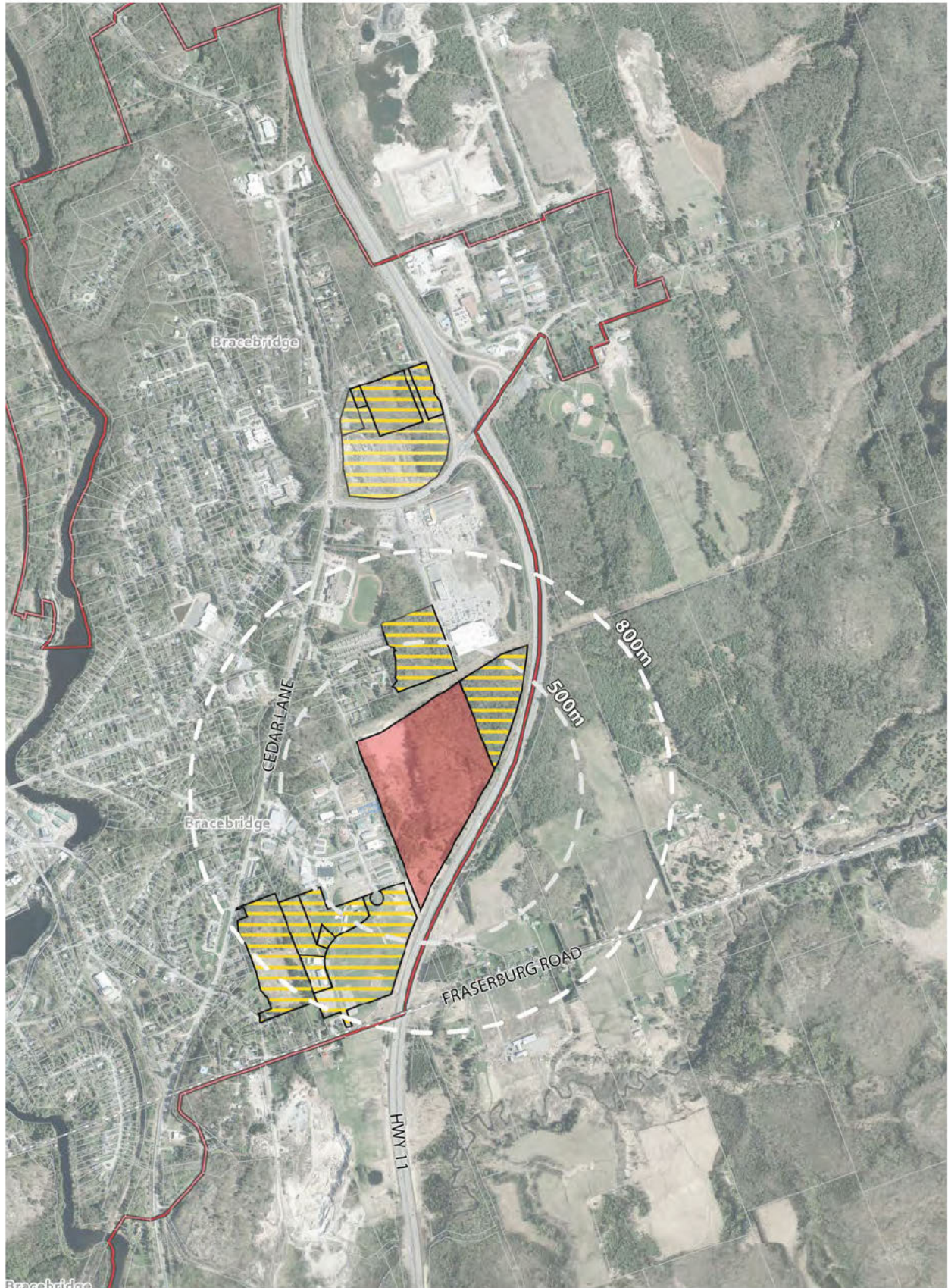
Appendix K - Airport Approach Zone




Airport Approach Zone, as described in Muskoka Airport Zoning Regulations (SOR/84-567).



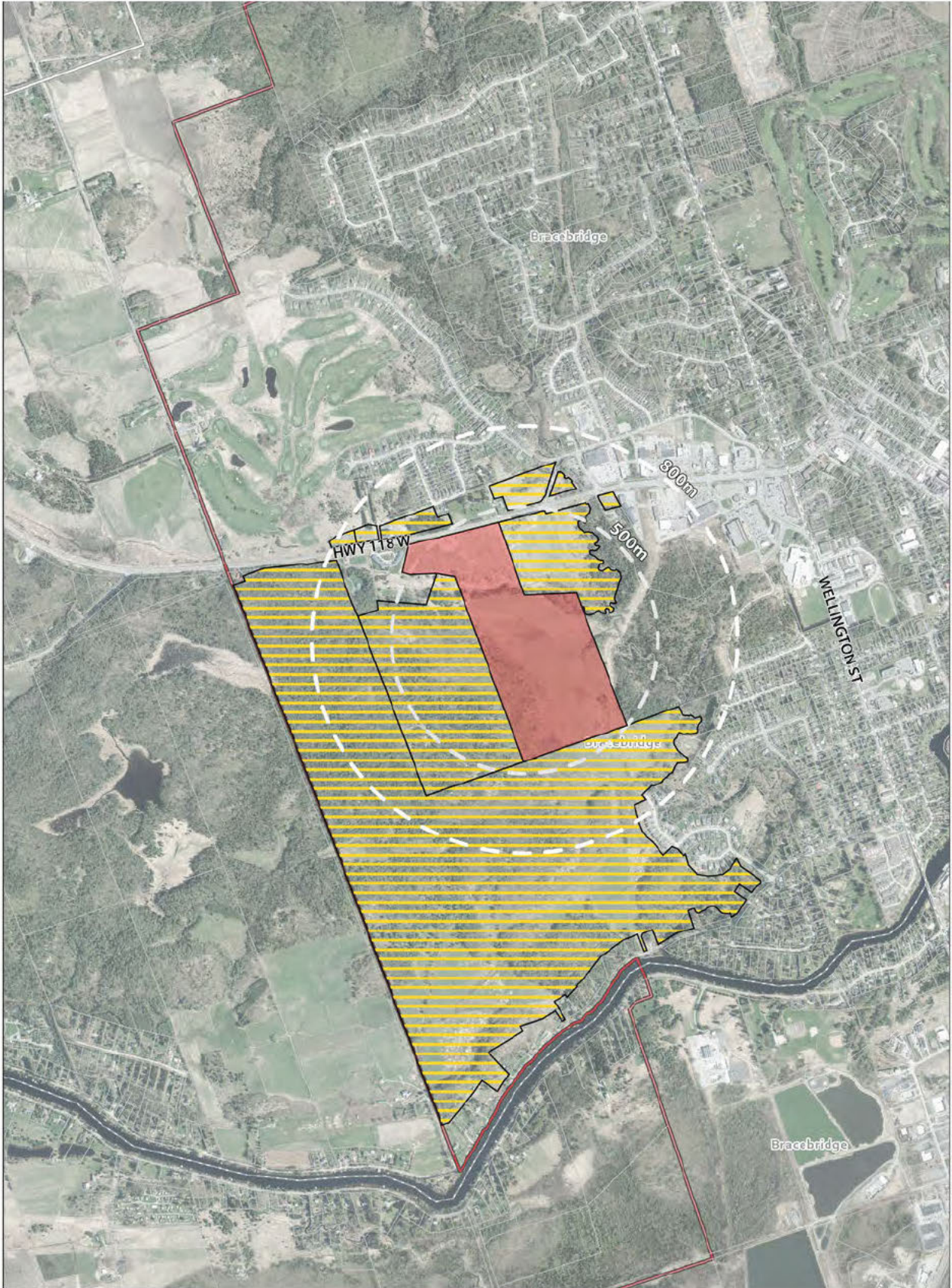
Appendix L - Area of Change Diagrams




300 Pine Street - Areas of Potential Change

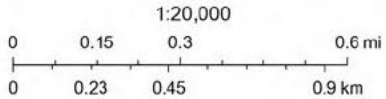


-  Site Boundary
-  Areas of Potential Change
-  Urban Centre Boundary

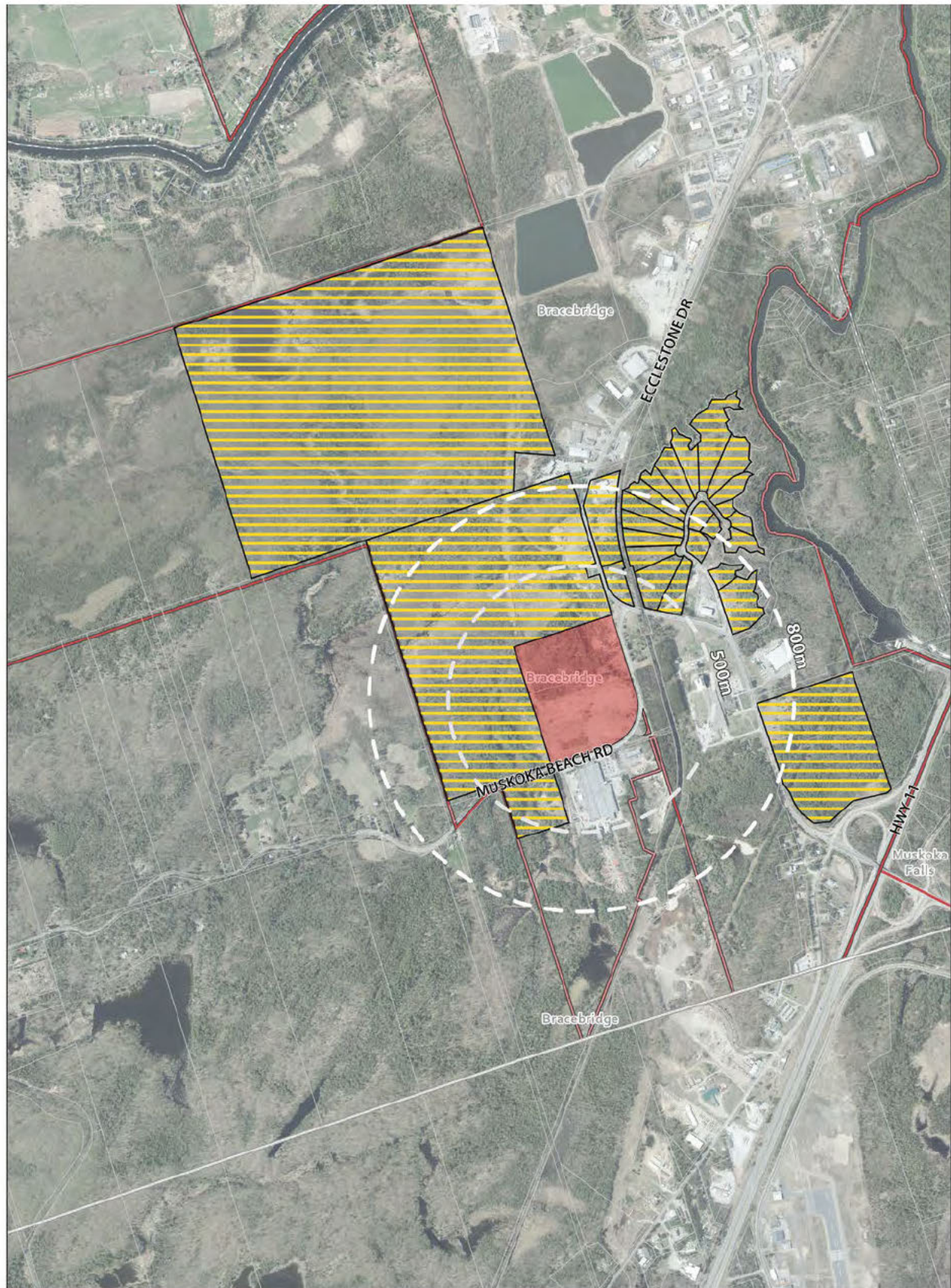
Highway 118 W Lands - Areas of Potential Change






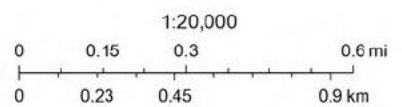
-  Site Boundary
-  Areas of Potential Change
-  Urban Centre Boundary



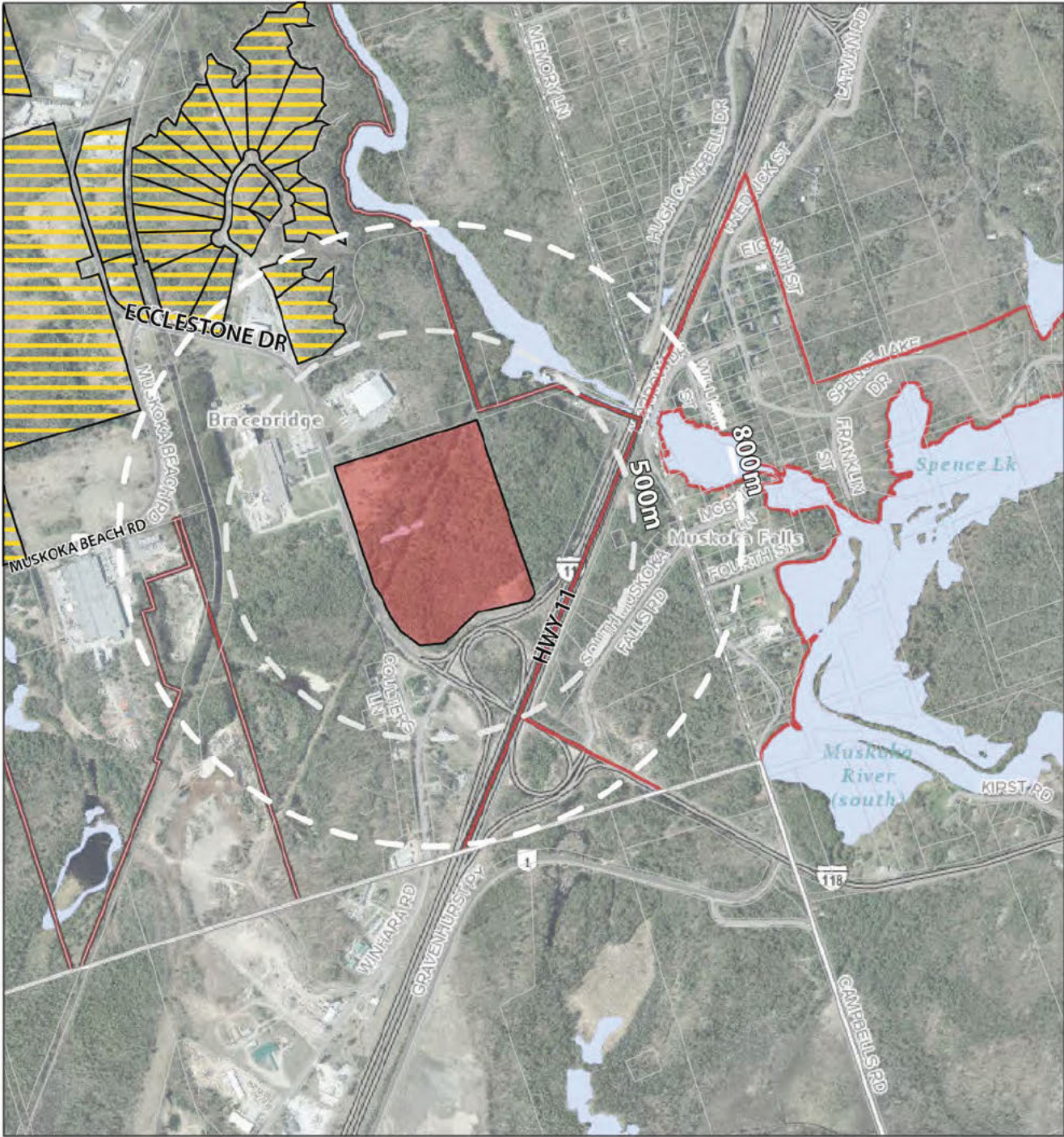
1975 Muskoka Beach Road - Areas of Potential Change



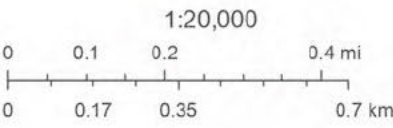
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-  Areas of Potential Change
-  Urban Centre Boundary



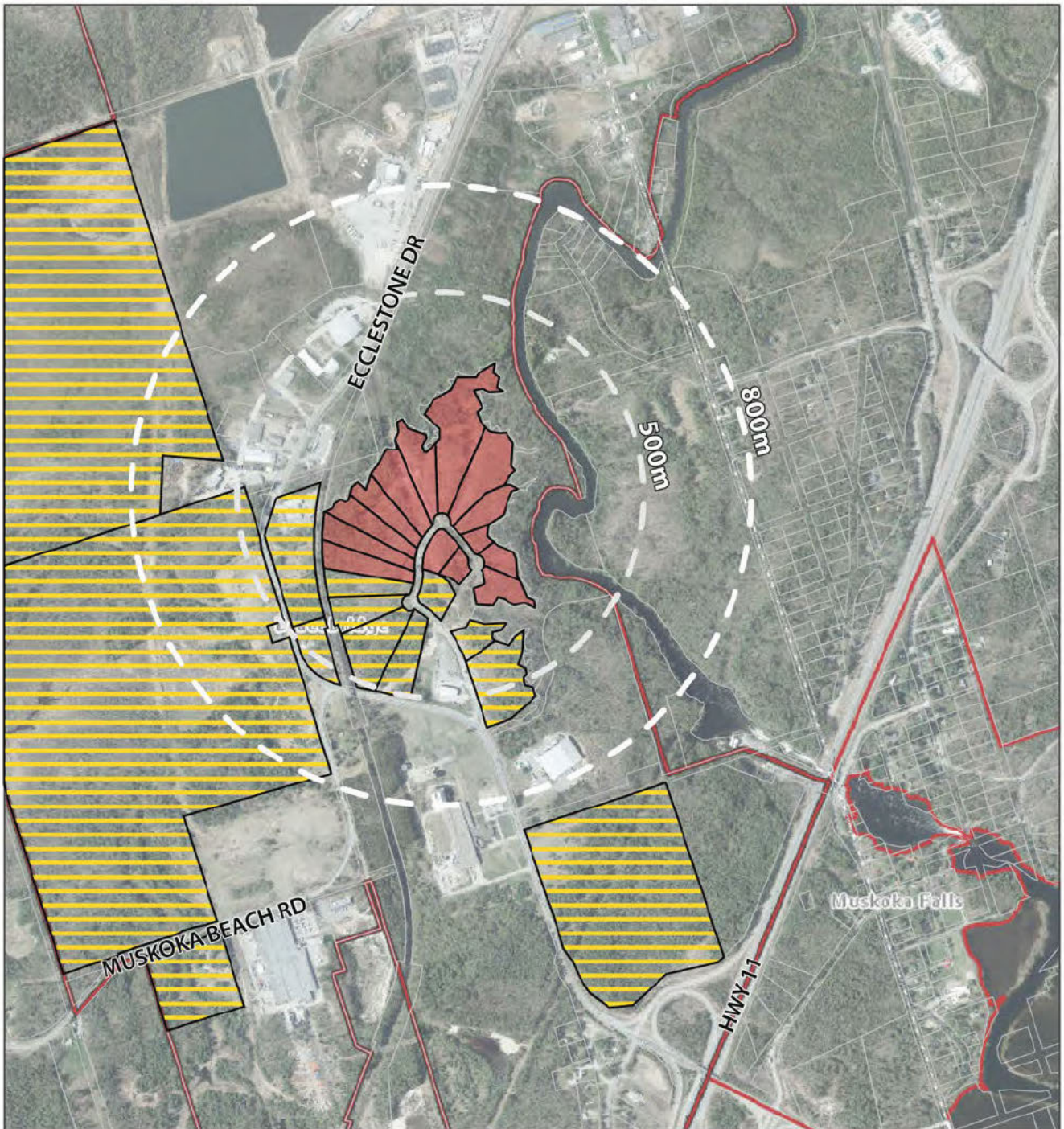
709 Ecclestone Drive - Areas of Potential Change






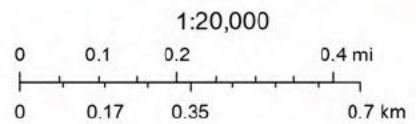
- Site Boundary
- Areas of Potential Change
- Urban Centre Boundary



28-72 Kirkhill Drive - Areas of Potential Change



-  Site Boundary
-  Areas of Potential Change
-  Urban Centre Boundary



Appendix M - Evaluation Results

300 PINE STREET

#	Evaluation Criteria	Considerations	Weighting	Strengths	Challenges	Score (between 0 and 1)	Points
LOCATION & PROPERTY							
1	Access - Ease of access by vehicles, including emergency service providers	Distance / access to Highway 11, travel time, and other access considerations	7.0	<p>Approximately 1.4 kilometres from the Highway 11 / Taylor Road Interchange.</p> <p>An analysis of travel time of Muskoka residents shows that the average travel time for patients to this property is not materially different compared to other potential locations.</p>		1.00	7.00
2	Access - Ease of access by for pedestrians and cyclists	General mobility considerations for cycling and walking: including available of pedestrian/cycling infrastructure, walkability / bikability of surrounding area, direct routes, etc.	3.0	Area surrounding the property is generally walkable and bikable.	Some streets in surrounding area lack sidewalks.	1.00	3.00
3	Access - Ease of access from local and district transit	Existing transit context / ability to modify existing routes to service property / location	3.0	<p>District: Corridor 11 Bus and the Mactier / Huntsville R&C Connection are nearby but not immediately adjacent. District staff noted there is flexibility in altering routes.</p> <p>Town: Bracebridge Transit travels along Cedar Lane and into nearby big-box shopping area. Town staff have indicated that there is flexibility to adapt local transit routes to provide service to new areas and services.</p>		1.00	3.00
4	Proximity to Downtown Bracebridge	Distance and accessibility from downtown by car, bike, and foot.	3.0	Property is 2.3 kilometres from downtown (Memorial Park). Property is accessible by car and moderately accessible by foot and bike. As noted, transit routes could potentially be modified.	Pedestrian / cycling route from downtown is indirect.	0.75	2.25
5	Surrounding land use and built form	Is the hospital use compatible with the surrounding land uses and built form (e.g., use compatibility, built form scale, noise, etc.)?	3.0	Surrounding uses include low-rise commercial, institutional, residential uses, and parkland, which are compatible with a hospital.	Small propane dispensing facility located nearby.	0.75	2.25

6	Impacts related to Muskoka Airport	Compatibility with airport operations (airport approaches), noise impacts.	6.0	<p>Property is not located within Airport Approach Zone (Bracebridge Official Plan).</p> <p>Property is not located within runway approach described in Muskoka Airport Zoning Regulations (SOR/84-567).</p>		1.00	6.00
7	Capacity of surrounding area to support complementary and ancillary uses and a complete community	<p>Are there lands in the surrounding area that could be redeveloped for complementary or ancillary uses?</p> <p>Do the Official Plan land use designations and Zoning categories for the surrounding area support complementary and ancillary uses? Does the surrounding context offer the ability to create a complete community?</p> <p>E.g., daycare, housing, retail, healthy food sources.</p>	4.0	<p>The property is located near the SmartCentres retail complex, Cedar Lane Business Park, and some undeveloped parcels, which provide some potential for co-location and clustering of community, institutional, and complementary uses. Residential areas, a school, and parkland are also nearby.</p> <p>Surrounding lands are designated and zoned for land uses that would complement a health care facility and contribute to a complete community. There are limited lands in the surrounding area that are designated / zoned for residential purposes.</p> <p>The Bracebridge Fairgrounds could also be considered as part of a vision for a 'campus of care' in the long term.</p>	Lands to the east (on other side of Hwy 11) are beyond the Urban Centre Boundary and have limited potential to support complementary and ancillary uses.	0.75	3.00

8	Sensitive land protection	Consider land that is not farmland, forested, floodplain, habitat for threatened or endangered species, within 30m of a water body or within 15 m of a wetland.	4.0	The site is not farmland, floodplain, or nearby a water body or wetland.	<p>The HCF would occupy the east half of property, which is identified as "woodland" by the Ministry of Natural Resources. This mapping does not identify woodlands as "significant"; mapping is considered a starting point for municipalities to assess and determine significant woodlands in their jurisdiction.</p> <p>Potential natural heritage constraints include habitat for Species at Risk and Species of Conservation Concern, significant wildlife habitat, designated natural areas, valleylands, woodlands, wetlands, and aquatic and fish habitat such as waterbodies and watercourses. The most sensitive ecological functions in the Study Area are likely associated with woodlands, wetlands, watercourse and waterbodies. Active agriculture, developed and disturbed lands likely support relatively less sensitive ecological functions. However, there may be some exceptions; for example, hay fields, pastures and meadows may support grassland bird Species at Risk. The potential presence of these constraints may be assessed through a detailed review of available records and consultation with responsible agencies. A full year of surveys is anticipated to be required to document and assess existing conditions in suitable detail to support a planning application and/or impact assessment.</p>	1.00	4.00
9	Positive site features that enhance the users' experience of accessing health care.	Are there positive site features that would enhance the user's experience of the healthcare experience (e.g., views/vistas, natural setting, character of the surrounding environment)?	3.0	<p>The site is adjacent to municipal parkland (the Fairgrounds / JD Land Activity Park).</p> <p>Site is highly visible from and has frontage onto Highway 11.</p>		1.00	3.00

10	Suitability as a health care facility	<p>The CSA Z8000-18 standard outlines planning, design and construction requirements to support operational effectiveness and efficiency, accessibility, safety and security, infection prevention and control and sustainability. Section 6.1 of the standard outlines site requirements and was referenced as part of the evaluation. Design criteria that were of particular importance for site selection were: Site design criteria (all of which have been evaluated as separate criteria as part of this report); site entry points; site circulation; parking; and future expansion</p> <p>Other criteria such as pedestrian and vehicular circulation, building entrances, ambulance bay, wayfinding, outdoor spaces, utility services, emergency exterior decontamination area and environmental controls focus more on site and building design and will be achieved irrespective of the site that is chosen.</p>	6.0	Site will generally allow for adherence with section 6.1 in CSA Z8000. Short text describing CSA Z8000	Future replacement of the HCF on the existing level portion of the site may be challenged.	0.25	1.50
11	Site / building area	<p>The site has adequate flat or mostly flat area to accommodate the hospital and related parking / services. Topography & other natural features.</p>	5.0		<p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	0.25	1.25
12	Parking	<p>Site allows for adequate parking (approx. 530 spots from Stage 1)</p> <p>Site can accommodate parking in an efficient manner (layout, accessibility, grade in relation to the hospital)</p>	3.0	Site allows for adequate parking in an efficient manner.	Some grading will have to be done in order to ensure the parking and main floor of the hospital are at a similar grade.	0.50	1.50
13	Two strong vehicle access points from collector roads	Can two strong vehicle access points from collector roads be provided?	5.0	Vehicular access can be provided from Depot Drive, Pine Street, and a driveway extending from Gray Lane, through the Cedar Lane Business Park.	Depot Drive and Pine Street roads will need to be enhanced in order to provide sufficient access. Depot Drive and Pine Street are not collectors in (Bracebridge OP Schedule C1 - Transportation).	0.50	2.50

14	Suitability for geo-exchange	Is the property suitable for a vertical geo-exchange system (from a regulatory and geologic perspective)?	3.0	Geology like the formations expected on this site typically have a higher ability to absorb and retain waste heat than is typically seen in southern Ontario. This feature can result in a more compact system design.	Geological formations like granite have a cost premium to install geo-exchange systems in. This cost can be partially offset by a more compact field design.	1.00	3.00
15	Ease of Construction and Implementation of Foundation (Amount of Fill and Bedrock)	There are high amounts of fill on the site. There are low amounts of fill on the site There is no bedrock present. There is bedrock present and it will not challenge the siting of the building. There is bedrock present that will challenge the siting of the building. MECP Water Well Records and MTO Report were reviewed: - Heavy woods and exposed fill/soil - Clay and deep silty sand layers - Granite bedrock 10 to 90 m below grade - Groundwater at 9 to 15 m	4.0		Information available is limited and not for the exact site location. Geo Investigation is required. Tree removal is required. There may be deep loose sand resulting low bearing for shallow foundations. Bedrock could be too deep for pile foundations	0.25	1.00
16	Water Table	Water table is high Water table low.	4.0	Water table is low.		1.00	4.00
17	Helicopter Flight Potential	Ability to accommodate helipad / minimal restriction on flight path elevation.	6.0	Meets criterion.			0.00
18	Archaeological potential	Presence / potential for archaeological resources	4.0	No registered archaeological sites within the property or nearby.	Historical roadway bisects the property in a north-south direction (through pit). Property is considered to have moderate archaeological potential.	0.50	2.00
19	Environmental issues	Are environmental issues anticipated (e.g., soil contamination)? What is the extent of anticipated environmental issues?	5.0	Draft Phase One ESA by Golder from 2015 did not identify areas of potential environmental concern (APECs) on the Site and did not recommend a further Phase Two ESA.	The Phase One ESA should be updated to confirm current site conditions. Potentially contaminating activities were identified in 2015 on neighbouring properties that should conditions have changed, could represent a potential environmental concern to the Site. A Record of Site Condition (RSC) in accordance with O.Reg.153/04 would likely be required to support redevelopment. While a draft RSC submission was provided, it does not appear to have been finalized.	1.00	5.00
20	Structures on land (demolition)	The site does not have existing structures. The site has existing structures that can be demolished. The site has existing structures that cannot be demolished.	1.0	No existing structures.		1.00	1.00
LAND USE PLANNING FRAMEWORK							

21	Consistency with PPS	Is use of the property as a hospital consistent with the Provincial Policy Statement?	6.0	<p>Property is located within a Settlement Area.</p> <p>A HCF at this location would be consistent with growth and infrastructure planning; property is part of an area that has or is planned to be provided with full municipal services over time.</p>		1.00	6.00
22	Official Plan Land Use Designations	<p>Is a hospital permitted by the site's Official Plan land use designation?</p> <p>Considerations for land use designations of adjacent / surrounding lands.</p>	4.0	<p>Property is designated as Business Area and Special Purpose Commercial. Community Facilities are permitted within all land use designations within the Urban Centre, subject to the provisions of the zoning by-law, and provide the use is, or can be made, compatible with surrounding uses, adequate parking is provided, and the use is adequately buffered from residential uses (B7.2).</p> <p>Town's agreement to purchase 300 Pine for hospital indicates support for a hospital at this location.</p> <p>Surrounding area provides some opportunities for co-location of community / health services and complementary land uses.</p>	Land use designation does not specifically list hospital / institutional use.	1.00	4.00
23	Conformity with District and Local Municipal Plan Policy Direction	Would use of the property as a hospital be consistent with other District and Municipal Official Plan policy direction?	4.0	<p>The property is located within the existing Bracebridge Urban Centre.</p> <p>Property is part of an area that has or is planned to be provided with full municipal services over time.</p> <p>District OP: The property is located within a Future Service Area (FSA), as shown on Schedule B of the District Official Plan. Typically, an amendment to the District Official Plan is required if municipal sewage and/or water services are proposed to be expanded into an FSA. However, special development projects, including hospitals with an FSA and requiring the extension of services may proceed without an amendment.</p>	<p>Bracebridge OP: The property is located within a Future Service Area, as shown on Schedule D of the Bracebridge Official Plan. Development shall generally occur within the Existing Service Area before extending municipal water and sewer services into the Future Service Area (I4.1.3). However, development may proceed within the Future Service Area without an amendment to the plan provided that Town and District staff are satisfied that: there is adequate municipal water and sewer capacity; that development is adjacent to an Existing Service Area; the development is in a compact urban form and comprises a mix of densities; and the development makes an efficient use of lands.</p>	1.00	4.00

24	Zoning	Is a hospital permitted by the site's zoning by-law classification? Considerations for zoning of adjacent / nearby lands.	2.0	Property is Zoned Business Park Industrial and Special Purpose Commercial. Public Uses by any Public Authority are permitted in all zones provided that the use complies with all applicable regulations, parking, and loading standards. Surrounding lands are zoned for compatible uses (e.g., Commercial; Business Park Industrial). Town's agreement with Fowler to purchase property for hospital indicates support for a hospital within this zoning context.		1.00	2.00
25	Planning Approvals Risks / Other Considerations * may change based on airport input	Nature / extent of required approvals and the associated risks, and other planning considerations	5.0	Amendments to the District Official Plan and Bracebridge Official Plan would not be required. Amendments to the Zoning By-law should not be required, but may be dependent on the uses, building envelope, parking/access, and other technical considerations. These would need to be reviewed once a more detailed development plan comes forward, if MAHC choose to pursue this location. Overall, the planning approvals risk is low.	An application to Hydro One / Infrastructure Ontario's Provincial Secondary Land Use Program would be required to permit a roadway across the transmission corridor. Project will need to go through MTO review process. Coordination regarding secondary access.	1.00	5.00
CAPITAL COSTS							
26	Land cost		6.0	Property has lowest cost, based on Town of Bracebridge's agreement with Fowler Construction.		1.00	6.00
27	Site preparation		6.0		Extensive earthworks within site.	0.25	1.50
28	Effort for access upgrades	High / medium / low	6.0	Pine Street to be upgraded and extended, new street off of Gray Road (approx 750 m). Upgrade Depot Drive including converting to a public road the entire length and extend it into the site (approx 600m). Significant grade changes.		0.25	1.50
29	Costs for environmental remediation	High / medium / low	6.0	Insufficient information at this time to confirm.	An updated Phase One ESA is recommended which may recommended further investigation (e.g., Phase II ESA).	1.00	6.00
30	Sanitary service min 17.6 L/s	The site has sufficient sanitary service. Sufficient sanitary service can be brought to the site.	6.0		No sanitary sewer along site frontage. Closest is on Gray Rd. Will need approx. 130m of new municipal sewer construction through an existing public parcel connection between Pine St and Gray Rd to service site. Southern half of site would need to be raised an average of 15m to gravity drain a building to this sewer. Capacity can be confirmed with the District of Muskoka by modelling at a later date.	0.50	3.00

31	Sufficient storm service and outlets (stormwater management pond may be required).	The site has sufficient storm service and outlets. Sufficient storm service and outlets can be brought to the site.	6.0	There are no storm sewers adjacent to the Site. The Site drains via overland flow to an existing stormwater outlet consisting of a low point that leads to a watercourse or ditch.	<p>It is likely that a new storm outlet to the natural environment will be required. The location and configuration of the outlet will need to be formalized with input from relevant stakeholders/regulators (e.g. municipality and MTO).</p> <p>The site is within the Ministry of Transportation's (MTO) Public Transportation and Highway Improvement Act (PTHIA) area and may require additional stormwater infrastructure (i.e. oversized storage). Additionally, MTO does not allow some stormwater infrastructure (e.g. rooftop storage) for sites within the PTHIA which will limit stormwater infrastructure opportunities.</p> <p>Stormwater infrastructure to provide quantity control (e.g. a pond or other storage system) and quality treatment (e.g. a pond or OGS unit) will be required.</p>	0.50	3.00
32	Duplicate and independent water services at a minimum of 125 L/s.	The site has duplicate and independent water services. Duplicate and independent water services can be brought to the site.	6.0		No watermain along site frontage. Will need approx. 50m of new municipal watermain construction through an existing public parcel connection between Pine St and Gray Rd to connect to existing network. As the site abuts only one municipal street, there is little opportunity to create redundancy. Extensive approvals would be required to cross the hydro easement along the north boundary to establish a potential secondary connection to the existing watermain 650m north on Depot Dr, which may be a private road servicing the business complex. Capacity can be confirmed with the District of Muskoka by modelling at a later date	0.50	3.00
33	Duplicate and independent power services	The site has duplicate and independent power services. Duplicate and independent power services can be brought to the site.	6.0	Hydro available nearby at 27.6kV from Lakeland Power. Alternately, service at 44kV from HONI.	<p>Service arrangement dependent on electrical load projection.</p> <p>Moderate risk for hydro servicing.</p> <p>Other: Effects of electromagnetic effect (EMF) when near HONI transmission corridor. Refer to Planning Approval Risks notation.</p>	0.75	4.50

34	Sufficient gas services	The site has sufficient gas services.	6.0	There is sufficient natural gas at the site.		1.00	6.00
35	Duplicate and independent communication services	The site has duplicate and independent communication services. Duplicate and independent communication services can be brought to the site.	6.0		Service providers could end up needing significant work on their infrastructure for independent diverse pathways for system reliability and resilience.	1.00	6.00

1975 MUSKOKA BEACH ROAD							
#	Evaluation Criteria	Considerations	Weighting	Strengths	Challenges	Score	Points
LOCATION & PROPERTY							
1	Access - Ease of access by vehicles, including emergency service providers	Distance / access to Highway 11, travel time, and other access considerations	7.0	<p>Approximately 2.5 kilometres from the Highway 11 / Highway 118 interchange.</p> <p>In the long-term, the Bracebridge West Transportation Corridor will enhance access to the property from the west.</p> <p>An analysis of travel time of Muskoka residents shows that 1975 Muskoka Beach Road is the closest site for patients currently visiting SMMH. However, the average travel time for patients to this property is not materially different compared to other potential locations.</p>	Faster-moving traffic and lack of sidewalks along Ecclestone Drive and Muskoka Beach could create unsafe / uncomfortable conditions for pedestrians and cyclists.	1.00	7.00
2	Access - Ease of access by for pedestrians and cyclists	General mobility considerations for cycling and walking: including available of pedestrian/cycling infrastructure, walkability / bikability of surrounding area, direct routes, etc.	3.0		<p>Surrounding area is not walkable/bikable.</p> <p>Faster-moving traffic and lack of sidewalks along Ecclestone Drive and Muskoka Beach could create unsafe / uncomfortable conditions for pedestrians and cyclists.</p>	0.25	0.75
3	Access - Ease of access from local and district transit	Existing transit context / ability to modify existing routes to service property / location	3.0	District: Property is currently accessible by the Corridor 11 Bus and the Midland / Bracebridge R&C Connection. District staff noted there is flexibility in altering routes.	<p>District: Property is not accessible by the Mactier / Huntsville R&C Connection.</p> <p>Town: Bracebridge Transit route does not extend south to the property. Town staff have indicated that there is flexibility to adapt local transit routes to provide service to new areas and services, though more significant modifications would be required.</p>	0.75	2.25
4	Proximity to Downtown Bracebridge	Distance and accessibility from downtown by car, bike, and foot.	3.0		Property is 5.3 kilometre from downtown (Memorial Park). Property is only only accessible by car. As noted, transit routes could potentially be modified.	0.50	1.50
5	Surrounding land use and built form	Is the hospital use compatible with the surrounding land uses and built form (e.g., use compatibility, built form scale, noise, etc.)?	3.0	Surrounding uses include commercial and industrial, and undeveloped land, which are compatible with a hospital.	<p>Pipeline and large propane storage / dispensing facility.</p> <p>Muskoka Airport is located approximately 1.5km to the south. The property falls within the Airport Approach Zone identified on Schedule C1 of the Bracebridge Official Plan. Please refer to the following section for further details.</p>	0.50	1.50

6	Impacts related to Muskoka Airport	Compatibility with airport operations (airport approaches), noise impacts.	6.0	<p>Property is not located within runway approach described in Muskoka Airport Zoning Regulations (SOR/84-567).</p> <p>Based on relatively low aircraft movements that are not expected to change significantly, the Muskoka Airport Master Plan (2020) notes that impacts from aircraft noise on adjacent communities is expected to be minimal, and it is expected that 30 NEF contours will not extend significantly beyond the airport boundaries. Muskoka Airport staff note that, since flight frequencies are irregular and sporadic, a formal noise exposure is difficult and unrealistic to prepare, and has therefore never been undertaken. Muskoka Airport staff note that few noise complaints are received; a total of three complaints were received in the past three years, though unrelated to airport arrivals or departures. Further discussion with NavCanada, Transport Canada and Muskoka Airport is required.</p>	<p>Site is located within the Airport Approach Zone identified on Schedule C1 of the Official Plan, which aims to protect airport operations. Municipal and District staff should be consulted prior to development within the Airport Approach Zone. Residential uses and institutional uses that are noise sensitive should not be located within this area (Policy B4.2). Further consultation with NavCanada is required.</p>	0.75	4.50
7	Capacity of surrounding area to support complementary and ancillary uses and a complete community	<p>Are there lands in the surrounding area that could be redeveloped for complementary or ancillary uses?</p> <p>Do the Official Plan land use designations and Zoning categories for the surrounding area support complementary and ancillary uses? Does the surrounding context offer the ability to create a complete community?</p> <p>E.g., daycare, housing, retail, healthy food sources.</p>	4.0	<p>The surrounding area features undeveloped land, which provides potential for co-location and clustering of community, institutional, and complementary uses.</p> <p>Surrounding lands are designated and zoned for a broad mix of land uses, including institutional, commercial, industrial, and adult lifestyle residential, and open space.</p>	<p>Opportunities for residential growth may be restricted based on noise exposure from the airport (Bracebridge Official Plan Policy B4.2; Muskoka Airport Zoning Regulations (SOR/84-567).</p> <p>Some adjacent lands are within a Future Service Area, which may limit opportunities for complementary development.</p> <p>Industrial land use designation (to the south, east, and northeast) permits heavy industrial uses, which may not be considered compatible with hospital use. Property is partially adjacent to this land use designation (Bracebridge Official Plan Schedule B - Urban Centre Land Use).</p>	0.75	3.00

8	Sensitive land protection	Consider land that is not farmland, forested, floodplain, habitat for threatened or endangered species, within 30m of a water body or within 15 m of a wetland.	4.0	A significant portion of the property is already cleared.	<p>The northern portion of the property is identified as woodland in the Ministry of Natural Resources' mapping of natural heritage. This mapping does not identify woodlands as "significant"; mapping is considered a starting point of municipalities to assess and determine significant woodlands in their jurisdiction.</p> <p>Potential natural heritage constraints include habitat for Species at Risk and Species of Conservation Concern, significant wildlife habitat, designated natural areas, valleylands, woodlands, wetlands, and aquatic and fish habitat such as waterbodies and watercourses. The most sensitive ecological functions in the Study Area are likely associated with woodlands, wetlands, watercourse and waterbodies. Active agriculture, developed and disturbed lands likely support relatively less sensitive ecological functions. However, there may be some exceptions; for example, hay fields, pastures and meadows may support grassland bird Species at Risk. The potential presence of these constraints may be assessed through a detailed review of available records and consultation with responsible agencies. A full year of surveys is anticipated to be required to document and assess existing conditions in suitable detail to support a planning application and/or impact assessment.</p>	1.00	4.00
9	Positive site features that enhance the users' experience of accessing health care.	Are there positive site features that would enhance the user's experience of the healthcare experience (e.g., views/vistas, natural setting, character of the surrounding environment)?	3.0	Wooded areas at the northern end of the property. Property has frontage along a major street and would have moderate visibility.	n/a	0.75	2.25

10	Suitability as a health care facility	<p>The CSA Z8000-18 standard outlines planning, design and construction requirements to support operational effectiveness and efficiency, accessibility, safety and security, infection prevention and control and sustainability. Section 6.1 of the standard outlines site requirements and was referenced as part of the evaluation. Design criteria that were of particular importance for site selection were: Site design criteria (all of which have been evaluated as separate criteria as part of this report); site entry points; site circulation; parking; and future expansion</p> <p>Other criteria such as pedestrian and vehicular circulation, building entrances, ambulance bay, wayfinding, outdoor spaces, utility services, emergency exterior decontamination area and environmental controls focus more on site and building design and will be achieved irrespective of the site that is chosen.</p>	6.0	Site will allow for adherence with section 6.1 in CSA Z8000.	n/a	1.00	6.00
11	Site / building area	<p>The site has adequate flat or mostly flat area to accommodate the hospital and related parking / services. Topography & other natural features.</p>	5.0	<p>The site has adequate mostly flat area to accommodate the hospital, related parking and future expansion / replacement.</p>	<p>Approx 20m drop across site towards watercourse. 3-4% general gradient northward. Moderate earthworks required to create flat areas. Grading activities will be complicated by Trans Canada Pipeline traversing the site.</p>	1.00	5.00
12	Parking	<p>Site allows for adequate parking (approx. 530 spots from Stage 1)</p> <p>Site can accommodate parking in an efficient manner (layout, accessibility, grade in relation to the hospital)</p>	3.0	<p>The site allows for adequate parking in an efficient manner.</p>	n/a	1.00	3.00
13	Two strong vehicle access points from collector roads	<p>Can two strong vehicle access points from collector roads be provided?</p>	5.0	<p>Vehicular access can be provided from Muskoka Beach Road and Highway 118 West / Ecclestone Drive.</p>		1.00	5.00

14	Suitability for geo-exchange	Is the property suitable for a vertical geo-exchange system (from a regulatory and geologic perspective)?	3.0	Geology like the formations expected on this site typically have a higher ability to absorb and retain waste heat than is typically seen in southern Ontario. This feature can result in a more compact system design.	Geological formations like granite have a cost premium to install geo-exchange systems in. This cost can be partially offset by a more compact field design.	1.00	3.00
15	Ease of Construction and Implementation of Foundation (Amount of Fill and Bedrock)	<p>There are high amounts of fill on the site.</p> <p>There are low amounts of fill on the site</p> <p>There is no bedrock present.</p> <p>There is bedrock present and it will not challenge the siting of the building.</p> <p>There is bedrock present that will challenge the siting of the building.</p> <p>MECP Water Well Records and MTO Report were reviewed:</p> <ul style="list-style-type: none"> - Heavy woods and exposed fill/soil - Clay and deep silty sand layers - Granite bedrock 10 to 90 m below grade - Groundwater at 9 to 15 m 	4.0	Shallow and deep foundation options should be available/evaluated	<p>Data available is limited and not for the site location. Geo Investigation will be required.</p> <p>Heavy woods and exposed fill / soil is observed. Tree removal will be required.</p>	1.00	4.00
16	Water Table	Water table is high Water table low.	4.0		Water table is high.	0.50	2.00
17	Helicopter Flight Potential	Ability to accommodate helipad / minimal restriction on flight path elevation.	6.0	Meets criterion. Helipad would need to be designed to meet Transport Canada regulations.	Update with input from Muskoka Airport		0.00
18	Archaeological potential	Presence / potential for archaeological resources	4.0	No registered archaeological sites within the property or nearby.	There are two historical homesteads within the property, and historical roadways bound the property. The property is considered to have high potential for archaeological resources.	0.25	1.00
19	Environmental issues	Are environmental issues anticipated (e.g., soil contamination)? What is the extent of anticipated environmental issues?	5.0	Based on a limited review of available on-line aerial photographs, no obvious environmental concerns were identified on the property from the photographs; however, additional investigation in the form of a Phase I ESA is recommended to confirm. Off-site industrial activities could represent a potential concern to the property.	A Phase I ESA should be completed to confirm whether there are potential environmental concerns associated with current and historical on- and off-site activities that could represent potential soil and/or groundwater impacts at the property.	1.00	5.00
20	Structures on land (demolition)	<p>The site does not have existing structures.</p> <p>The site has existing structures that can be demolished.</p> <p>The site has existing structures that cannot be demolished.</p>	1.0	No existing structures.	n/a	1.00	1.00
LAND USE PLANNING FRAMEWORK							

21	Consistency with PPS	Is use of the property as a hospital consistent with the Provincial Policy Statement?	6.0	<p>Property is located within a Settlement Area.</p> <p>A HCF at this location would be consistent with growth and infrastructure planning; property is part of an area that has or is planned to be provided with full municipal services over time.</p>		1.00	6.00
22	Official Plan Land Use Designations	<p>Is a hospital permitted by the site's Official Plan land use designation?</p> <p>Considerations for land use designations of adjacent / surrounding lands.</p>	4.0	<p>Property is designated Business Area., which notes that community facilities are permitted, provided such community facilities are compatible with the industrial uses generally permitted in the area (light to medium industrial uses).</p> <p>Community Facilities are permitted within all land use designations within the Urban Centre, subject to the provisions of the zoning by-law, and provide the use is, or can be made, compatible with surrounding uses, adequate parking is provided, and the use is adequately buffered from residential uses (B7.2).</p> <p>Surrounding area provides some opportunities for co-location of community / health services and complementary land uses (e.g., lands designated Business Area, South Bracebridge Adult Lifestyle Residential, South Bracebridge Commercial, Open Space).</p>	<p>Certain complementary land uses (e.g., residential land uses) may be limited by surrounding Industrial land use designations and proximity to Muskoka Airport. Refer to #6 and #7 above.</p>	1.00	4.00
23	Conformity with District and Local Municipal Plan Policy Direction	Would use of the property as a hospital be consistent with other District and Municipal Official Plan policy direction?	4.0	<p>The property is located within the existing Bracebridge Urban Centre.</p> <p>Property is part of an area that has or is planned to be provided with full municipal services over time.</p> <p>Surrounding area provides some opportunities for co-location of community / health services and complementary land uses.</p> <p>District OP: The property is located within a Full Service Area, as shown on Schedule B of the District Official Plan, where the majority of population and employment growth is anticipated to be focused.</p> <p>Bracebridge OP: The property is located within the Existing Service Area shown on Schedule D. Development within the Existing Service Area shall generally occur before extending municipal water and sewer services in the Future Service Areas.</p>		1.00	4.00

24	Zoning	Is a hospital permitted by the site's zoning by-law classification? Considerations for zoning of adjacent / nearby lands.	2.0	Property is zoned Institutional. Public Uses by any Public Authority are permitted in all zones provided that the use complies with all applicable regulations, parking, and loading standards.	Some surrounding lands are zoned General Industrial, where light to medium industrial uses are permitted.	1.00	2.00
25	Planning Approvals Risks / Other Considerations * may change based on airport input	Nature / extent of required approvals and the associated risks, and other planning considerations	5.0	Amendments to the District Official Plan and Bracebridge Official Plan would not be required. Amendments to the Zoning By-law should not be required, but may be dependent on the uses, building envelope, parking/access, and other technical considerations. These would need to be reviewed once a more detailed development plan comes forward, if MAHC choose to pursue this location. Overall, the planning approvals risk is low.	Consultation with TC Energy (TransCanada Pipeline) and NavCanada will be required. Severance will be required. Negotiate access with landowner.	1.00	5.00
CAPITAL COSTS							
26	Land cost		6.0	Property has second lowest cost, based on land appraisal.		0.80	4.80
27	Site preparation		6.0		Moderate earthworks within site. Grading activities will be complicated by Trans Canada Pipeline traversing the site.	0.75	4.50
28	Effort for access upgrades	High / medium / low	6.0	Second access will be required from new road along the north of the property.		1.00	6.00
29	Costs for environmental remediation	High / medium / low	6.0	Insufficient information at this time to confirm.	A Phase I ESA is recommended which may recommended further investigation (e.g., Phase II ESA).	1.00	6.00
30	Sanitary service min 17.6 L/s	The site has sufficient sanitary service. Sufficient sanitary service can be brought to the site.	6.0	Sanitary system is available along both street frontages.	Significant fill (5m) required to drain majority of mid and northwest portions of site to existing sewers by gravity. If existing watercourse is to be maintained, an additional challenge will be servicing the opposing sides towards the same site outlet while respecting conservation authority creek crossing criteria (district may only allow one connection). Location of building will be key for sanitary serviceability. Southern half is more easily serviceable by gravity. Additional challenges posed by services having to cross Trans Canada Pipeline easement. Capacity can be confirmed with the District of Muskoka by modelling at a later date.	1.00	6.00

31	Sufficient storm service and outlets (stormwater management pond may be required).	The site has sufficient storm service and outlets. Sufficient storm service and outlets can be brought to the site.	6.0	There are no storm sewers adjacent to the Site. The Site drains via overland flow to an existing stormwater outlet consisting of a low point that leads to a watercourse or ditch.	It is likely that a new storm outlet to the natural environment will be required. The location and configuration of the outlet will need to be formalized with input from relevant stakeholders/regulators (e.g. MNRF). Stormwater infrastructure to provide quantity control (e.g. a pond or other storage system) and quality treatment (e.g. a pond or OGS unit) will be required.	1.00	6.00
32	Duplicate and independent water services at a minimum of 125 L/s.	The site has duplicate and independent water services. Duplicate and independent water services can be brought to the site.	6.0	Watermains are available along both street frontages.	As the surrounding network is extension of the same system, a secondary connection will not create the type of redundancy recommended for healthcare facilities (redundant connection to watermains on 2 separate streets isolated by a valve chamber). Additional challenges posed by services having to cross Trans Canada Pipeline easement. Capacity can be confirmed with the District of Muskoka by modelling at a later date	0.75	4.50
33	Duplicate and independent power services	The site has duplicate and independent power services. Duplicate and independent power services can be brought to the site.	6.0		It is anticipated that the existing 12kV line would become obsolete and will require upgrade to 27.6kV by Lakeland Power. Significant work and co-ordination required between Lakeland Power and HONI to service the site at 27.6kV or 44kV. Very high risk for hydro servicing. Other: Railway tracks at doorstep depending on building siting. Train schedule frequency? EMS response time negotiating railway crossing/automated barrier? Vibration impact on sensitive medical equipment?	0.25	1.50
34	Sufficient gas services	The site has sufficient gas services.	6.0	There is sufficient natural gas at the site.		1.00	6.00
35	Duplicate and independent communication services	The site has duplicate and independent communication services. Duplicate and independent communication services can be brought to the site.	6.0		Service providers could end up needing significant work on their infrastructure for independent diverse pathways for system reliability and resilience.	1.00	6.00

HIGHWAY 118 WEST LANDS							
#	Evaluation Criteria	Considerations	Weighting	Strengths	Challenges	Score	Points
LOCATION & PROPERTY							
1	Access - Ease of access by vehicles, including emergency service providers	Distance / access to Highway 11, travel time, and other access considerations	7.0	<p>Site is more accessible to Port Carling and other communities around the lakes.</p> <p>The average travel time for patients to this property is not materially different compared to other potential locations.</p>	<p>Approximately 5.3 kilometres from the Highway 11 / Taylor Road interchange, 6.3 kilometres from the Highway 11 / Cedar Lane Interchange, and 8.2 kilometres from the Highway 11 / Highway 118 interchange. Distance to the property from Highway 11 also requires travelling through town.</p> <p>Highway 118 / Monck Road intersection is busiest in town (vehicles and pedestrians). This intersection has a crossing guard to assist students travelling to/from Monck Public School.</p>	0.25	1.75
2	Access - Ease of access by for pedestrians and cyclists	General mobility considerations for cycling and walking: including available of pedestrian/cycling infrastructure, walkability / bikability of surrounding area, direct routes, etc.	3.0	Surrounding area is moderately walkable / bikable.	Faster-moving traffic and lack of sidewalks along Highway 118 could create unsafe / uncomfortable conditions for pedestrians and cyclists.	0.75	2.25
3	Access - Ease of access from local and district transit	Existing transit context / ability to modify existing routes to service property / location	3.0		<p>District: Property isn't immediately transit-adjacent, but Corridor 11 Bus, Midland / Bracebridge R&C Connection, and Mactier / Huntsville R&C Connection pass Balls Flats Area. District staff noted there is flexibility in altering routes.</p> <p>Town: Bracebridge Transit route not immediately adjacent but nearby (Balls Flats). Town staff have indicated that there is flexibility to adapt local transit routes to provide service to new areas and services.</p>	1.00	3.00
4	Proximity to Downtown Bracebridge	Distance and accessibility from downtown by car, bike, and foot.	3.0	Property is 2.1 kilometres from downtown (Memorial Park). Property is accessible by car and moderately accessible by foot and bike. As noted, transit routes could potentially be modified.		0.75	2.25
5	Surrounding land use and built form	Is the hospital use compatible with the surrounding land uses and built form (e.g., use compatibility, built form scale, noise, etc.)?	3.0	Surrounding uses include commercial, residential (including a seniors' residence), a golf course, and undeveloped lands, which are compatible with a hospital.		0.75	2.25

6	Impacts related to Muskoka Airport	Compatibility with airport operations (airport approaches), noise impacts.	6.0	<p>Property is not located within Airport Approach Zone (Bracebridge Official Plan).</p> <p>Property is not located within runway approach described in Muskoka Airport Zoning Regulations (SOR/84-567).</p>		1.00	6.00
7	Capacity of surrounding area to support complementary and ancillary uses and a complete community	<p>Are there lands in the surrounding area that could be redeveloped for complementary or ancillary uses?</p> <p>Do the Official Plan land use designations and Zoning categories for the surrounding area support complementary and ancillary uses? Does the surrounding context offer the ability to create a complete community?</p> <p>E.g., daycare, housing, retail, healthy food sources.</p>	4.0	<p>The surrounding area features undeveloped land, which provides potential for co-location and clustering of community, institutional, and complementary uses.</p>	<p>Surrounding lands are primarily designated and zoned for residential land uses. Redesignation/rezoning would be necessary to permit certain complementary or ancillary uses.</p> <p>Some adjacent lands are within a Future Service Area, which may limit opportunities for complementary development (Bracebridge OP).</p>	0.50	2.00

8	Sensitive land protection	Consider land that is not farmland, forested, floodplain, habitat for threatened or endangered species, within 30m of a water body or within 15 m of a wetland.	4.0	The site is former agricultural land that has not been farmed recently. Most of the site has been cleared of trees. The property is bisected by a creek, which is zoned Environmental Protection; however, the property is large enough to accommodate necessary buffering.	Potential natural heritage constraints include habitat for Species at Risk and Species of Conservation Concern, significant wildlife habitat, designated natural areas, valleylands, woodlands, wetlands, and aquatic and fish habitat such as waterbodies and watercourses. The most sensitive ecological functions in the Study Area are likely associated with woodlands, wetlands, watercourse and waterbodies. Active agriculture, developed and disturbed lands likely support relatively less sensitive ecological functions. However, there may be some exceptions; for example, hay fields, pastures and meadows may support grassland bird Species at Risk. The potential presence of these constraints may be assessed through a detailed review of available records and consultation with responsible agencies. A full year of surveys is anticipated to be required to document and assess existing conditions in suitable detail to support a planning application and/or impact assessment.	1.00	4.00
9	Positive site features that enhance the users' experience of accessing health care.	Are there positive site features that would enhance the user's experience of the healthcare experience (e.g., views/vistas, natural setting, character of the surrounding environment)?	3.0	Inpatient unit could be oriented towards the creek, ravine, and surrounding wooded areas. Property has frontage along Highway 118, but facility would be located on southern portion of the property, which would provide lower visibility.		0.75	2.25

10	Suitability as a health care facility	<p>The CSA Z8000-18 standard outlines planning, design and construction requirements to support operational effectiveness and efficiency, accessibility, safety and security, infection prevention and control and sustainability. Section 6.1 of the standard outlines site requirements and was referenced as part of the evaluation. Design criteria that were of particular importance for site selection were: Site design criteria (all of which have been evaluated as separate criteria as part of this report); site entry points; site circulation; parking; and future expansion</p> <p>Other criteria such as pedestrian and vehicular circulation, building entrances, ambulance bay, wayfinding, outdoor spaces, utility services, emergency exterior decontamination area and environmental controls focus more on site and building design and will be achieved irrespective of the site that is chosen.</p>	6.0	Site will allow for adherence with section 6.1 in CSA Z8000.	n/a	1.00	6.00
11	Site / building area	<p>The site has adequate flat or mostly flat area to accommodate the hospital and related parking / services. Topography & other natural features.</p>	5.0	The site has adequate mostly flat area to accommodate the hospital, related parking and future expansion / replacement.	n/a	0.75	3.75
12	Parking	<p>Site allows for adequate parking (approx. 530 spots from Stage 1)</p> <p>Site can accommodate parking in an efficient manner (layout, accessibility, grade in relation to the hospital)</p>	3.0	Site allows for adequate parking in an efficient manner.	Minimal grading will have to be done in order to ensure the parking and main floor of the hospital are at a similar grade.	1.00	3.00
13	Two strong vehicle access points from collector roads	Can two strong vehicle access points from collector roads be provided?	5.0	Two access points from Highway 118 can be achieved.	A second access point from Salmon Avenue will need to be constructed.	0.75	3.75

14	Suitability for geo-exchange	Is the property suitable for a vertical geo-exchange system (from a regulatory and geologic perspective)?	3.0	Geology like the formations expected on this site typically have a higher ability to absorb and retain waste heat than is typically seen in southern Ontario. This feature can result in a more compact system design.	Geological formations like granite have a cost premium to install geo-exchange systems in. This cost can be partially offset by a more compact field design.	1.00	3.00
15	Ease of Construction and Implementation of Foundation (Amount of Fill and Bedrock)	<p>There are high amounts of fill on the site.</p> <p>There are low amounts of fill on the site</p> <p>There is no bedrock present.</p> <p>There is bedrock present and it will not challenge the siting of the building.</p> <p>There is bedrock present that will challenge the siting of the building.</p> <p>MECP Water Well Records and MTO Report were reviewed:</p> <ul style="list-style-type: none"> - Heavy woods and exposed fill/soil - Clay and deep silty sand layers - Granite bedrock 10 to 90 m below grade - Groundwater at 9 to 15 m 	4.0	Bedrock likely available for pile foundations or ground improvement with rigid inclusions	<p>Data available is limited and not for the site location. Geo Investigation will be required.</p> <p>Demolition of existing buildings and removal of trees may be required.</p> <p>Shallow foundation may not be available due to deep soft clay requiring deep foundation.</p>	0.75	3.00
16	Water Table	Water table is high Water table low.	4.0		Water table is high.	0.50	2.00
17	Helicopter Flight Potential	Ability to accommodate helipad / minimal restriction on flight path elevation.	6.0	Helipad would need to be designed to meet Transport Canada regulations.			0.00
18	Archaeological potential	Presence / potential for archaeological resources	4.0	No registered archaeological sites within the property or nearby, based on preliminary review of the Ontario Archaeological Sites Database.	Property includes a watercourse and is both within 100 m of a historic roadway and within 300 m of two historic homesteads (based on review of historical mapping), which are features indicating archaeological potential. Property likely retains archaeological potential.	0.25	1.00
19	Environmental issues	Are environmental issues anticipated (e.g., soil contamination)? What is the extent of anticipated environmental issues?	5.0	Based on a limited review of available on-line aerial photographs, no obvious environmental concerns were identified from the photographs; however, additional investigation in the form of a Phase I ESA is recommended to confirm.	A Phase I ESA should be completed to confirm whether there are potential environmental concerns associated with current and historical on- and off-site activities that could represent potential soil and/or groundwater impacts at the property.	1.00	5.00
20	Structures on land (demolition)	<p>The site does not have existing structures.</p> <p>The site has existing structures that can be demolished.</p> <p>The site has existing structures that cannot be demolished.</p>	1.0	There are no structures located on the property.		1.00	1.00
LAND USE PLANNING FRAMEWORK							

21	Consistency with PPS	Is use of the property as a hospital consistent with the Provincial Policy Statement?	6.0	<p>Property is located within a Settlement Area.</p> <p>A HCF at this location would be consistent with growth and infrastructure planning; property is part of an area that has or is planned to be provided with full municipal services over time.</p>		1.00	6.00
22	Official Plan Land Use Designations	<p>Is a hospital permitted by the site's Official Plan land use designation?</p> <p>Considerations for land use designations of adjacent / surrounding lands.</p>	4.0	<p>Property is designated West Bracebridge Residential (south of the creek), Highway 118 West Special Policy Area (north of the creek), and Natural Heritage (along the creek and ravine). Community Facilities are permitted within all land use designations within the Urban Centre, subject to the provisions of the zoning by-law, and provide the use is, or can be made, compatible with surrounding uses, adequate parking is provided, and the use is adequately buffered from residential uses (B7.2).</p> <p>Compatible and complementary uses, such as community facilities, are permitted within the West Bracebridge Residential designation.</p>	<p>Policy C5.1.1 notes that the West Bracebridge Residential designation will play an important role in the development of housing stock within Town in the future.</p>	0.50	2.00
23	Conformity with District and Local Municipal Plan Policy Direction	Would use of the property as a hospital be consistent with other District and Municipal Official Plan policy direction?	4.0	<p>The property is located within the existing Bracebridge Urban Centre.</p> <p>Property is part of an area that has or is planned to be provided with full municipal services over time.</p> <p>Surrounding area provides some opportunities for co-location of community / health services and complementary land uses.</p> <p>District OP: The property is located within a Future Service Area (FSA), as shown on Schedule D of the Bracebridge Official Plan. Typically, an amendment to the District Official Plan is required if municipal sewage and/or water services are proposed to be expanded into an FSA. However, special development projects, including hospitals with an FSA and requiring the extension of services may proceed without an amendment.</p>	<p>Bracebridge OP: The property is located within a Future Service Area, as shown on Schedule D of the Bracebridge Official Plan. Development shall generally occur within the Existing Service Area before extending municipal water and sewer services into the Future Service Area (I4.1.3). However, development may proceed within the Future Service Area without an amendment to the plan provided that Town and District staff are satisfied that: there is adequate municipal water and sewer capacity; that development is adjacent to an Existing Service Area; the development is in a compact urban form and comprises a mix of densities; and the development makes an efficient use of lands.</p> <p>Site is located within the Airport Approach Zone identified on Schedule C1 of the Official Plan, which aims to protect airport operations. Municipal and District staff should be consulted prior to development within the Airport Approach Zone. Residential uses and institutional uses that are noise sensitive should not be located within this area (Policy B4.2)</p>	0.50	2.00

24	Zoning	Is a hospital permitted by the site's zoning by-law classification? Considerations for zoning of adjacent / nearby lands.	2.0	Public Uses by any Public Authority are permitted in all zones provided that the use complies with all applicable regulations, parking, and loading standards. Surrounding lands are largely zoned residential.		0.75	1.50
25	Planning Approvals Risks / Other Considerations * may change based on airport input	Nature / extent of required approvals and the associated risks, and other planning considerations	5.0	Amendments to the District Official Plan and Bracebridge Official Plan would not be required. Amendments to the Zoning By-law should not be required, but may be dependent on the uses, building envelope, parking/access, and other technical considerations. These would need to be reviewed once a more detailed development plan comes forward, if MAHC choose to pursue this location. Overall, the planning approvals risk is low-medium. Further discussion with Town and District is required to understand whether hospital at this location aligns with the vision for the West Bracebridge Residential designation and its role in accommodating future population growth.	Consultation with TC Energy (TransCanada Pipeline) may be required, as a the pipeline runs across the southeast corner of the property.	0.75	3.75
CAPITAL COSTS							
26	Land cost		6.0		Property has second highest cost, based on land appraisal.	-4.96	0.00
27	Site preparation		6.0	Relatively flat site		1.00	6.00
28	Effort for access upgrades	High / medium / low	6.0	Two driveways from Highway 118 including 2 bridges (approx 700m). Extend Salmon Ave including one bridge (approx 450m).		0.25	1.50
29	Costs for environmental remediation	High / medium / low	6.0	Insufficient information at this time to confirm.	A Phase I ESA is recommended which may recommended further investigation (e.g., Phase II ESA).	1.00	6.00
30	Sanitary service min 17.6 L/s	The site has sufficient sanitary service. Sufficient sanitary service can be brought to the site.	6.0		No sanitary service along site frontage. Will need 700m of new municipal sewer along Highway 118 to access existing system on West Mall Rd. Due to final connection existing invert, the new constructed sewer on Highway 118 will be too high to receive site flows by gravity, and site sewage will need to be pumped into this new sewer out of the site. Capacity can be confirmed with the District of Muskoka by modelling at a later date.	0.25	1.50
31	Sufficient storm service and outlets (stormwater management pond may be required).	The site has sufficient storm service and outlets. Sufficient storm service and outlets can be brought to the site.	6.0	There are no storm sewers adjacent to the Site. Both sides of the Site (north and south) currently drain via overland flow to the watercourse that traverses the Site from west to east.	It is likely that a new storm outlet to the natural environment will be required. The location and configuration of the outlet will need to be formalized with input from relevant stakeholders/regulators (e.g. MNRF). Due to the depth of the watercourse/valley system, coordination with geotechnical to confirm slope stability will be required. Stormwater infrastructure to provide quantity control (e.g. a pond or other storage system) and quality treatment (e.g. a pond or OGS unit) will be required.	1.00	6.00

32	Duplicate and independent water services at a minimum of 125 L/s.	The site has duplicate and independent water services. Duplicate and independent water services can be brought to the site.	6.0		No water service along site frontage. Will need 150m of new municipal watermain along Highway 118 westward to access existing system on Dandelion Rd. Will need an additional 900m of new municipal watermain along Highway 118 eastward to access existing system on West Mall Rd to create redundancy. Capacity can be confirmed with the District of Muskoka by modelling at a later date.	0.25	1.50
33	Duplicate and independent power services	The site has duplicate and independent power services. Duplicate and independent power services can be brought to the site.	6.0		Has potential. Needs further discussion with Lakeland Power. Assumed that the overhead pole line and the underground from Salmon Ave, is 27.6kV, 3phase. High risk for hydro servicing.	0.50	3.00
34	Sufficient gas services	The site has sufficient gas services.	6.0	There is sufficient natural gas at the site.		1.00	6.00
35	Duplicate and independent communication services	The site has duplicate and independent communication services. Duplicate and independent communication services can be brought to the site.	6.0		Service providers could end up needing significant work on their infrastructure for independent diverse pathways for system reliability and resilience	1.00	6.00

709 ECCLESTONE DRIVE							
#	Evaluation Criteria	Considerations	Weighting	Strengths	Challenges	Score	Points
LOCATION & PROPERTY							
1	Access - Ease of access by vehicles, including emergency service providers	Distance / access to Highway 11, travel time, and other access considerations	7.0	<p>Approximately 1.1 kilometres from the Highway 11 / Highway 118 interchange.</p> <p>In the long-term, the Bracebridge West Transportation Corridor will enhance access to the property from the west for individuals and emergency service providers.</p> <p>In the long-term, the Bracebridge West Transportation Corridor will enhance access to the property from the west.</p> <p>The average travel time for patients to this property is not materially different compared to other potential locations.</p>		1.00	7.00
2	Access - Ease of access by for pedestrians and cyclists	General mobility considerations for cycling and walking: including available of pedestrian/cycling infrastructure, walkability / bikability of surrounding area, direct routes, etc.	3.0		<p>6.0 kilometre walk / bike ride to downtown (Memorial Park). Surrounding area is not walkable/bikable.</p> <p>Faster-moving traffic and lack of sidewalks along Ecclestone Drive and Muskoka Beach could create unsafe / uncomfortable conditions for pedestrians and cyclists.</p>	0.25	0.75
3	Access - Ease of access from local and district transit	Existing transit context / ability to modify existing routes to service property / location	3.0	<p>District: Property is currently accessible by the Corridor 11 Bus and the Midland / Bracebridge R&C Connection. District staff noted there is flexibility in altering routes / stops.</p>	<p>District: Property is not accessible by the Mactier / Huntsville R&C Connection.</p> <p>Town: Bracebridge Transit route does not extend this far south, however,. Town staff have indicated that there is flexibility to adapt local transit routes to provide service to new areas and services, though more significant modifications would be required.</p>	0.75	2.25
4	Proximity to Downtown Bracebridge	Distance and accessibility from downtown by car, bike, and foot.	3.0		<p>Property is 6.0 kilometres from downtown (Memorial Park), and therefore only accessible by car. As noted, transit routes could potentially be modified.</p>	0.50	1.50
5	Surrounding land use and built form	Is the hospital use compatible with the surrounding land uses and built form (e.g., use compatibility, built form scale, noise, etc.)?	3.0	<p>Surrounding uses include low-rise commercial and industrial, and undeveloped land, which are compatible with a hospital.</p>	<p>Pipeline and large propane storage / dispensing facility.</p> <p>Muskoka Airport is located approximately 1.0km to the south. The property falls within the Airport Approach Zone identified on Schedule C1 of the Bracebridge Official Plan. Please refer to the following section for further details.</p>	0.50	1.50

6	Impacts related to Muskoka Airport	Compatibility with airport operations (airport approaches), noise impacts.	6.0	Based on relatively low aircraft movements that are not expected to change significantly, the Muskoka Airport Master Plan (2020) notes that impacts from aircraft noise on adjacent communities is expected to be minimal, and the it is expected that 30 NEF contours will not extend significantly beyond the airport boundaries. Muskoka Airport staff note that, since flight frequencies are irregular and sporadic, a formal noise exposure is difficult and unrealistic to prepare, and has therefore never been undertaken. Muskoka Airport staff note that few noise complaints are received; a total of three complaints were received in the past three years, though unrelated to airport arrivals or departures. Further discussion with NavCanada, Transport Canada and Muskoka Airport is required.	Site is located within the Airport Approach Zone identified on Schedule C1 of the Official Plan, which aims to protect airport operations. Municipal and District staff should be consulted prior to development within the Airport Approach Zone. Residential uses and institutional uses that are noise sensitive should not be located within this area (Policy B4.2). Property is partially located within runway approach described in Muskoka Airport Zoning Regulations (SOR/84-567). Further consultation with NavCanada required.	0.25	1.50
7	Capacity of surrounding area to support complementary and ancillary uses and a complete community	<p>Are there lands in the surrounding area that could be redeveloped for complementary or ancillary uses?</p> <p>Do the Official Plan land use designations and Zoning categories for the surrounding area support complementary and ancillary uses? Does the surrounding context offer the ability to create a complete community?</p> <p>E.g., daycare, housing, retail, healthy food sources.</p>	4.0	<p>The surrounding area features undeveloped land, which provides potential for co-location and clustering of community, institutional, and complementary uses.</p> <p>Surrounding lands are designated and zoned for a broad mix of land uses, including institutional, commercial, industrial, and adult lifestyle residential, and open space. Immediate surroundings are designated Industrial .</p>	<p>Opportunities for residential growth may be restricted based on noise exposure from the airport (Bracebridge Official Plan Policy B4.2; Muskoka Airport Zoning Regulations (SOR/84-567), as well as the predominately non-residential zoning context.</p> <p>Some adjacent lands are within a Future Service Area, which may limit opportunities for complementary development.</p> <p>Industrial land use designation permits heavy industrial uses, which may not be considered compatible with hospital use. Property is designated Industrial and is fully embedded within Industrial land use designation, which permits heavy industrial uses.</p>	0.25	1.00

8	Sensitive land protection	Consider land that is not farmland, forested, floodplain, habitat for threatened or endangered species, within 30m of a water body or within 15 m of a wetland.	4.0		<p>The northern portion of the property is identified as woodland in the Ministry of Natural Resources' mapping of natural heritage. This mapping does not identify woodlands as "significant"; mapping is considered a starting point of municipalities to assess and determine significant woodlands in their jurisdiction.</p> <p>Potential natural heritage constraints include habitat for Species at Risk and Species of Conservation Concern, significant wildlife habitat, designated natural areas, valleylands, woodlands, wetlands, and aquatic and fish habitat such as waterbodies and watercourses. The most sensitive ecological functions in the Study Area are likely associated with woodlands, wetlands, watercourse and waterbodies. Active agriculture, developed and disturbed lands likely support relatively less sensitive ecological functions. However, there may be some exceptions; for example, hay fields, pastures and meadows may support grassland bird Species at Risk. The potential presence of these constraints may be assessed through a detailed review of available records and consultation with responsible agencies. A full year of surveys is anticipated to be required to document and assess existing conditions in suitable detail to support a planning application and/or impact assessment.</p>	1.00	4.00
9	Positive site features that enhance the users' experience of accessing health care.	Are there positive site features that would enhance the user's experience of the healthcare experience (e.g., views/vistas, natural setting, character of the surrounding environment)?	3.0	Wooded areas at the northern end of the property. Property has frontage along Ecclestone Drive and provides visibility from Ecclestone Drive as well as Highway 11.	n/a	1.00	3.00

10	Suitability as a health care facility	<p>The CSA Z8000-18 standard outlines planning, design and construction requirements to support operational effectiveness and efficiency, accessibility, safety and security, infection prevention and control and sustainability. Section 6.1 of the standard outlines site requirements and was referenced as part of the evaluation. Design criteria that were of particular importance for site selection were: Site design criteria (all of which have been evaluated as separate criteria as part of this report); site entry points; site circulation; parking; and future expansion</p> <p>Other criteria such as pedestrian and vehicular circulation, building entrances, ambulance bay, wayfinding, outdoor spaces, utility services, emergency exterior decontamination area and environmental controls focus more on site and building design and will be achieved irrespective of the site that is chosen.</p>	6.0	Site will allow for adherence with section 6.1 in CSA Z8000.	n/a		0.00
11	Site / building area	<p>The site has adequate flat or mostly flat area to accommodate the hospital and related parking / services. Topography & other natural features.</p>	5.0	The site has adequate mostly flat area to accommodate the hospital and related parking.	Future expansion or replacement may be challenged due to the topography and presence of water on the north half of the site.	0.50	2.50
12	Parking	<p>Site allows for adequate parking (approx. 530 spots from Stage 1)</p> <p>Site can accommodate parking in an efficient manner (layout, accessibility, grade in relation to the hospital)</p>	3.0	The site allows for adequate parking in an efficient manner.	n/a	1.00	3.00
13	Two strong vehicle access points from collector roads	Can two strong vehicle access points from collector roads be provided?	5.0	Vehicular access can be provided from Highway 118 West / Ecclestone Drive.	Vehicular access cannot be provided from two separate roads.	0.25	1.25

14	Suitability for geo-exchange	Is the property suitable for a vertical geo-exchange system (from a regulatory and geologic perspective)?	3.0	Geology like the formations expected on this site typically have a higher ability to absorb and retain waste heat than is typically seen in southern Ontario. This feature can result in a more compact system design.	Geological formations like granite have a cost premium to install geo-exchange systems in. This cost can be partially offset by a more compact field design.	1.00	3.00
15	Ease of Construction and Implementation of Foundation (Amount of Fill and Bedrock)	<p>There are high amounts of fill on the site.</p> <p>There are low amounts of fill on the site</p> <p>There is no bedrock present.</p> <p>There is bedrock present and it will not challenge the siting of the building.</p> <p>There is bedrock present that will challenge the siting of the building.</p> <p>MECP Water Well Records and MTO Report were reviewed:</p> <ul style="list-style-type: none"> - Heavy woods and exposed fill/soil - Clay and deep silty sand layers - Granite bedrock 10 to 90 m below grade - Groundwater at 9 to 15 m 	4.0	Deep foundation option is likely available.	<p>No info is available close to the site. Geo Investigation will be required.</p> <p>Tree removal will be required.</p> <p>Shallow foundation option may not be available (available info is not sufficient</p>	0.75	3.00
16	Water Table	Water table is high Water table low.	4.0		Water table is high.	0.50	2.00
17	Helicopter Flight Potential	Ability to accommodate helipad / minimal restriction on flight path elevation.	6.0	Meets criterion. Helipad would need to be designed to meet Transport Canada regulations.	Update with input from Muskoka Airport		0.00
18	Archaeological potential	Presence / potential for archaeological resources	4.0	No registered archaeological sites within the property or nearby, based on preliminary review of the Ontario Archaeological Sites Database.	Property includes a watercourse and is both within 100 m of a historic roadway and within 300 m of an historic homestead (based on review of historical mapping), which are features indicating archaeological potential. Property likely retains archaeological potential.	0.25	1.00
19	Environmental issues	Are environmental issues anticipated (e.g., soil contamination)? What is the extent of anticipated environmental issues?	5.0	Based on a limited review of available on-line aerial photographs, no obvious environmental concerns were identified on the property from the photographs; however, additional investigation in the form of a Phase I ESA is recommended to confirm. Off-site industrial activities could represent a potential concern to the property.	A Phase I ESA should be completed to confirm whether there are potential environmental concerns associated with current and historical on- and off-site activities that could represent potential soil and/or groundwater impacts at the property.	1.00	5.00
20	Structures on land (demolition)	<p>The site does not have existing structures.</p> <p>The site has existing structures that can be demolished.</p> <p>The site has existing structures that cannot be demolished.</p>	1.0	No existing structures.	n/a	1.00	1.00
LAND USE PLANNING FRAMEWORK							

21	Consistency with PPS	Is use of the property as a hospital consistent with the Provincial Policy Statement?	6.0	<p>Property is located within a Settlement Area.</p> <p>A HCF at this location would be consistent with growth and infrastructure planning; property is part of an area that has or is planned to be provided with full municipal services over time.</p>		1.00	6.00
22	Official Plan Land Use Designations	<p>Is a hospital permitted by the site's Official Plan land use designation?</p> <p>Considerations for land use designations of adjacent / surrounding lands.</p>	4.0	<p>Property is designated Industrial. Community Facilities are permitted within all land use designations within the Urban Centre, subject to the provisions of the zoning by-law, and provide the use is, or can be made, compatible with surrounding uses, adequate parking is provided, and the use is adequately buffered from residential uses (B7.2).</p>	<p>Industrial land use designation does not specifically permit hospital / institutional uses.</p> <p>Industrial land use designation permits heavy industrial uses, which may not be considered compatible with hospital use. Property is designated Industrial and is fully embedded within Industrial land use designation.</p> <p>Certain complementary land uses may also be limited by proximity to Muskoka Airport. Refer to #6 and #7 above.</p>	0.25	1.00
23	Conformity with District and Local Municipal Plan Policy Direction	Would use of the property as a hospital be consistent with other District and Municipal Official Plan policy direction?	4.0	<p>The property is located within the existing Bracebridge Urban Centre.</p> <p>Property is part of an area that has or is planned to be provided with full municipal services over time.</p> <p>District OP: The property is located within a Future Service Area (FSA), as shown on Schedule D of the Bracebridge Official Plan. Typically, an amendment to the District Official Plan is required if municipal sewage and/or water services are proposed to be expanded into an FSA. However, special development projects, including hospitals with an FSA and requiring the extension of services may proceed without an amendment.</p>	<p>Bracebridge OP: The property is located within a Future Service Area, as shown on Schedule D of the Bracebridge Official Plan. Development shall generally occur within the Existing Service Area before extending municipal water and sewer services into the Future Service Area (I4.1.3). However, development may proceed within the Future Service Area without an amendment to the plan provided that Town and District staff are satisfied that: there is adequate municipal water and sewer capacity; that development is adjacent to an Existing Service Area; the development is in a compact urban form and comprises a mix of densities; and the development makes an efficient use of lands.</p> <p>Site is located within the Airport Approach Zone identified on Schedule C1 of the Official Plan, which aims to protect airport operations. Municipal and District staff should be consulted prior to development within the Airport Approach Zone. Residential uses and institutional uses that are noise sensitive should not be located within this area (Policy B4.2)</p> <p>Surrounding area provides limited opportunities for co-location of community / health services and complementary land uses.</p>	0.50	2.00

24	Zoning	Is a hospital permitted by the site's zoning by-law classification? Considerations for zoning of adjacent / nearby lands.	2.0	Property is zoned General Industrial. Public Uses by any Public Authority are permitted in all zones provided that the use complies with all applicable regulations, parking, and loading standards.	Some surrounding lands are zoned General Industrial, where light to medium industrial uses are permitted.	0.75	1.50
25	Planning Approvals Risks / Other Considerations * may change based on airport input	Nature / extent of required approvals and the associated risks, and other planning considerations	5.0	Amendments to the District Official Plan and Bracebridge Official Plan would not be required. Amendments to the Zoning By-law should not be required, but may be dependent on the uses, building envelope, parking/access, and other technical considerations. These would need to be reviewed once a more detailed development plan comes forward, if MAHC choose to pursue this location. Overall, the planning approvals risk is medium.	Consultation with TC Energy (TransCanada Pipeline) and NavCanada will be required. While a hospital is permitted within all land use designations, it must be demonstrated that it is compatible with the surrounding land uses. Surrounding lands are designated for medium and heavy industrial uses, which may not be considered compatible.	0.25	1.25
CAPITAL COSTS							
26	Land cost		6.0	Property has third lowest cost, based on land appraisal.		0.38	2.26
27	Site preparation		6.0	Site is relatively flat	There is a high voltage power line through the site that will impact grading. It would be in an easement which would impact other infrastructure and proposed development. Additional permits may be required for this item.	0.50	3.00
28	Effort for access upgrades	High / medium / low	6.0	Two points of access cannot be achieved. No challenges with access.		0.50	3.00
29	Costs for environmental remediation	High / medium / low	6.0	Insufficient information at this time to confirm.	A Phase I ESA is recommended which may recommended further investigation (e.g., Phase II ESA).	1.00	6.00
30	Sanitary service min 17.6 L/s	The site has sufficient sanitary service. Sufficient sanitary service can be brought to the site.	6.0		No sanitary service along site frontage. Will need 140m of new municipal sewer along Muskoka Road #118 to extend existing system located further north down to the northwest corner of the site. Due to final connection existing invert, the new constructed sewer on Muskoka Road #118 will be too high to receive flows by gravity from areas beyond the northwest quadrant of the site. These areas would need to be raised by an average of 2m to drain by gravity or be pumped for sanitary. Grading activities to increase sewer cover will be complicated by the high voltage power line and easement traversing the site. Powerline and easement will need to be respected at crossing. Capacity can be confirmed with the District of Muskoka by modelling at a later date.	0.50	3.00

31	Sufficient storm service and outlets (stormwater management pond may be required).	The site has sufficient storm service and outlets. Sufficient storm service and outlets can be brought to the site.	6.0	There are no storm sewers adjacent to the Site. The Site drains via overland flow to a watercourse that traverses the Site from west to east.	<p>It is likely that a new storm outlet to the natural environment will be required. The location and configuration of the outlet will need to be formalized with input from relevant stakeholders/regulators (e.g. MNRF, MTO and OPG).</p> <p>The Site is within the Ministry of Transportation's (MTO) Public Transportation and Highway Improvement Act (PTHIA) area and may require additional stormwater infrastructure (i.e. oversized storage). Additionally, MTO does not allow some stormwater infrastructure (e.g. rooftop storage) for sites within the PTHIA which will limit stormwater infrastructure opportunities.</p> <p>There is an Ontario Power Generation ("OPG") Generating Station immediately downstream of this Site. OPG may need to be consulted.</p> <p>Stormwater infrastructure to provide quantity control (e.g. a pond or other storage system) and quality treatment (e.g. a pond or OGS unit) will be required.</p>	0.25	1.50
32	Duplicate and independent water services at a minimum of 125 L/s.	The site has duplicate and independent water services. Duplicate and independent water services can be brought to the site.	6.0		No water service along site frontage. Will need 200m of new municipal watermain along Muskoka Road #118 to extend existing system located further north down to the northwest corner of the site. There is no other secondary system near the site to create redundancy. Powerline and easement will need to be respected at crossing. Capacity can be confirmed with the District of Muskoka by modelling at a later date.	0.50	3.00

33	Duplicate and independent power services	The site has duplicate and independent power services. Duplicate and independent power services can be brought to the site.	6.0		Significant work and co-ordination required between Lakeland Power and HONI to service the site at 44kV. Very high risk for hydro servicing. Other: Hydro corridor through site. Effects of electromagnetic effect (emf) at HONI transmission corridor.	0.25	1.50
34	Sufficient gas services	The site has sufficient gas services.	6.0	There is sufficient natural gas at the site.		1.00	6.00
35	Duplicate and independent communication services	The site has duplicate and independent communication services. Duplicate and independent communication services can be brought to the site.	6.0		Service providers could end up needing significant work on their infrastructure for independent diverse pathways for system reliability and resilience	1.00	6.00

				28-72 KIRKHILL DRIVE			
#	Evaluation Criteria	Considerations	Weighting	Strengths	Challenges	Score	Points
LOCATION & PROPERTY							
1	Access - Ease of access by vehicles, including emergency service providers	Distance / access to Highway 11, travel time, and other access considerations	7.0	<p>Approximately 2.1 kilometres from the Highway 11 / Highway 118 interchange. In the long-term, the Bracebridge West Transportation Corridor will enhance access to the property from the west.</p> <p>The average travel time for patients to this property is not materially different compared to other potential locations.</p>	A grade crossing would be required to provide a second vehicular access point, as there are no other opportunity to facilitate this connection. A grade crossing presents a degree of risk in relation to train stoppages or derailments which could temporarily restrict access by emergency service providers.	0.75	5.25
2	Access - Ease of access by for pedestrians and cyclists	General mobility considerations for cycling and walking: including available of pedestrian/cycling infrastructure, walkability / bikability of surrounding area, direct routes, etc.	3.0		<p>5.7 kilometre walk / bike ride to downtown (Memorial Park) Surrounding area is not walkable/bikable.</p> <p>Faster-moving traffic and lack of sidewalks along Ecclestone Drive and Muskoka Beach could create unsafe / uncomfortable conditions for pedestrians and cyclists.</p>	0.25	0.75
3	Access - Ease of access from local and district transit	Existing transit context / ability to modify existing routes to service property / location	3.0	District: Property is currently accessible by the Corridor 11 Bus and the Midland / Bracebridge R&C Connection. District staff noted there is flexibility in altering routes / stops.	<p>District: Property is not accessible by the Mactier / Huntsville R&C Connection.</p> <p>Town: Bracebridge Transit route does not extend this far south. However, Town staff have indicated that there is flexibility to adapt local transit routes to provide service to new areas and services, though more significant modifications would be required.</p>	0.75	2.25
4	Proximity to Downtown Bracebridge	Distance and accessibility from downtown by car, bike, and foot.	3.0		Property is 5.7 kilometres from downtown (Memorial Park), and therefore only accessible by car. As noted, transit routes could potentially be modified.	0.50	1.50
5	Surrounding land use and built form	Is the hospital use compatible with the surrounding land uses and built form (e.g., use compatibility, built form scale, noise, etc.)?	3.0	Surrounding uses include low-rise commercial and industrial, and undeveloped land, which are compatible with a hospital. Muskoka Airport is located approximately 2.0km to the south.	Muskoka Airport is located approximately 2.0km to the south. The property falls within the Airport Approach Zone identified on Schedule C1 of the Bracebridge Official Plan. Please refer to the following section for further details.	0.25	0.75

6	Impacts related to Muskoka Airport	Compatibility with airport operations (airport approaches), noise impacts.	6.0	Based on relatively low aircraft movements that are not expected to change significantly, the Muskoka Airport Master Plan (2020) notes that impacts from aircraft noise on adjacent communities is expected to be minimal, and it is expected that 30 NEF contours will not extend significantly beyond the airport boundaries. Muskoka Airport staff note that, since flight frequencies are irregular and sporadic, a formal noise exposure is difficult and unrealistic to prepare, and has therefore never been undertaken. Muskoka Airport staff note that few noise complaints are received; a total of three complaints were received in the past three years, though unrelated to airport arrivals or departures. Further discussion with NavCanada, Transport Canada and Muskoka Airport is required.	Site is located within the Airport Approach Zone identified on Schedule C1 of the Official Plan, which aims to protect airport operations. Municipal and District staff should be consulted prior to development within the Airport Approach Zone. Residential uses and institutional uses that are noise sensitive should not be located within this area (Policy B4.2). Property is located immediately abutting runway approach described in Muskoka Airport Zoning Regulations (SOR/84-567). Further consultation with NavCanada required.	0.00	0.00
7	Capacity of surrounding area to support complementary and ancillary uses and a complete community	<p>Are there lands in the surrounding area that could be redeveloped for complementary or ancillary uses?</p> <p>Do the Official Plan land use designations and Zoning categories for the surrounding area support complementary and ancillary uses? Does the surrounding context offer the ability to create a complete community?</p> <p>E.g., daycare, housing, retail, healthy food sources.</p>	4.0	<p>The surrounding area features undeveloped land, which provides potential for co-location and clustering of community, institutional, and other complementary uses.</p> <p>Surrounding lands are designated and zoned for a broad mix of land uses, including institutional, commercial, industrial, business park, and adult lifestyle residential, and environmental protection.</p>	<p>Opportunities for residential growth may be restricted based on noise exposure from the airport (Bracebridge Official Plan Policy B4.2; Muskoka Airport Zoning Regulations (SOR/84-567), as well as the predominantly non-residential zoning context.</p> <p>Some adjacent lands are within a Future Service Area, which may limit opportunities for complementary development.</p> <p>Industrial land use designation permits heavy industrial uses, which may not be considered compatible with hospital use. Property is designated Industrial and is fully embedded within Industrial land use designation, which permits heavy industrial uses.</p>	0.25	1.00

8	Sensitive land protection	Consider land that is not farmland, forested, floodplain, habitat for threatened or endangered species, within 30m of a water body or within 15 m of a wetland.	4.0	Property is beyond 30m of Muskoka River.	<p>The majority of the property is forested.</p> <p>Potential natural heritage constraints include habitat for Species at Risk and Species of Conservation Concern, significant wildlife habitat, designated natural areas, valleylands, woodlands, wetlands aquatic and fish habitat such as waterbodies and watercourses. The most sensitive ecological functions in the Study Area are likely associated with woodlands, wetlands, watercourse and waterbodies. Active agriculture, developed and disturbed lands likely support relatively less sensitive ecological functions. However, there may be some exceptions; for example, hay fields, pastures and meadows may support grassland bird Species at Risk. The potential presence of these constraints may be assessed through a detailed review of available records and consultation with responsible agencies. A full year of surveys is anticipated to be required to document and assess existing conditions in suitable detail to support a planning application and/or impact assessment.</p>	1.00	4.00
9	Positive site features that enhance the users' experience of accessing health care.	Are there positive site features that would enhance the user's experience of the healthcare experience (e.g., views/vistas, natural setting, character of the surrounding environment)?	3.0	The property abuts wooded lands along the Muskoka River, which are zoned Environmental Protection.	Lack of frontage along a major street / road and location at rear of business park do not create a strong sense of arrival to the HCF.	0.25	0.75

10	Suitability as a health care facility	<p>The CSA Z8000-18 standard outlines planning, design and construction requirements to support operational effectiveness and efficiency, accessibility, safety and security, infection prevention and control and sustainability. Section 6.1 of the standard outlines site requirements and was referenced as part of the evaluation. Design criteria that were of particular importance for site selection were: Site design criteria (all of which have been evaluated as separate criteria as part of this report); site entry points; site circulation; parking; and future expansion</p> <p>Other criteria such as pedestrian and vehicular circulation, building entrances, ambulance bay, wayfinding, outdoor spaces, utility services, emergency exterior decontamination area and environmental controls focus more on site and building design and will be achieved irrespective of the site that is chosen.</p>	6.0	The site is large enough to allow for future expansion or replacement of the hospital.	Site does not front on a major road and therefore will not be clearly visible. Significant grading will be required to create at grade points of access / parking.	0.25	1.50
11	Site / building area	The site has adequate flat or mostly flat area to accommodate the hospital and related parking / services. Topography & other natural features.	5.0		Major grade variations within the site. The central area where Kirkhill Drive is situated is perched and the site drops up to 15m outward towards back of the lots at an average gradient of 8%. Extensive earthworks required to create flat area. Grading activities will be complicated by the existing powerline crossing the site.	0.25	1.25
12	Parking	<p>Site allows for adequate parking (approx. 530 spots from Stage 1)</p> <p>Site can accommodate parking in an efficient manner (layout, accessibility, grade in relation to the hospital)</p>	3.0	Site allows for adequate parking.	Significant grading required to create parking at the same grade as the main level.	0.25	0.75
13	Two strong vehicle access points from collector roads	Can two strong vehicle access points from collector roads be provided?	5.0		Two strong vehicle access points cannot be achieved. There is one point of access from Kirkhill Drive. Another point of access could be achieved from Ecclestone Drive but this would involve an at grade railway crossing which would limit access due to train activity which is unlikely to be permitted.	0.00	0.00

14	Suitability for geo-exchange	Is the property suitable for a vertical geo-exchange system (from a regulatory and geologic perspective)?	3.0	Geology like the formations expected on this site typically have a higher ability to absorb and retain waste heat than is typically seen in southern Ontario. This feature can result in a more compact system design.	Geological formations like granite have a cost premium to install geo-exchange systems in. This cost can be partially offset by a more compact field design.	1.00	3.00
15	Ease of Construction and Implementation of Foundation (Amount of Fill and Bedrock)	<p>There are high amounts of fill on the site.</p> <p>There are low amounts of fill on the site</p> <p>There is no bedrock present.</p> <p>There is bedrock present and it will not challenge the siting of the building.</p> <p>There is bedrock present that will challenge the siting of the building.</p> <p>MECP Water Well Records and MTO Report were reviewed:</p> <ul style="list-style-type: none"> - Heavy woods and exposed fill/soil - Clay and deep silty sand layers - Granite bedrock 10 to 90 m below grade - Groundwater at 9 to 15 m 	4.0	Shallow and deep foundation options should be available and evaluated.	<p>Deeper boreholes may be required to confirm bedrock.</p> <p>Tree removal will be required.</p> <p>Low bearing for shallow footings requires deep foundations on bedrock.</p> <p>Variable site conditions with bedrock outcrop to deeper than 11 m and soft soils.</p>	0.50	2.00
16	Water Table	Water table is high Water table low.	4.0		Water table is high in certain locations on the site.	0.50	2.00
17	Helicopter Flight Potential	Ability to accommodate helipad / minimal restriction on flight path elevation.	6.0	Helipad would need to be designed to meet Transport Canada regulations.			0.00
18	Archaeological potential	Presence / potential for archaeological resources	4.0	Property has been previously assessed by a Stage 1 archaeological assessment (Project Information Form [PIF] number P156-037-2007) and no further work was recommended. This report has been accepted by the Ministry of Citizenship and Multiculturalism (MCM) and entered into the Ontario Public Register of Archaeological Reports.	Previous archaeological assessment was completed prior to the MCM's current 2011 Standards and Guidelines for Consultant Archaeologists. Based on the previous archaeological assessment, no further archaeological work on the property is required. However, Regulator may request an updated assessment be undertaken to be compliant with current MCM industry standards.	1.00	4.00
19	Environmental issues	Are environmental issues anticipated (e.g., soil contamination)? What is the extent of anticipated environmental issues?	5.0	Phase I ESA by Golder from 2017 did not identify potential environmental concerns associated with the current historical activities on the Site.	<p>The Phase I ESA did identify potential environmental concerns associated with adjacent and neighbouring properties. Golder indicated that the off-site potential concerns had a low risk of impact to groundwater quality at the Site.</p> <p>The Phase I ESA should be updated to confirm current site conditions.</p> <p>An adjacent rail line, industrial activities and fuel storage tanks were identified by Golder in 2017 in proximity to the Site and a Phase II ESA would likely be recommended to confirm soil and groundwater quality on the Site.</p>	0.50	2.50

20	Structures on land (demolition)	<p>The site does not have existing structures.</p> <p>The site has existing structures that can be demolished.</p> <p>The site has existing structures that cannot be demolished.</p>	1.0	There are no existing structures on the land.		1.00	1.00
LAND USE PLANNING FRAMEWORK							
21	Consistency with PPS	Is use of the property as a hospital consistent with the Provincial Policy Statement?	6.0	<p>Property is located within a Settlement Area.</p> <p>A HCF at this location would be consistent with growth and infrastructure planning; property is part of an area that has or is planned to be provided with full municipal services over time.</p>		1.00	6.00
22	Official Plan Land Use Designations	<p>Is a hospital permitted by the site's Official Plan land use designation?</p> <p>Considerations for land use designations of adjacent / surrounding lands.</p>	4.0	<p>Property is designated Industrial. Community Facilities are permitted within all land use designations within the Urban Centre, subject to the provisions of the zoning by-law, and provide the use is, or can be made, compatible with surrounding uses, adequate parking is provided, and the use is adequately buffered from residential uses (B7.2).</p>	<p>Industrial land use designation does not specifically permit hospital / institutional uses.</p> <p>Industrial land use designation permits heavy industrial uses, which may not be considered compatible with hospital use. Property is designated Industrial and is fully embedded within Industrial land use designation.</p> <p>Certain complementary uses may also be restricted based on proximity to Muskoka Airport. See #6 above.</p>	0.25	1.00

23	Conformity with District and Local Municipal Plan Policy Direction	Would use of the property as a hospital be consistent with other District and Municipal Official Plan policy direction?	4.0	<p>The property is located within the existing Bracebridge Urban Centre.</p> <p>Property is part of an area that has or is planned to be provided with full municipal services over time.</p> <p>Surrounding area provides some opportunities for co-location of community / health services and complementary land uses.</p> <p>District OP: The property is located within a Future Service Area (FSA), as shown on Schedule D of the Bracebridge Official Plan. Typically, an amendment to the District Official Plan is required if municipal sewage and/or water services are proposed to be expanded into an FSA. However, special development projects, including hospitals with an FSA and requiring the extension of services may proceed without an amendment.</p> <p>Bracebridge OP: The property is located within the Existing Service Area shown on Schedule D. Development within the Existing Service Area shall generally occur before extending municipal water and sewer services in the Future Service Areas.</p>	<p>Site is located within the Airport Approach Zone identified on Schedule C1 of the Official Plan, which aims to protect airport operations. Municipal and District staff should be consulted prior to development within the Airport Approach Zone. Residential uses and institutional uses that are noise sensitive should not be located within this area (Policy B4.2)</p> <p>Surrounding area provides limited opportunities for co-location of community / health services and complementary land uses.</p>	0.25	1.00
24	Zoning	<p>Is a hospital permitted by the site's zoning by-law classification?</p> <p>Considerations for zoning of adjacent / nearby lands.</p>	2.0	Property is zoned Business Park Industrial. Public Uses by any Public Authority are permitted in all zones provided that the use complies with all applicable regulations, parking, and loading standards.	Some surrounding lands are zoned Business Park Industrial and General Industrial, where light to medium industrial uses are permitted.	0.75	1.50
25	Planning Approvals Risks / Other Considerations * may change based on airport input	Nature / extent of required approvals and the associated risks, and other planning considerations	5.0	<p>Amendments to the District Official Plan and Bracebridge Official Plan would not be required. Amendments to the Zoning By-law should not be required, but may be dependent on the uses, building envelope, parking/access, and other technical considerations. These would need to be reviewed once a more detailed development plan comes forward, if MAHC choose to pursue this location.</p> <p>Overall, the planning approvals risk is considered medium.</p>	<p>A new grade crossing will require consultation with Transport Canada and Canadian National Railway, which add risk and complication to the approvals process, considering the importance of a secondary vehicular access point. Consultation with NavCanada and Muskoka Airport would be required.</p> <p>While a hospital is permitted within all land use designations, it must be demonstrated that it is compatible with the surrounding land uses. Surrounding lands are designated for medium and heavy industrial uses, which may not be considered compatible.</p>	0.25	1.25
CAPITAL COSTS							

26	Land cost		6.0		Property has highest cost, based on landowner's sale price expectation.	-17.23	0.00
27	Site preparation		6.0		Major earthworks required to create flat areas. Site preparation activities will be complicated by existing powerline crossing the site.	0.25	1.50
28	Effort for access upgrades	High / medium / low	6.0	Second point of access would involve CN Rail crossing (approx 3,500 m). Access from Kirkhill Drive has some topographical challenges.		0.25	1.50
29	Costs for environmental remediation	High / medium / low	6.0	Insufficient information at this time to confirm.	An updated Phase I ESA is recommended which may recommended further investigation (e.g., Phase II ESA) to evaluate whether further remediation and/or risk assessment would be recommended.	1.00	6.00
30	Sanitary service min 17.6 L/s	The site has sufficient sanitary service. Sufficient sanitary service can be brought to the site.	6.0		Sanitary service exists at the edge of the site on Kirkhill Drive. Existing invert is low enough to service the core of the site abutting Kirkhill Drive by gravity. Areas extending outwards beyond the core (approximately halfway to back of lots) would need to be raised considerably or serviced by a pump system due to extreme drop in site elevation outwards. Servicing will be impacted by existing powerline through the site. Capacity can be confirmed with the District of Muskoka by modelling at a later date.	0.75	4.50
31	Sufficient storm service and outlets (stormwater management pond may be required).	The site has sufficient storm service and outlets. Sufficient storm service and outlets can be brought to the site.	6.0	There are no storm sewers adjacent to the Site. The Site currently has split drainage with overland flows directed west to Kirkhill Drive/Ecclestone Drive via ditches and east to the Muskoka River.	It is likely that a new storm outlet to either the natural environment (Muskoka River) or municipal services (ditch) will be required. Outlet to the municipal ditch (west) or to the Muskoka River (east) will need to be formalized. If stormwater is directed east, there is an Ontario Power Generation ("OPG") Generating Station immediately downstream of this Site. OPG may need to be consulted. Stormwater infrastructure to provide quantity control (e.g. a pond or other storage system) and quality treatment (e.g. a pond or OGS unit) will be required.	0.50	3.00
32	Duplicate and independent water services at a minimum of 125 L/s.	The site has duplicate and independent water services. Duplicate and independent water services can be brought to the site.	6.0		Water service exists at the edge of the site on Kirkhill Drive. 150m of new watermain would be required to cross under CN Rail tracks to the west and constructed within an easement through neighboring private lots to connect into the existing system on Muskoka Road #118 to create redundancy. Servicing will be impacted by existing powerline through the site. Capacity can be confirmed with the District of Muskoka by modelling at a later date.	0.75	4.50

33	Duplicate and independent power services	The site has duplicate and independent power services. Duplicate and independent power services can be brought to the site.	6.0		HONI and Lakeland Power have infrastructure in the area however currently HONI's 44kv is usable. Significant work and co-ordination required between Lakeland Power and HONI to service the site at 44kV. Very high risk for hydro servicing. Other: Railway tracks at doorstep depending on building siting. Train schedule frequency? EMS response time negotiating railway crossing/automated barrier? Vibration impact on sensitive medical equipment? Site is generally landlocked by the railway tracks, Muskoka River and Blocks 23-30 Heritage Lands. Hydro corridor through site? Effects of electromagnetic effect (emf) at HONI transmission corridor.	0.25	1.50
34	Sufficient gas services	The site has sufficient gas services.	6.0	There is sufficient natural gas at the site.		1.00	6.00
35	Duplicate and independent communication services	The site has duplicate and independent communication services. Duplicate and independent communication services can be brought to the site.	6.0		Service providers could end up needing significant work on their infrastructure for independent diverse pathways for system reliability and resilience	1.00	6.00

Comparison of site evaluation by criteria categories

Criteria Category	300 Pine Street	1975 Muskoka Beach Road	Highway 118 West Lands	709 Ecclestone Drive	28-72 Kirkhill Drive
<i>Location & Property</i>	58.25	63.25	63.00	44.00	34.50
<i>Land Use Planning Framework</i>	19.75	18.50	15.25	10.74	9.75
<i>Capital Costs</i>	40.50	49.80	36.00	32.26	30.00
<i>Total</i>	119.00	131.55	114.25	87.01	74.25