

COMMITTEE OF THE WHOLE MARCH 24, 2003

**ZONING BY-LAW AMENDMENT FILE Z.02.016
SITE DEVELOPMENT APPLICATION FILE DA.02.066
MINGLEHAZE INVESTORS INC.**

Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.02.016 (Minglehaze Investors Inc.) BE APPROVED, subject to the following:
 - a) That the implementing by-law:
 - i) rezone the subject lands to RA3 Apartment Residential Zone for a long-term care facility use only; and
 - ii) provide the necessary exceptions to the zoning standards to implement the approved site development application, including:
 - reduction in required parking from 112 to 56 spaces
 - permission for the required parking spaces and access driveway to be located on lands not owned by the applicant
2. THAT Site Development Application File DA.02.066 (Minglehaze Investors Inc.) BE APPROVED, subject to the following:
 - a) That prior to the registration of the site plan agreement:
 - i) the final site plan and elevation drawings shall be approved by the Community Planning and Urban Design Departments;
 - ii) that final site servicing and grading plans, stormwater management report and noise report shall be approved by the Engineering Department;
 - iii) the owner shall enter into an agreement with the Region of York and City of Toronto to provide water and sanitary services to the proposed development;
 - iv) the requirements of the Toronto Region Conservation Authority with respect to storm water management shall be satisfied;
 - v) the requirements of the Region of York Transportation and Works Department shall be satisfied, including:
 - dedication of any required easements, day-lighting triangles and 0.3m reserves to the Region, free of all charge and encumbrances;
 - design and construction of the intersection at the Steeles Avenue/Gihon Spring Drive extension, including a westbound turn lane and taper, and provision for future upgrading;

- vi) the requirements of the City of Toronto with regard to Steeles Avenue construction, methane mitigation measures, and provision of water, sanitary services and hydro utilities, shall be satisfied;
- vii) the requirements of CN Rail with respect to the design and provision of the required retaining wall, grading and noise and vibration mitigation measures, shall be satisfied;
- viii) the requirements of the Ministry of the Environment Certificate of Approvals for methane venting systems shall be received and satisfied, and any requirements deemed appropriate from the City's peer review consultant respecting the proposed methane venting system;
- ix) the requirements of Vaughan Hydro and Fire Department shall be satisfied;
- x) the appropriate easements to provide access to the site and for off-site parking shall be obtained through the Committee of Adjustment and be in full force and effect;
- xi) the final landscape plan and cost estimate shall be approved by the Urban Design Department; and
- xii) the implementing zoning by-law be enacted by Council and be in full force and effect.

b) That the site plan agreement include the following provisions:

- i) the Owner shall pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 5% of the value of the subject lands, prior to the issuance of a Building Permit, in accordance with the Planning Act and City Policy. The Owner shall submit an appraisal of the subject lands prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment;
- ii) the recommended methane mitigation measures shall be installed and maintained in accordance with a Certificate of Approval from the MOE;
- iii) a methane gas monitoring program shall be undertaken continuously in accordance with the MOEE Guidelines for Assessing Methane Hazards for Landfill Sites, November 1997, and should be continued until gas concentrations outside the venting system have been less than 20% of the Lower Explosive Level for two years;
- iv) the Certificate of Approval (C of A) for methane gas venting systems shall be approved by the Ministry of the Environment, to address monitoring and reporting requirements, with provisions for enforcement by MOE; and
- v) that the Owner provide CN Rail with a fully executed agreement which secures the proposed retaining wall and grading, the minimum 20m setback, and the noise and vibration mitigation measures, including the provision of warning clauses to future purchasers and tenants.

3.
 - i) That the Region of York and the City of Toronto be advised that the City of Vaughan consents to the provision of water and sanitary service connections from the existing City of Toronto watermain and sanitary sewer on Gihon Spring Drive, south of Steeles Avenue, to Leisureworld Health Care Centre located on the north side of Steeles Avenue, between Martin Grove Road and Kipling Avenue.
 - ii) That the necessary By-law be passed authorizing the Mayor and the City Clerk to execute the necessary agreements among the Region of York, the City of Toronto and the City of Vaughan such that the necessary water and sanitary service connections can be constructed and implemented.

Purpose

On February 28, 2002, the Owner submitted an application to amend the Zoning By-law to rezone the subject lands to RA3 Apartment Residential Zone to permit a long-term care facility use.

A Site Plan Application was submitted on October 4, 2002, in support of the rezoning, for a 4-storey, 11,500 m² building (224 beds), served by 56 parking spaces.

Background - Analysis and Options

The subject lands are located on the north side of Steeles Avenue, between Martin Grove Road and Kipling Avenue, in Lot 1, Concession 8, City of Vaughan. The 0.951 ha parcel has approximately 119m of frontage along Steeles Avenue, to the west of a future street opposite Gihon Spring Drive in Toronto. The subject lands are vacant, grass-covered and relatively flat, dropping off at the eastern and northern limits.

The lands are designated "High Density Residential", with site-specific provisions to permit the long-term care facility. The lands are zoned PB1 Parkway Belt Open Space Zone by By-law 1-88. The surrounding land uses are:

- North - CN Rail line, vacant, (PB2 Parkway Belt Complementary Use Zone) and Highway 407
- South - Steeles Avenue; residential (City of Toronto)
- East - remainder of applicant's lands (proposed townhouse development); former City of Toronto Thackery landfill site (PB1 Parkway Belt Open Space Zone)
- West - CN Rail line grade separation (PB2 Parkway Belt Complementary Use Zone)

Public Hearing

On March 15, 2002, a notice of public hearing for both the Official Plan and Zoning Amendment applications was circulated to all property owners within 120m of the subject lands. One comment was received from the City of Toronto Planning Department, noting that upon preliminary review, the application may have impacts on the City of Toronto, and requested an extension to June 28, 2002, for City Council to establish a formal position

At the May 6, 2002 Public Hearing, representation was made on behalf of the City of Toronto to express concerns, particularly related to use of Toronto services, taxation and development charges. It was indicated that Toronto Council's position would be available in July 2002.

Official Plan

The lands are designated "High Density Residential" by OPA No. 580, adopted by Council on August 26, 2002. OPA No. 580 permits a 4-storey, 224-bed long term care facility, having a gross floor area of 11, 500m², with site policies for development of this site, as follows (in part):

- "ii) To ensure that existing concentrations of methane gas discovered within the subject lands are safely and appropriately vented from under constructed buildings, all recommendations outlined by the City's Peer Review consultant, Terrapex Environmental Ltd. (Terrapex), in its letters dated June 4, 2002 and August 20, 2002, shall be implemented through the site plan agreement. These letters generally concluded that:
- a) The fill at the site meets MOEE Table B criteria for residential/parkland use;
 - b) The site is suitable for the proposed development provided that the recommended methane mitigation measures are installed and maintained in accordance with a Certificate of Approval (C of A) from the Ministry of Environment and Energy (MOEE);
 - c) The methane gas monitoring program be undertaken continuously in accordance with the MOEE Guidelines for Assessing Methane Hazards from Landfill Site, November 1997, and should be continued until gas concentrations outside the venting system have been less than 20% of the Lower Explosive Limit for two years; and
 - d) A Certificate of Approval (C of A) for an air discharge will be required from the MOEE for the methane venting system. This C of A will address monitoring and reporting requirements, which the MOEE will be responsible for enforcing.
- iii) The subject lands are in close proximity to the CN Rail right-of-way. Residential uses adjacent to the rail right-of-way need to incorporate impact mitigation measures to reduce incompatibility. The design of the proposed residential development must address CN Rail's "Principle Main Line Requirements", which deals with such matters as minimum setback from railway right-of-way, safety berms, noise mitigation measures, ground bore vibration transmission and isolation measures, fencing and warning clauses.
- iv) The City of Toronto, City of Vaughan and the Region of York shall be satisfied that the subject lands can be adequately serviced with municipal sewer and water prior to issuance of a building permit.
- v) Ample parking shall be provided on the subject lands. Any proposed deficiency in parking may require either a parking study to substantiate the reduced parking or redesign of the plan, to the satisfaction of the City of Vaughan.
- vi) Prior to the enactment of a zoning by-law, Council shall be satisfied that noise attenuation measures adequately address the presence of existing noise sources. In this regard, noise impact study shall be undertaken and the recommendations of such study shall be incorporated into the building and site design, to the satisfaction of the City of Vaughan.
- vii) The subject lands shall be developed in a functionally integrated and pedestrian-friendly manner in respect of landscaping, parking, traffic circulation and access point."

Zoning

The subject lands are zoned PB1 Parkway Belt Open Space. The application proposes rezoning the subject lands to RA3 Apartment Residential Zone, to permit the proposed institutional use.

A number of exceptions to the RA3 Zone will be necessary permit the proposed use and building form, as follows:

	<u>Required</u>	<u>Provided</u>
Lot Area	12,730m ²	9,510m ²
Parking Spaces	112 spaces	56 spaces

The applicant proposes to provide parking on lands delineated as “parking easement” and “right-of-way road easement”, rather than on the subject lands as required by the By-law. As parking and access for the subject lands will be off-site exceptions to this provision of the By-law will be required.

Environment

The site is in close proximity to the former Thackery Landfill Site, and concentrations of methane gas on the lands have been recorded previously. Accordingly, OPA No.580 contains a number of policies related to the environmental requirements for development of the subject lands for an institutional use.

A number of environmental studies prepared by Trow Consulting Engineers Ltd. have been submitted, as follows:

- Phase I Environmental Site Assessment, Steeles Avenue West and CNR Tracks (east of Martin Grove Road) Vaughan, Ontario, dated April 9, 2002;
- Phase II Environmental Site Assessment;
- Geotechnical Investigation, Proposed Minglehaze Community (Steeles Avenue West and Martin Grove Road), Toronto, Ontario, April 18, 2002;
- Geotechnical and Geoenvironmental Investigation, Steeles Avenue, Martin Grove and CNR, January 30, 1998;

The City retained the firm of Terrapex Environmental Ltd. (Terrapex) to undertake a peer review of the studies and background information, which concluded the following:

- the fill at the site meets the MOEE criteria for residential/parkland use;
- the site is suitable for the proposed development, provided that the recommended methane mitigation measures are implemented;
- the methane gas monitoring program be undertaken in accordance with MOEE Guidelines and should be continued until gas concentrations outside the venting system have been less than 20% of the Lower Explosive Limit for two years; and
- a Certificate of Approval from the Ministry of Environment and Energy will be required for the methane venting system.

Appropriate applications have been made to the Ministry of the Environment for Certificate of Approval for their methane venting system. On February 4, 2003, the Ministry of the Environment approved the Certificate of Approval (Air) for the subject lands.

Site Design

The site plan includes a 4-storey building having a gross floor area of 11, 500m², served by a total of 56 parking spaces. The building is oriented in an east/west direction, with a courtyard in the centre of the building, and the main entrance facing east. Parking is proposed to the north and west of the building. A garbage enclosure and loading area are located along the north elevation of the building.

Access

Vehicular access to the site is from a 13.157m wide right-of-way road easement at the eastern limits of the subject site, opposite Gihon Spring Drive on the south side of Steeles Avenue. Two driveways off the right-of-way provide access to the turn-around drop-off area at the main entrance of the building. The provision of access through a "right-of-way road easement" will need to be addressed in the amending by-law and the site plan agreement.

Parking

Parking is proposed to the north and west of the building, on lands shown as "parking easement". The provision of parking on this easement will need to be addressed in the amending by-law and site plan agreement.

By-law 1-88 requires a minimum of 112 parking spaces (224 beds @ 0.5 parking spaces per bed) whereas 56 are proposed. The Engineering Department has reviewed a number of Parking Studies compiled by Marshall Macklin Monaghan for long-term care facilities within the Greater Toronto Area. These studies showed that parking ratios in the area of .25 spaces per bed were sufficient to facilitate the development. The Engineering Department has concluded that due to the location of the site, it will have similar peak periods and transit accessibility as those sites presented in the studies and as a result, the parking ratio is considered satisfactory.

Building Elevations

The proposed building is 4-storeys high and rectangular in shape, with a central courtyard. The first floor elevation is constructed of grey-coloured, designer-type rock stone, with a band of precast concrete sill above. This level also has window glazing treatment on all ground floor elevations. The second to fourth floors are constructed of brown-coloured (Louisburg) brick and custard-coloured stucco finish, with window treatments on all levels.

The northeast and southeast corners of the building have large balcony areas from the second to fourth floor. The main entrance on the east elevation has a portico with a green-metal roof, which matches the roofline treatment of the building. Loading areas are on the north elevation, to the rear of the building.

Landscaping

A wrought iron fence with stone pillars is proposed along the Steeles Avenue frontage and the eastern limits of the property. A row of evergreens is proposed along the Steeles Avenue frontage, with mostly white pine along the north lot line. The main entrance is planted with a variety of trees and shrubs, with street tree planting along the access roadway.

A fenced patio area with seating for 50 to 60 people, a trellis, entrance arbour, shade trees and a variety of plantings, is proposed at the southeast corner of the building. This area is connected to a walkway that extends to the parking area to the west.

A central landscaped courtyard with seating for 50 to 60 people, special paving, a trellis, shade trees, and a variety of plantings, is proposed.

The Urban Design Department has advised that a detailed landscape plan and cost estimates (with breakdowns on hard and soft landscaping) for this application is required.

Servicing

The Engineering Department has advised that there are no municipal sewer or watermains in this area to service the lands. The Region of York and the City of Toronto need to sign an agreement to arrange for services to be extended to this site from Toronto.

Conditions authorizing the necessary by-laws and agreements to execute agreements among the Region of York, the City of Toronto and the City of Vaughan to provide the required services have been included in the recommendation section of this report.

The Engineering Department has reviewed the first submission plan for the site plan application and offers the following comments:

- as per City of Vaughan Standards, stormwater management is required for this site. The maximum allowable discharge is 180L/s/Ha. All storm events up to and including the 100 year storm shall be controlled on site. CN and TRCA approval is required.
- provide retaining wall details on plan.
- a Noise Report is to be submitted to the Engineering Department for review and approval.
- City of Toronto approval is required for sanitary and servicing.
- a separate fire and domestic waterline is required from the streetline.
- provide additional elevations 2m beyond the property boundary. Show all existing ground utilities.
- a Certificate of Approval from the MOEE for methane venting system is required.

The Engineering Department's remaining comments have been red-lined on the plan and forwarded to the applicant for revision.

Utilities

Vaughan Hydro advise that they have negotiated a "Load Transfer" arrangement with Toronto Hydro to service the proposal.

The Vaughan Fire Department has made a number of preliminary comments, particularly that the applicant must ensure the adequacy and reliability of water supply for fire-fighting purposes.

The Ministry of Transportation Ontario has advised that the lands are outside of the MTO permit control area, and permits from the Ministry will not be required.

York Region Transportation and Works Department

"The Region of York Transportation and Works Department has provided the following comments:

1. This application is subject to payment of the Infrastructure Design and Construction Branch Development Review Fee, as identified in By-law No. A-197-96-62.
2. The details of the site access shown on the site plan drawing do not match with the details provided on drawing No. G1 prepared by Earth Tech. The details must be co-ordinated.
3. The Region of York currently is designing the York Peel Sanitary Sewer Forcemain adjacent to this site. The details of the sanitary sewer together with any permanent or

construction easements must be shown on drawing No. G1 prepared by Earth Tech. One copy of drawing No. T6 and T7 of the sanitary forcemain must be provided to the Region with the next drawing submission to the Region.

4. This Department has reviewed the Traffic Impact study prepared by Itrans Consulting Inc. dated April 2002 and has no objections in principle to the recommendations for the intersection of Steeles Avenue and Gihon Spring Drive. However, the Region suggests that a westbound right turn lane consisting of a minimum 3.5m wide lane with a 30.0m parallel section and 60.0m taper be constructed at the site access.
5. The site plan drawing together with the Traffic Impact Study, indicate that Gihon Spring Drive may be extended northerly into the overall property as a municipal street under the jurisdiction of the City of Vaughan. The access from Steeles Avenue and its internal location should be designed to mirror the existing conditions of the Steeles Avenue/Gihon Spring Drive intersection. It is not necessary to construct the access to its full width at this time. Any taper to a minimum condition could take place beyond the limits of Steeles Avenue.
6. The Owner shall convey to the appropriate road authority, a 15.0m by 15.0m daylighting triangle in the northwest and northeast corner of the future municipal street, free of all encumbrances, to the satisfaction of the appropriate road authority.
7. Steeles Avenue West is under the jurisdiction of the City of Toronto; therefore, all approvals for site works within the Steeles Avenue right-of-way must come from the City of Toronto. As Steeles Avenue is a boundary road, the Region of York has an interest in the approval.
8. Drawing No. G1 indicates the existence of a 300 mm diameter watermain and a 250mm diameter sanitary sewer crossing Steeles Avenue. The Owner or the City of Vaughan shall provide a copy of any correspondence from the City of Toronto with regard to the existing services. Additionally, the provision of cross border servicing is subject to an agreement between the Region of York and the City of Toronto."

Toronto and Region Conservation Authority

The Toronto and Region Conservation Authority advise that they will require preliminary servicing and stormwater management reports to complete their review.

On October 30, 2002, the Toronto Region Conservation Authority advised as follows:

"The site is located within the Humber River watershed, immediately adjacent to a tributary of Rainbow Creek. It is also located within a broader development area subject to Zoning Amendment application Z.02.016 and OP.02.004.

Enclosed, please find a part print of the Authority's proposed Fill Line Extension mapping, sheet number 39 of the Humber River Watershed, on which we have plotted in red the approximate subject property boundary and blue, the Rainbow Creek Tributary.

Please be advised that the adjacent tributary is not regulated for the placement of fill pursuant to Ontario Regulation 158, however, a permit will be required from the TRCA under this regulation prior to the following works taking place:

- A. construct any building or structure or permit any building or structure to be constructed in or on a pond or swamp or in any area susceptible to flooding during a regional storm;

- B. straighten, change, divert or interfere in any way with the existing channel of a river, creek, stream or watercourse.

In addition to the above regulatory control, this Authority's Valley and Stream Corridor Management Program (VSCMP) establishes development guidelines for properties affected by valley and stream corridors. The overall objective of the VSCMP policies are to prevent new development from occurring within areas that may introduce risk to life and property associated with flooding, erosion, and slope stability or that is not compatible with the protection of these areas in their natural state. The boundaries of a valley corridor are determined as follows:

- If the valley slope is stable, a minimum of 10m from the top of the valley bank,

or
- If the valley slope is not stable, a minimum of 10m from the predicated long term stable slope projected from the existing stable/stabilized toe (base) of slope, or the predicted location of the toe of the slope as shifted as a result of stream erosion over a 100 year period.

In the case of stream corridors, the boundaries are determined as follows:

- When the upstream drainage area is greater than 125 ha, a minimum of 10m inland from the Regulatory Flood Plain.

or
- When the upstream drainage area is less than 125 ha, a minimum of 10m inland from the predicted meander belt of the watercourse, expanded as required to convey the major system flows and/or to maintain riparian stream functions.

Please be advised that no new development is permitted within the boundaries of valley and stream corridors.

Based on an initial review, our comments on this application are as follows:

1. Stormwater management should be addressed comprehensively for the 6.35 ha area subject to zoning amendment application Z.02.016, rather than individually through site-specific applications within the broader development area.
2. The tributary running immediately adjacent to the CNR tracks drains an area greater than 125 ha; as such, floodplain mapping will be required to delineate the limits of the stream corridor and the corresponding development limit."

On November 27, 2002, the Toronto Region Conservation Authority advised as follows

"Please find attached a copy of the Authority's proposed Fill Line extension mapping on which you will find the approximate property boundary outlined, the subject stream corridor and the approximate 125 ha contributing drainage area limit. As you will see, our mapping suggests that the 125 ha limit is upstream of your site, west of Highway #27. As such, as outlined in our letter of October 30, 2002, we will require that flood plain mapping be produced for the tributary on the Minglehaze site and submitted to the authority, along with a copy (electronic and hardcopy) of the associated hydraulic and hydrologic modeling results. Steve Hollingworth (ext. 5278), our Water Management

Coordinator for the Humber Watershed should be contacted for TRCA standards in this regard.

With respect to dealing with SWM for the (approximately) 1 ha site, rather than the 6.35ha site associated with the related zoning amendment file as requested in our letter, please provide a letter outlining your request in this regard (as per our discussion) along with the associated rationale. If SWM is to be dealt with for this site alone, we will likely request that you develop the site such that storm water from this site can ultimately outlet a potential SWM facility designed and constructed for the entire 6.35 ha site as development proceeds within the rest of the area. With respect to site specific quality, quantity and erosion treatment, given the small size of the site we will likely defer to the City for SWM review in this regard."

Canadian National Railway

The Canadian National Railway has provided the following comments:

"Residential development adjacent to the railway right-of-way is not appropriate without impact mitigation measures to reduce the incompatibility. The proposed residential use would be expected to comply with the attached Principle Main Line Requirements.

We specifically request that the City include a setback requirement in the Zoning By-law Amendment and that the Owner register on title an Agreement with CN, stipulating how CN's concerns will be addressed, prior to the passing of the By-law or adoption of the Amendment."

The principle main line requirements stipulate a 30m setback for residential buildings from the railway right-of-way, and installation of a chain link fence along the boundary. Noise and vibration studies are required, and the Owner will be required to implement the recommendations of the studies and provide warning clauses in offers of purchase and sale in this respect. Any alteration of the existing drainage pattern requires approval of CN Rail.

A follow-up comment was provided by CN Rail as follows:

"As previously indicated the minimum 30m setback is normally taken from the property line, measured horizontally at the same elevation as the adjacent property. However, based on the partial site plan and cross-section attached to your letter, in principle the proposed topography appears to provide adequate safety, protection for the proposed building setback for the proposed long-term care facility, in this specific situation, subject to our review and approval of the noise and vibration reports and further review of complete engineering and architectural plans, including additional cross sections."

On January 23, 2003, CNR Properties Inc. advised as follows:

"We have reviewed the grading and drainage plans, submitted with Earth Tech's letter dated 23 December 2002, for the above-noted property and have no objections.

Any proposed utility works on CN property would require further review and approval by CN.

Ultimately, prior to providing our clearance for the proposed Leisureworld Caregiving Centre, we will need to review a fully executed municipal development agreement which secures the proposed retaining wall and grading, the minimum 20m building setback and 1.83m high chain link fencing requirements, along with the noise and vibration recommendations."

The applicant will need to satisfy the technical requirements of CN Rail as it relates to the foregoing matters.

Land Use

The subject lands are unusually situated in context of the City's land use pattern, being separated from the Woodbridge residential community by railway, highway and utility corridors, while physically forming a logical completion of the residential neighbourhood to the south in Toronto. The proposed long-term care facility will be compatible with the adjacent residential area. Access to Steeles Avenue is gained opposite an existing road to the south (Gihon Springs Drive) and the staff and visitors to the facility may benefit from public transit on Steeles Avenue.

Conclusion

Staff have reviewed the Zoning Amendment application and have no objection to approval. The implementing by-law would rezone the lands to RA3 Apartment Residential Zone, limited to a long-term care facility use with a maximum height of 4-storeys, with an exception to permit a total of 56 parking spaces.

Following a review of the proposal, its supporting studies and the peer review of those studies, Staff can also support the approval of the site plan application subject to conditions. Should Council concur, the Recommendation of this report can be adopted.

Attachments

1. Location Map
2. Site Plan
3. Landscape Plan
4. Building Elevations

Report prepared by:

Arto Tikiryán, Senior Planner, ext. 8212

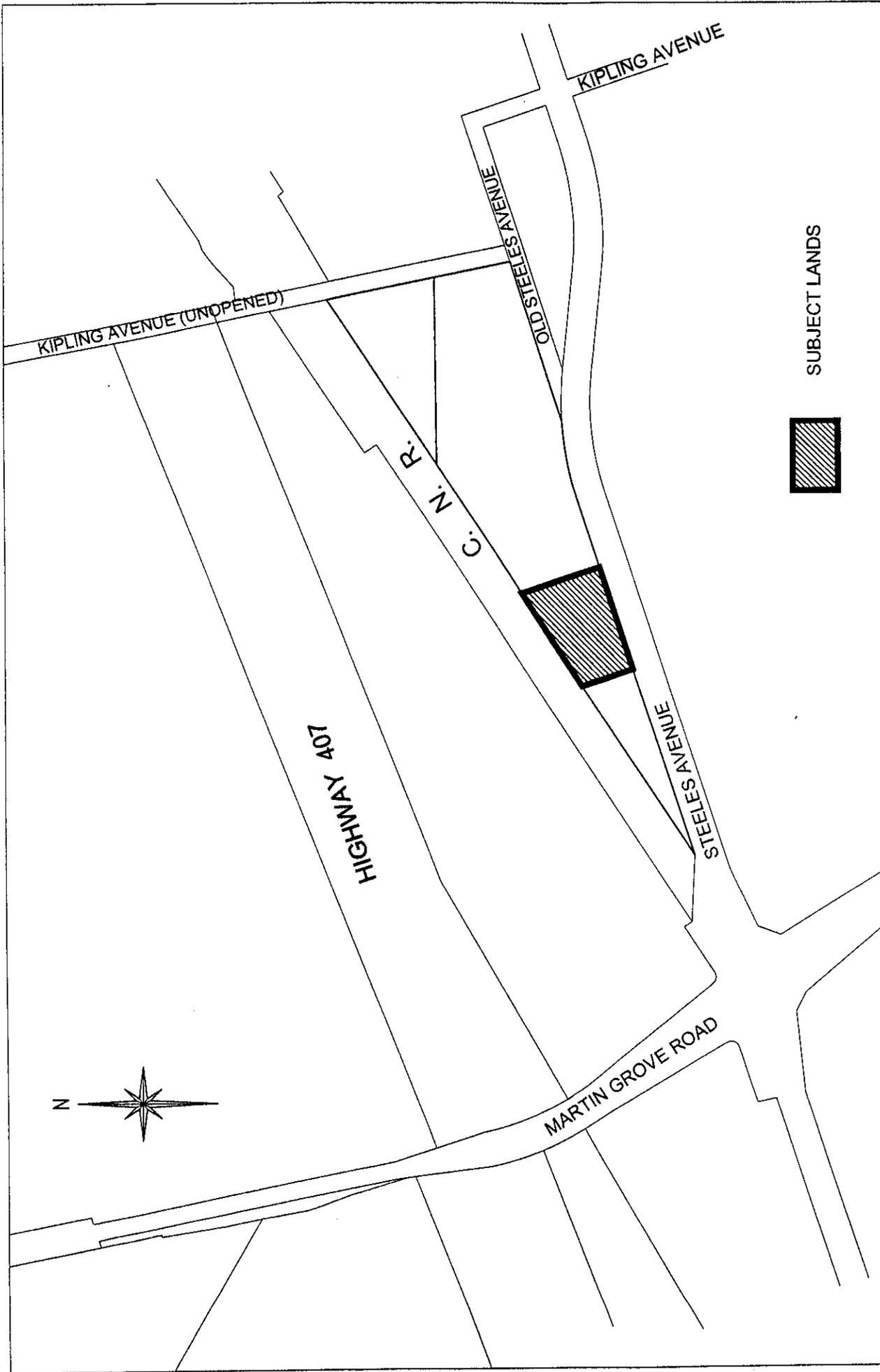
Marco Ramunno, Manager of Development Planning, ext. 8485

Respectfully submitted,

MICHAEL DeANGELIS
Commissioner of Planning

JOANNE R. ARBOUR
Director of Community Planning

/CM



SUBJECT LANDS

Location Map

Part of Lot 1,
Concession 8

APPLICANT:
MINGLEHAZE INVESTORS INC.

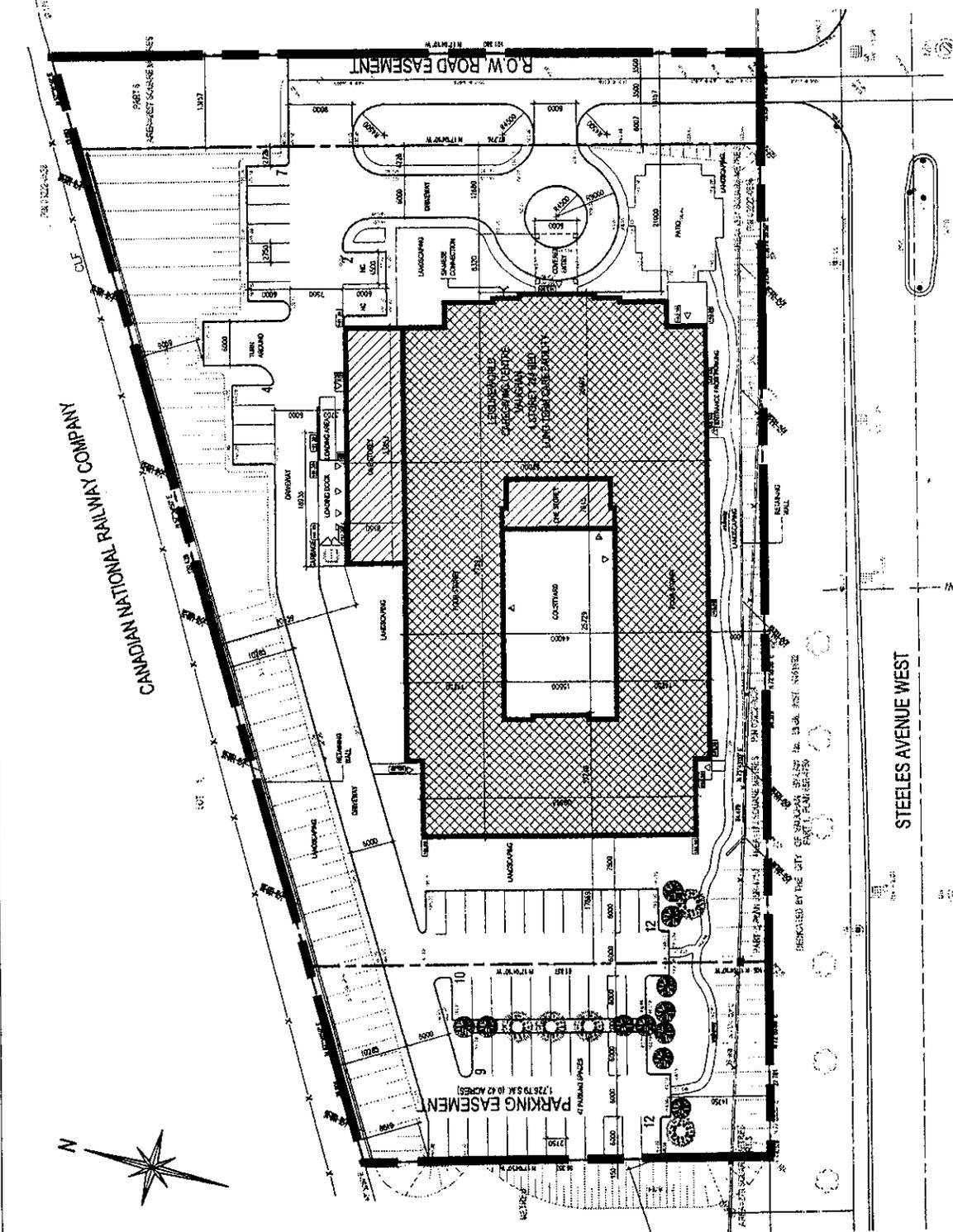


Community Planning Department

Attachment 1

FILE No.:
DA.02.066
Z.02.016

October 16, 2002
Not to Scale



PERTINENT DATA:

LEGAL DESCRIPTION: PART OF LOT 1, CONCESSION 8, CITY OF VAUGHAN, ONTARIO

LOT AREA: 9,510.00 S.M. - 2.35 ACRES

GROSS FLOOR AREA:

GROUND FLOOR: 3,148.51 S.M.
 SECOND FLOOR: 2,771.37 S.M.
 THIRD FLOOR: 2,771.37 S.M.
 FOURTH FLOOR: 2,771.37 S.M.
 TOTAL GFA: 11,462.42 S.M.

COVERAGE:

BUILDING AREA: 3,148.51 S.M. - 33.72% OF LOT AREA
 LANDSCAPE AREA: 4,544.02 S.M. - 47.16% OF LOT AREA
 PAVED AREA: 3,818.00 S.M. - 19.12% OF LOT AREA
 LOT AREA: 9,510.00 S.M. - 2.35 ACRES - 100%

BUILDING HEIGHT: 4 STOREYS - 15.2 M

PERFORMING DATA:

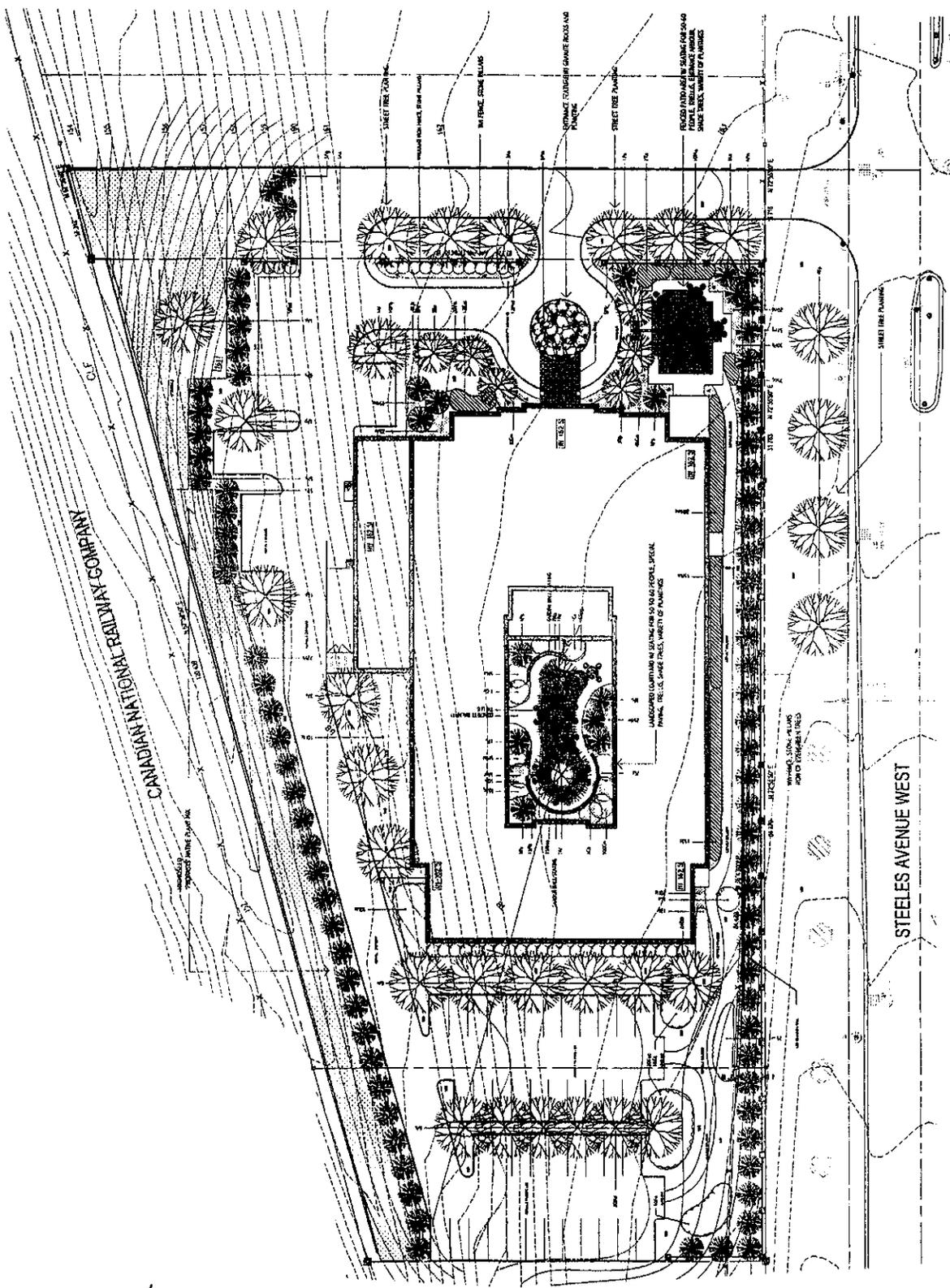
1 SPACE PER 4 BEDS - 190
 ROOMS PER 100 RACES BEDS: 159
 PRIVATE BEDS: 159
 STANDARD BEDS: 34
 TOTAL: 190
 TENANCY - LONG TERM CARE FACILITY (NURSING HOME)
 ONTARIO BUILDING CODE CLASSIFICATION: B2
 INSTITUTIONAL OCCUPANCY
 BUILDING SPRINKLERED

----- SUBJECT LANDS

Attachment 2
 FILE NO.: DA.02.066
 Z.02.016
 October 16, 2002
 Not to Scale

City of Vaughan
 Community Planning Department

Site Plan
 Part of Lot 1,
 Concession 8
 APPLICANT:
 MINGLEHAZE INVESTORS INC.



Attachment 3

FILE No.: DA.02.066
Z.02.016
October 16, 2002
Not to Scale



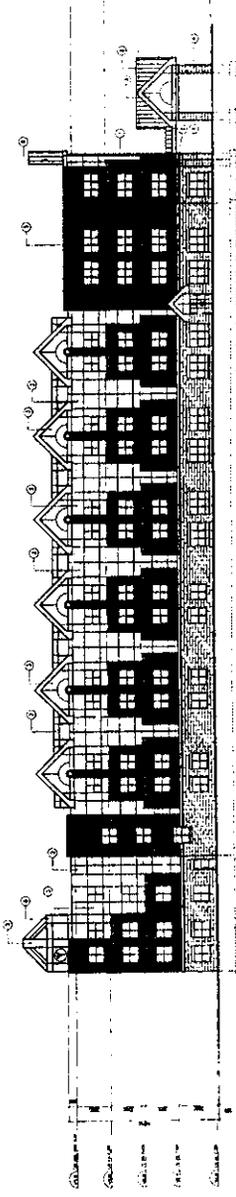
Community Planning Department

Landscape Plan

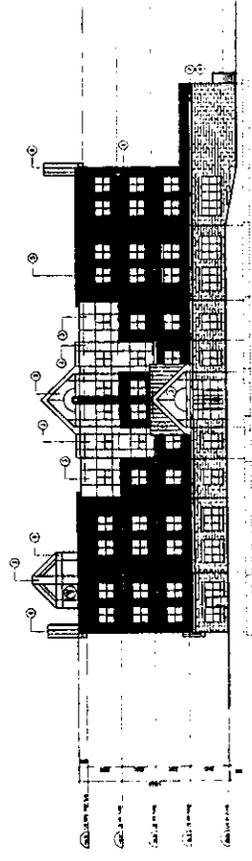
Part of Lot 1,
Concession 8

APPLICANT:
MINGLEHAZE INVESTORS INC.

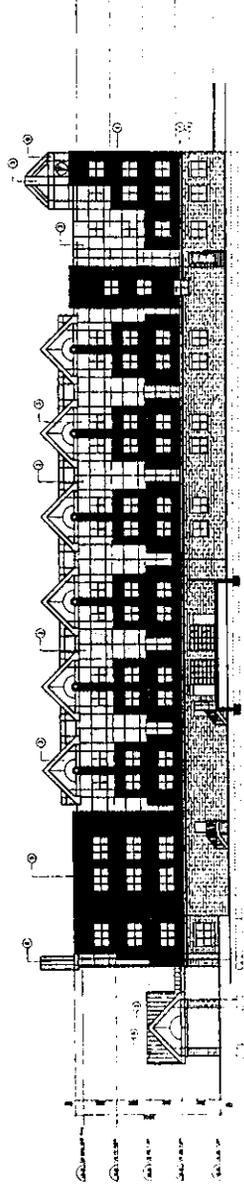
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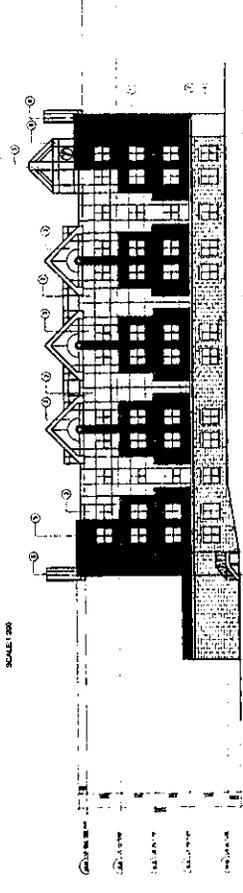
SOUTH ELEVATION (FACING STEELES AVE. WEST)
SCALE: 1/200



EAST ELEVATION
SCALE: 1/200



NORTH ELEVATION
SCALE: 1/200



WEST ELEVATION
SCALE: 1/200

Elevations

Part of Lot 1,
Concession 8
APPLICANT:
MINGLEHAZE INVESTORS INC.



Community Planning Department

Attachment 4

FILE No.:
DA.02.066
Z.02.016
October 16, 2002
Not to Scale