



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 246 - 90

To adopt Amendment Number 191
and Amendment Number 191 A
to the Official Plan of the City
of Brampton Planning Area

The Council of the Corporation of the City of Brampton, in accordance with the provisions of the Planning Act, 1983, hereby ENACTS as follows:

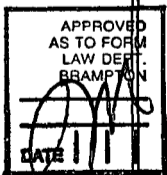
1. Amendment Number 191 and Amendment Number 191 A to the Official Plan of the City of Brampton Planning Area, is hereby adopted and made part of this By-law.
2. The Clerk is hereby authorized and directed to make application to the Minister of Municipal Affairs for approval of Amendment Number 191 and Amendment Number 191 A to the Official Plan of the City of Brampton Planning Area.

READ a FIRST, SECOND AND THIRD TIME, and PASSED, in OPEN COUNCIL,

this 12th day of November, 1990.

PAUL BEISEL - MAYOR

LEONARD MIKULICH-CITY CLERK



21/90/jo

ORIGINAL

AMENDMENT NUMBER 191
AND
AMENDMENT NUMBER 191 A
to the Official Plan of the
City of Brampton Planning Area

21-0P 0031 191 - 1

AMENDMENT NO. 191 AND 191 A

TO THE

OFFICIAL PLAN FOR THE

CITY OF BRAMPTON

This Amendment No. 191 and Amendment No. 191 A to the Official Plan for the City of Brampton which was adopted by the Council of the Corporation of the Brampton is hereby approved under Sections 17 and 21 of the Planning Act, 1983.

Date: 1991-05-08

Diana Jardine

Diana L. Jardine, M.C.I.P.
Director
Plans Administration Branch
Central and Southwest
Ministry of Municipal
Affairs Plans Administration
Branch



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 246 - 90

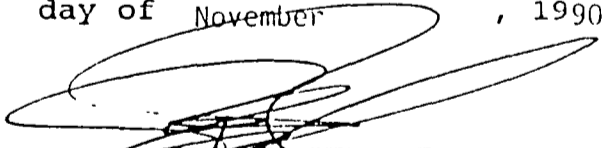
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PAUL BEISEL - MAYOR



LEONARD MIKULICH-CITY CLERK



21/90/jo

AMENDMENT NUMBER 191
AND
AMENDMENT NUMBER 191 A
TO THE OFFICIAL PLAN OF THE CITY
OF BRAMPTON PLANNING AREA

1.0 Purpose:

The purpose of this amendment is to redesignate a parcel of land from low density residential to institutional to permit an expansion of the off-street parking facilities of Peel Memorial Hospital.

2.0 Location

The lands subject to this amendment are located on the west side of Trueman Street, south of John Street, and are described as part of the east half of Lot 5, Concession 1, East of Hurontario Street, in the geographic Township of Chinguacousy, now in the City of Brampton. More particularly, the property comprises Lots 1 to 16, both inclusive, Registered Plan 506.

3.0 Amendment and Policies Relative Thereto:

3.1 Amendment Number 191 :

The document known as the Official Plan of the City of Brampton Planning Area is hereby amended:

- (1) by adding to the list of amendments pertaining to Secondary Plan Area Number 17 set out in subsection 7.2.7.17, Amendment 191 A.

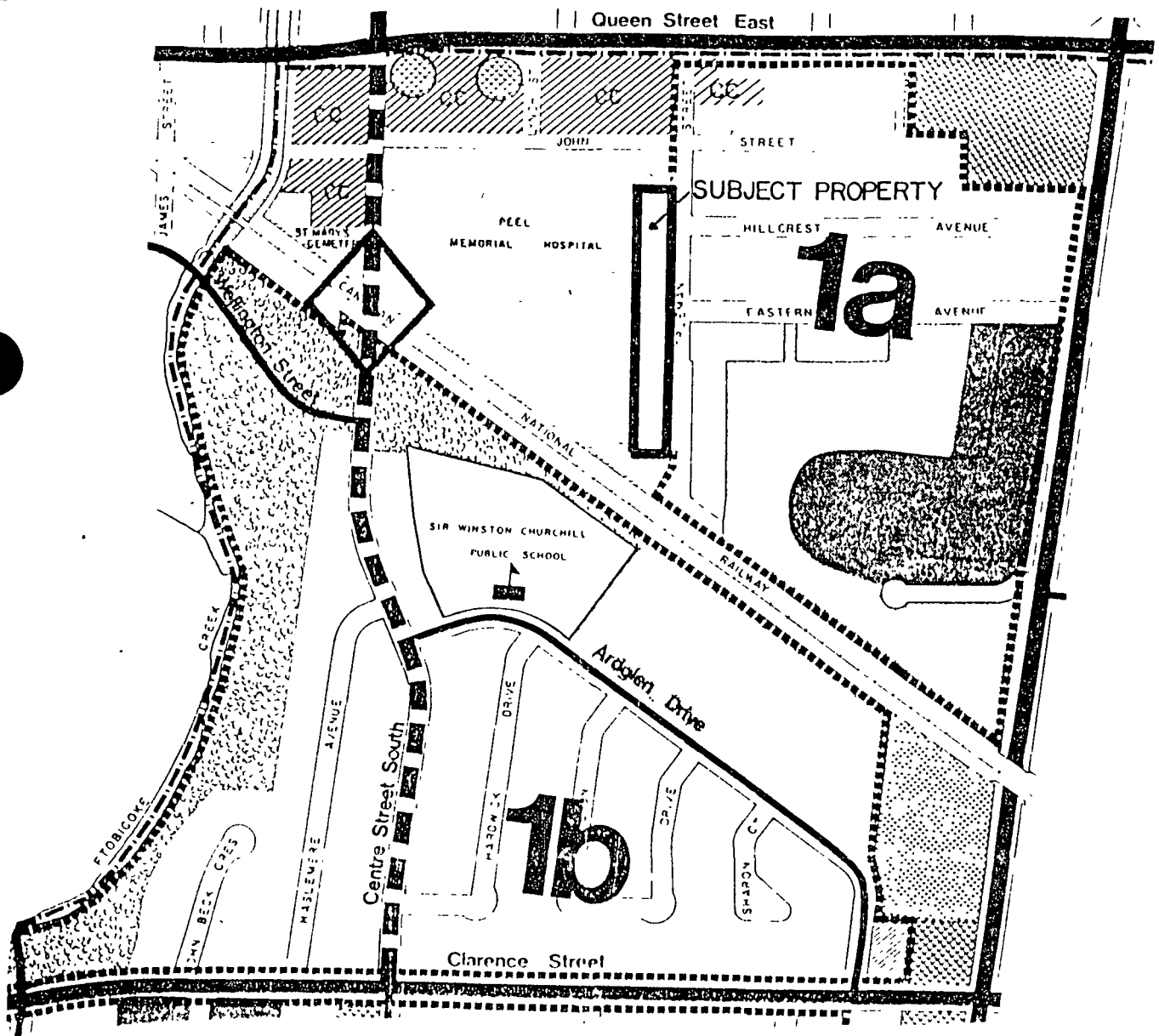
3.2 Amendment Number 191 A:

The document known as the Consolidated Official Plan of the City of Brampton Planning Area, as it relates to the Brampton East Secondary Plan (being Subsection 2.5 of Chapter B1 of Section B of Part C, and Plate Number 8 thereto, as amended), is hereby further amended:

(a) by changing, on Plate 8 thereto, the land use designation of the lands shown outlined on Schedule A to this amendment, from RESIDENTIAL LOW DENSITY to INSTITUTIONAL, and



















(b) by adding, to Part C, Section B, Chapter B1, Subsection 2.5, Paragraph 6.0 thereof, the following:

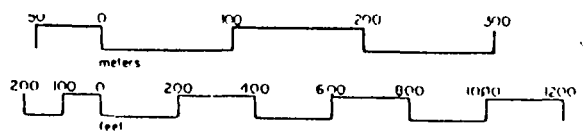
"6.3 In Neighbourhood 1, the lands designated Institutional on the west side of Trueman Street, comprising Lots 1 to 16, both inclusive of Registered Plan 506 shall only be used for at grade off-street parking facilities for Peel Memorial Hospital. Redevelopment of the lands shall be subject to site plan approval and the restrictions of a site specific zoning by-law amendment to minimize the impact of the parking lot on the adjacent residents. Where Peel Memorial Hospital has not yet acquired the residential property to be redeveloped, a buffer facility shall be provided on the abutting parking lot to minimize the adverse impact of the parking facility upon the residential property."



THE TOWN OF BRAMPTON PLANNING DEPARTMENT

REVISED : 1978 06 01

- | | | | |
|---|----------------------------|---|---------------------------------|
|  | RESIDENTIAL LOW DENSITY |  | MAJOR ARTERIAL ROAD |
|  | RESIDENTIAL MEDIUM DENSITY |  | MINOR ARTERIAL ROAD |
|  | RESIDENTIAL HIGH DENSITY |  | COLLECTOR ROAD |
|  | COMMUNITY COMMERCIAL |  | GRADE SEPARATION |
|  | NEIGHBOURHOOD COMMERCIAL |  | PLANNING DISTRICT BOUNDARY |
|  | HIGHWAY COMMERCIAL |  | NEIGHBOURHOOD BOUNDARY & NUMBER |
|  | INDUSTRIAL | | |
|  | SENIOR PUBLIC SCHOOL | | |
|  | JUNIOR PUBLIC SCHOOL | | |
|  | SEPARATE SCHOOL | | |
|  | INSTITUTIONAL | | |
|  | PARKS AND OPEN SPACE | | |



OFFICIAL PLAN AMENDMENT No. 191
 OFFICIAL PLAN AMENDMENT No. 191 A

Schedule A



CITY OF BRAMPTON
 Planning and Development

Date: 1990 10 03 Drawn by: CJK
 File no. CIE5.32833 Map no. 60-46D

BACKGROUND MATERIAL TO
AMENDMENT NUMBER 191
AND
AMENDMENT NUMBER 191 A

Attached are copies of planning reports, dated September 14, 1990 and October 17, 1990, and the notes of a Public Meeting held on October 3, 1990, after notification in the local newspaper and the mailing of notices to assessed owners of properties within 120 metres of the subject lands.

Written submissions were received from the following:

Region of Peel.....July 11, 1990
Alize Merson, 30 Trueman Street.....
The Gayle Family, 26 Trueman Street.....July 14, 1990
The Hosford Family, 23 Trueman Street.....July 14, 1990
Miss G. Beal, 30 Trueman Street.....July 17, 1990
Mrs. Evelyn Wilde, 4 Hillcrest Avenue.....
Rick and Marie Gushe, 8 Hillcrest Avenue.....July 16, 1990
Mario Peras, 34 Hillcrest Avenue.....
David Lintzel, Angela McEvoy, 32 Hillcrest...July 24, 1990
Nanette and Dan Smith, 32 Hillcrest Avenue...July, 1990
Mr. and Mrs. Taylor, 52 Hillcrest Avenue.....July 17, 1990
Pauline Krayetski, 54 Hillcrest Avenue.....
Vern Chilton, 30 Trueman Street.....July, 1990
Mrs. J.E. Shaner, 3 Hillcrest Avenue.....
Terry and Tim Hosford, 23 Trueman Street.....July 17, 1990

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

September 14, 1990

TO: The Chairman of the Development Team

FROM: Planning and Development Department

RE: Applications to Amend the Official Plan
and Zoning By-law
PEEL MEMORIAL HOSPITAL
Lots 1, 2, 4-15, Plan 506
Lot 5, Concession 1, E.H.S.
Our File: C1E5.33
PEEL MEMORIAL HOSPITAL
Lot 3, Plan 506
Lot 5, Concession 1, E.H.S.
Our File: C1E5.32

1.0 Introduction

The above referenced applications to amend the Official Plan and Zoning By-law to permit the development of a parking lot to service Peel Memorial Hospital, have been received by the Clerk's Department and referred to staff for a report and recommendation. The two applications are being considered together, however, Lot 3, Plan 506 is subject to a separate application as the property is held in separate ownership at this time.

2.0 Property Characteristics

The subject properties are located on the west side of Trueman Street and comprise Lots 1-15 of Plan 506. The properties are occupied by single family detached dwellings intended to be demolished.

Several large mature trees are present on the street boulevard and on the lots.

Surrounding land uses are as follows:

- . NORTH: John Street and beyond John Street, are commercial developments;

E7-2

- . SOUTH: Canadian National Railway tracks, and beyond the tracks is open space and residential developments;
- . EAST: Trueman Street, and beyond Trueman Street are low density residential development;
- . WEST: Peel Memorial Hospital.

3.0 Official Plan and Zoning By-law Status

The Official Plan,, General Land Use Designations, Schedule 'A', designates the property as Residential.

By-law 200-82 as amended, zones Lots 1, 2, 3, and 5 to 15, both inclusive as Residential Single Family B zone (R1B). By-law 200-82 as amended, and as specifically amended by By-law 193-87, zones Lot 4, Plan 506 as Residential Single Family - B zone - Section 287 (R1B-Section 287).

4.0 Proposal

The applicant is proposing to demolish the existing houses on Trueman Street and develop a parking lot, to provide 401 spaces (including lots 3 and 16) or approximately 350 spaces (excluding lots 3 and 16) for the Peel Memorial Hospital. Refer to Site Plan-Scheme A and Site Plan - Scheme B attached.

The applicant is proposing to erect a barrier in the form of a wall or fence along Trueman Street to act as a buffer between the residential and institutional zones.

Peel Memorial Hospital has obtained ownership to all properties except Lot 3. If ownership cannot be obtained for Lot 3, fencing and screening will be provided around Lot 3. The existing parking lot at the corner of Trueman and John Streets will be incorporated into this proposal.

5.0 Comments

The following departments or agencies have indicated that they have no concerns:

Law Department; Regional Municipality of Peel, Planning Department, Public Works Department; Business Development Department; Transit, Fire.

The City of Brampton Public Works Department, Development and Engineering Services Division has the following comments:

- 1) We require a widening of 4.0 metres along John Street as a condition of site plan approval when Peel Memorial Hospital wishes to enlarge their facilities in the future. At this time a widening of 2.5 metres on Trueman Street just south of John Street, to achieve a continuous right-of-way width is required.
- 2) We require a site plan agreement addressing grading, drainage and access as the site develops.

Traffic Engineering Services requires:

- 1) All existing driveways to Trueman Street from the subject lots shall be closed.
- 2) A 5.0 metre daylighting rounding shall be conveyed to the City on the southwest corner of John Street and Trueman Street.

The Planning and Development Department, Urban Design and Zoning Division have the following comments:

1. The approval of this application shall be subject to site plan approval process.
2. During an informal public meeting, residents requested a precast concrete wall along Trueman Street. However, we believe that a chain link fence with landscaping provision will be a better solution from the aspects of safety for nurses and streetscape.
3. We have received a tree inventory survey and are working with the developer for tree preservation and conservation.
4. We suggest that Lot 3 be a part of this development if not, fencing shall be provided along Lot 3.

The Policy Planning and Research Division has the following comments:

The extension of the hospital parking area to the west side of Trueman Street will change its character from that of a residential street to that of a mixed use boundary street and could potentially diminish the aesthetic amenity from the perspective of the residents along the east side of the street. However, the different land uses would be reasonably well separated by the width of Trueman Street and the interface could be acceptably enhanced by the provision/retention of landscaping, fencing or related features at the east edge of the hospital property.

E7-4

The Community Services Department has the following comments:

Parks and Recreation

- a) That the applicant prepare a vegetation inventory and assessment study by a qualified ecologist.
- b) That the design for the parking lot be amended to preserve and integrate the mature trees that currently exist on the individual lots.
- c) That the applicant prepare a landscape plan for the site development of the parking lot to buffer and screen the area.

6.0 Discussion

The following discussion section will be further divided into two subsections to address the residents concerns, and the planning related issues and requirements of the Official Plan amendment and Zoning By-law amendment. Recommendations are contained in a following section of the report.

6.1 Background and Resident Concerns

On July 3, 1990, the Committee of Adjustment approved a minor variance application, A103/90, to allow the properties to be used on a temporary basis for a parking facility. The Committee's approval was conditional on the applicant obtaining approval of an Official Plan amendment and Zoning By-law amendment. The decision has been appealed to the Ontario Municipal Board by a group of area residents.

Lot 4, Plan 506 has a special site specific zoning section to permit the dwelling to be used as either a day care facility for Peel Memorial Hospital staff children, or a single family dwelling. At present the dwelling appears to be used for purposes of a residence, not as a daycare facility.

The plans submitted in conjunction with these applications illustrate two possible configurations for parking facilities. The first proposal excludes Lot 3, Plan 506 as the hospital has not obtained ownership of that lot, though negotiations are continuing. The second proposal includes Lot 3 and Lot 16 Plan 506. Though Lot 16 is not formally subject to these applications, it has been included as the hospital is also seeking ownership of that lot. The lot is not subject to these applications as it appears to be included in the Institutional Two (I2) Zone.

In response to the circulation of the current proposal for amendment to the Official Plan and Zoning By-law, staff have received a number of letters of objection from area residents. The residents concerns, which will be addressed in the following paragraphs, are as follows:

- o increase of traffic on Trueman Street;
- o increase of illegal street parking;
- o noise/exhaust pollution;
- o headlight glare;
- o lack of privacy;
- o destruction of affordable housing.

6.1.1 Increase of Traffic on Trueman Street

Residents of the area contend that an increase in available parking will result in an increase in traffic entering and exiting the site via Trueman Street. However, the additional parking proposed is intended to supplement the existing staff parking. At present, the allocated staff parking is not sufficient for the number of doctors and staff currently employed by the hospital. The hospital is not anticipating any increase in staff, and no public or visitor access is intended for this proposed lot, hence, traffic generated by the hospital is not expected to increase as a result of this proposal.

Additionally, an entrance to the new lot is proposed at the north end (John Street). As this entrance/exit is closer to major traffic routes such as Queen Street and Centre Street, it is anticipated that the majority of traffic will enter and exit the site from this location as opposed to Trueman Street.

Presently only ambulances and emergency vehicles from the east side of Brampton and service vehicles use the Trueman Street access. It appears that any increase in traffic as a result of this proposal is more likely to be centred on John Street as opposed to Trueman Street.

6.1.2 Illegal Street Parking

Residents contend that the cost of using the parking lot will result in a greater number of cars parking on the street. As previously stated, the proposed lot is required to service existing staff. The hospital is operating with a deficit of staff parking which results in staff parking

E 7-6

in visitor spots and subsequently visitors being forced to park on the streets. By increasing available staff parking more visitor space will become available and, therefore, the number of cars parking on the streets will decrease.

6.1.3 Noise and Exhaust Pollution

Increased noise from car engines and winter snow removal, and exhaust fumes from engines idling in the parking area are of concern to neighbourhood residents. As stated previously, the expanded parking is required to service an existing staff complement and no increase in staff is proposed.

The area residents contend that idling of cars in the winter months, combined with the removal of snow, will create an excessive noise level in the area. The majority of vehicle movement, and subsequently noise, is expected to occur between shifts at the hospital, while the lot will remain quiet at all other times. Snow removal is generally done at night, when the fewest cars are in the lot.

While no statistical data is available, it does not appear that the idling of automobile engines for brief periods of time on an intermittent basis will produce a noise level of sufficient decibels to require mitigation measures. The Urban Design and Zoning Division will consider noise mitigation when determining the fencing and landscaping requirements at site plan approval stage. Snow removal equipment noise can also be effectively buffered through fencing and landscaping at site plan stage.

6.1.4 Headlight Glare

In response to resident concern over headlight glare, staff note the comments of the Planning and Development Department, Urban Design and Zoning Division which request a chain link fence and landscaping along Trueman Street to provide screening for the parking area. The proposed landscape plan as submitted by the applicant shows a landscaped area of approximately 9 metres between the parking lot and the west side of Trueman Street roadway. A tree saving plan has been submitted to the Urban Design and Zoning Division, and division staff are currently working with the developer to provide for the retention of as many mature trees as possible along Trueman Street. The proposed fencing and landscaping and the retention of the existing mature trees along Trueman Street will eliminate the glare by headlights from cars in the parking area.

6.1.5 Lack of Privacy (Trueman Street East Side)

Residents on the east side of Trueman Street are concerned that the removal of the houses on the west side of Trueman Street will result in a lower level of privacy for their homes. The residents contend that the existing west side houses provide a screen from the hospital, preventing staff and patients from seeing into the east side homes and yards. The hospital building is a maximum five (5) storeys in height with the uppermost storey being a mechanical penthouse having no windows. Therefore, the highest vantage point for viewing from the hospital would be the fourth floor. The existing houses are single storey structures, as a result of which, anyone looking out a third or fourth storey window would look over the roof of any house on the west side of Trueman Street. The removal of the houses would be followed by significant landscaping and tree planting to augment the existing tree inventory. Therefore, anyone on the first or second storey would not be able to see across to the east side of Trueman Street, while patients on the third and fourth floors would be afforded the same view as currently exists. In addition, it would appear that most private use areas, such as bedrooms and recreation areas, are located in the rear of the east side houses facing away from the hospital. Anyone looking out of the hospital would only be able to see front yard activity not rear areas of the houses. While the removal of the west side houses would result in a need for extensive landscape treatment to maintain the screening, the view from the upper storeys of the hospital would remain virtually the same, as would the level of privacy on Trueman Street.

6.1.6 Destruction of Affordable Housing

Finally, residents of the area contend that the houses on the west side of Trueman Street constitute affordable housing and destruction of those houses would deplete the affordable housing stock in the downtown Brampton Area. In response to the Provincial directive regarding affordable housing, City staff are incorporating affordable housing policies into the City's Official Plan (currently under review). However, at present affordable housing policies are not in place in the Official Plan. The Province has set cost levels below which houses are considered "affordable". In the Brampton area houses selling below approximately \$157,000 are considered affordable housing stock. Currently houses in this area, including the houses on the west side of Trueman Street, are selling for substantially higher prices. Therefore, staff contend that

E7-8

those houses do not meet the Provincial standard for affordable houses. The homes are currently rented to staff of the hospital or previous owners as part of the agreement of sale, and are therefore, not available to the general rental market. Since the property is not considered affordable housing under Provincial definition, the destruction of these houses does not constitute destruction of affordable housing.

6.2.0 Planning Issues

The concerns of the residents have been received by Planning and Development staff and have been responded to in the previous section. This section will deal with the position of staff and requirements of various departments and agencies.

At the time of the Committee of Adjustment application, staff recognized that this application was unique in nature and, provided that a permanent rezoning and amendment to the Official Plan were approved, staff supported the application for a temporary use. Staff are also supportive of this application provided that the applicant agree to the requirements as set out below.

Staff are concerned that once this property is incorporated into the institutional zone, the parking use will be eliminated and an expansion of the hospital will occur. In order to eliminate this possibility, the Official Plan Amendment and zoning by-law would limit the permitted use of this property to parking lot and accessory uses. Appropriate setbacks, screening and landscaping requirements will be incorporated into the amending by-law and the Official Plan Amendment.

This application will require a development agreement to address the concerns of City departments. This proposal will also be subject to site plan approval.

Prior to the approval of the Official Plan Amendment and Zoning By-law Amendment, the applicant is required to dedicate to the City a 4.0 metre widening along the

frontage of the property on John Street; a 2.5 metre widening along the frontage of the properties on Trueman Street, and a 5 metre rounding radius at the southwest corner of John Street and Trueman Street.

A site plan agreement addressing grading, drainage and site access will be required as part of the development approval.

All existing driveways to Trueman Street, currently owned by the applicant, must be closed and reinstated to City standards, which shall include reinstatement of curb and boulevard landscaping.

At an informal meeting prior to the submission of these applications, residents requested a precast concrete wall along Trueman Street. City staff are of the opinion that chain link fencing combined with extensive landscaping and the retention of the mature trees on Trueman Street will provide sufficient mitigation of noise and exhaust and headlight glare, as well as provide a more attractive transition between the residential and institutional uses. The applicant has submitted a preliminary landscape plan currently being reviewed by staff. Approval of the landscape plan will be required as part of the development agreement. The developer has also provided a tree inventory for Trueman Street, and has agreed to retain as many of the mature trees as possible. Approval of the landscape plan should take into account the number of trees preserved along the streetscape.

Staff would prefer to see Lot 3 included in this application along with Lot 16, once the zoning is resolved. The applicant is attempting to obtain ownership of Lot 3 and Lot 16, Plan 506 to incorporate these lots into the overall development. Failing this, the applicant will be required to provide appropriate fencing and screening surrounding both lots, and revise the plans accordingly.

It is the opinion of staff, that the expansion of the parking area to the west side of Trueman Street, while changing the character of the street from residential to that of a boundary street, can be screened and landscaped in such a way so as to provide effective mitigation for noise and exhaust, and an attractive landscaped transition area between the residential and institutional uses. The two uses will be reasonably separated by the landscape buffer area and the width of Trueman Street.

E 7-10

Concerns raised by the residents can be effectively addressed through fencing and landscaping requirements determined through the site plan approval process. The Official Plan Amendment, zoning by-law and development agreement will address the permitted uses, requirements and regulations.

The final result of this proposal will be the increase in staff parking to serve an existing need and alleviate the overcrowding of visitor lots which results from a shortage of available staff parking. Once the staff have sufficient parking and no longer park in public lots, the visitor parking will be available to visitors, thus removing the need to park on the local streets. Fewer cars parked on local streets will facilitate smoother traffic flow and provide greater safety through increased visibility of pedestrians. The impacts of the expansion of the institutional parking use can be successfully mitigated through setback, landscaping and fencing, hence, staff are supportive of this application.

7.0 Recommendation

It is recommended that Planning Committee recommend to City Council that:

- A) A Public Meeting be held in accordance with City Council procedures, and
- B) Subject to the results of the Public Meeting the application to amend the Official Plan and Zoning By-law be approved subject to the following conditions:
 - 1) The site specific by-law shall include the following provisions:
 - a) The subject property shall only be used for the following purposes:
 - parking lot for hospital purposes only.
 - purposes accessory to a permitted use.
 - b) The landscaped open space, and parking shall be identified on a schedule to this by-law.

- c) Shall be subject to the requirements and restrictions relating to the I2 zone and all the general provisions of By-law 200-82 that are not in conflict with those set out above.
- 2) Development of this site shall be subject to a development agreement and the development agreement shall contain the following:
- a) prior to the issuance of a building permit, a site development plan, a landscape plan, a grading and drainage plan, an engineering and servicing plan and a fire protection plan shall be approved by the City;
 - b) all lighting on the site shall be oriented and designed so as to minimize glare on adjacent roadways and properties;
 - c) the applicant shall agree to convey to the City of Brampton a 4.0 metre road widening across the John Street frontage as a condition of site plan approval when the hospital facilities are redeveloped/enlarged at a future date, and shall convey at this time, a 2.5 metre road widening along Trueman Street just south of John Street to achieve a consistent right-of-way width.
 - d) the applicant shall agree to remove all driveways to Trueman Street for the lots owned by the applicant and to reinstate curbs and boulevard landscaping, including street trees to the satisfaction of the Commissioner of Public Works and Building and Commissioner of Planning and Development.
 - e) the applicant shall submit a vegetation inventory and assessment study by a qualified ecologist.

Respectfully submitted,

ja L.W.H. Laine
Cheryl Logan,
Development Planner

L.W.H. Laine
L.W.H. Laine, Director of
Planning and Development
Services Division

AGREED:

John A. Marshall
John A. Marshall, M.C.I.P.,
Commissioner, Planning and
Development

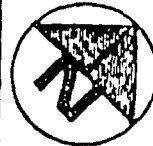
CL/am/PeelHospital

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PEEL MEMORIAL HOSPITAL

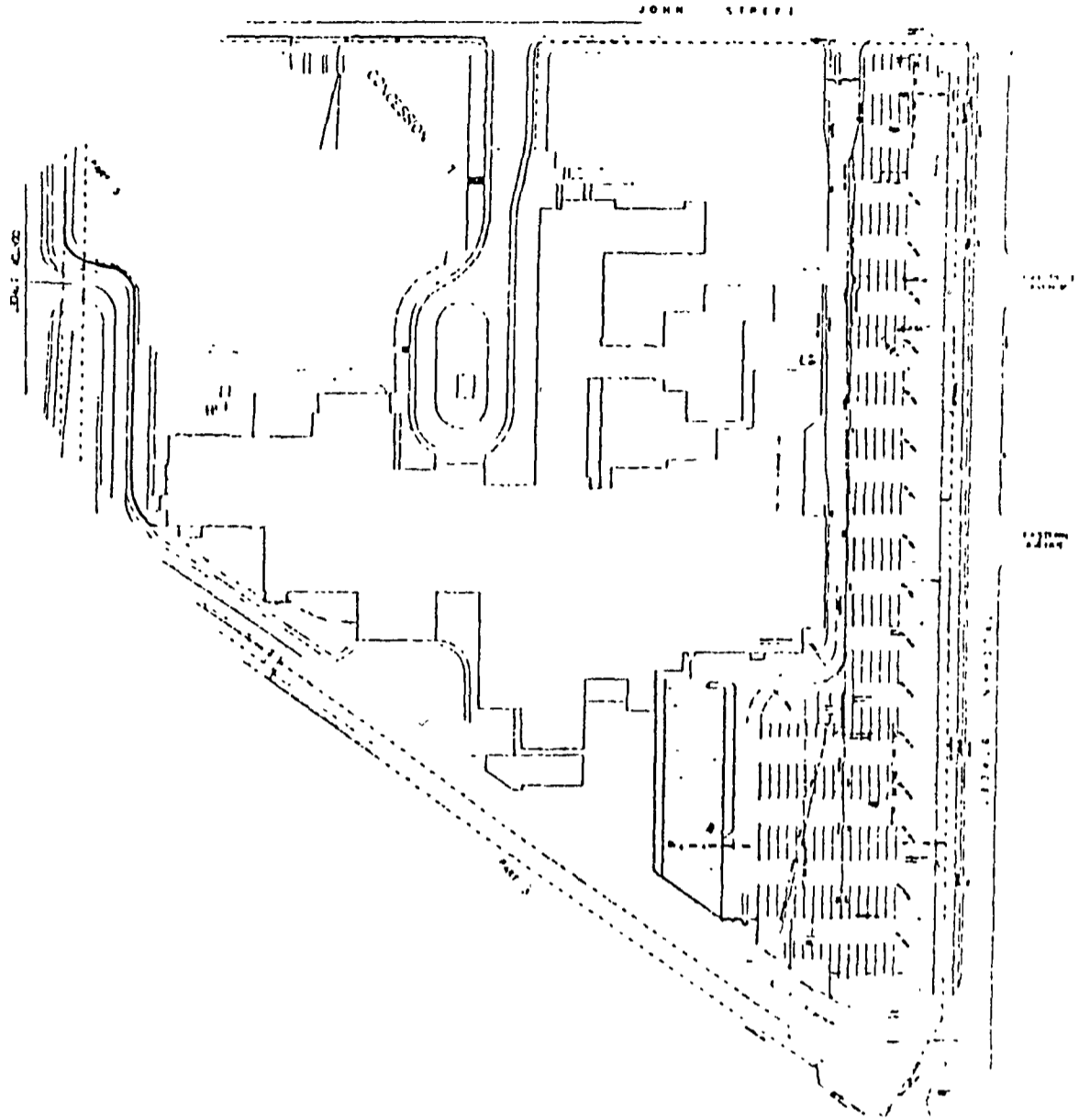
LOCATION MAP



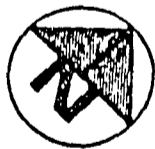
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CITY OF BRAMPTON
Planning and Development

Date: 1990 07 31 Drawn by: K.M.H.
File no. CIE5.32 Map no. GO-46A



PEEL MEMORIAL HOSPITAL
 SITE PLAN - SCHEME A

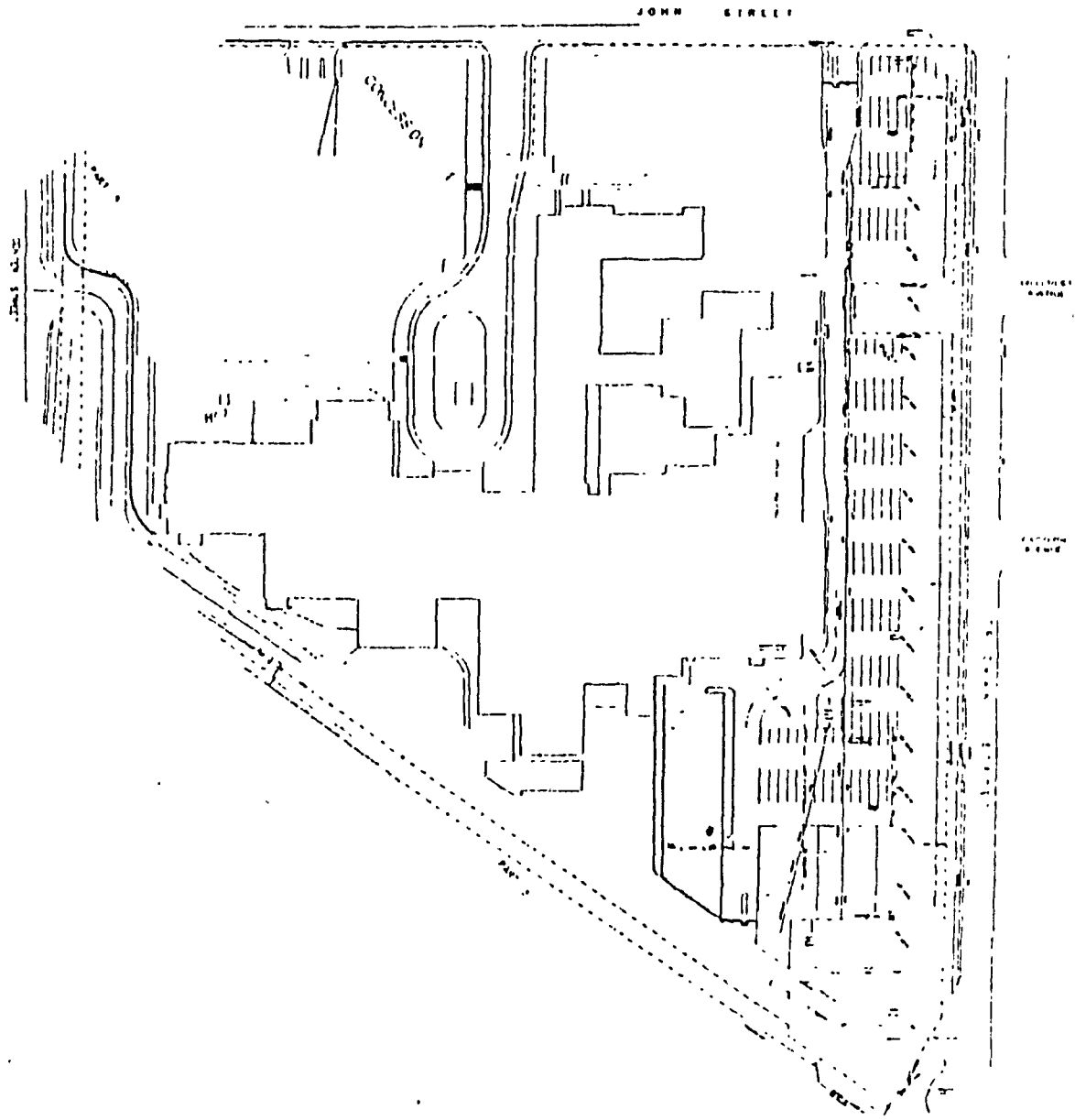


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CITY OF BRAMPTON
 Planning and Development

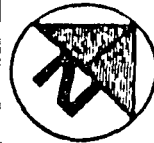
Date: 1990 07 31 Drawn by: K. M. H.
 File no. CIE5.32 Map no. 60-46B

E7-14



PEEL MEMORIAL HOSPITAL

SITE PLAN - SCHEME B



1:2100

CITY OF BRAMPTON
Planning and Development

Date: 1990 07 31 Drawn by: K.M.H.
File no. CIE5.33 Map no. 60-47A

Alice Merson,
30 Trueman Street,
Brompton, E6W 3JJ Tel 4538236.

Having lived on Trueman Street for the past 16 years I have witnessed many changes to the neighbourhood - not all good and most due to Peel Memorial Hospital.

This recent move of the hospital to go through the "Committee of adjustment" instead of more proper channels to have the west side of Trueman Street re-zoned for a parking lot leaves me with little faith in Peel Memorial Hospital.

If this re-zoning goes through our neighbourhood will have to put up with a lot of disruption and I will just state a few:-

- a. slower traffic flow.
- b. noise pollution
- c. Exhaust pollution
- d. "cuddly" of cars shining into our living rooms and bedrooms
- e. Lack of privacy - leaves are only on the trees so many months a year!
- f. Destroying affordable housing that is in very short supply in this area.
- g. More illegal parking on Trueman St. Eastern Avenue Hillcrest and John street - staff at the hospital dont want to pay parking rules as they find them stiff enough.
- h. Increased noise during the winter months due to snow clearing of the car park - this is usually done during the night.

A. Merson

P.S THE ONLY TIME THAT THERE IS A SHORTAGE OF PARKING 'SPOTS' IS @ 1530 THIS COULD BE RELIEVED BY HAVING STAGGERED HOURS @ P.M.

E7-16

July 14, 1990

The Gayle Family
26 Freeman Street
Brimpton, ON
L6W 3B3
(416) 451-0546

Our family (the Gayles) have lived at 26 Freeman Street for the past 20 years. I have raised five (5) children and three (3) grandchildren in this neighborhood. The incident, neighbors and neighborhood is very important to me and my family.

Now that my wife and I are nearing our retirement years, my major legacy is the clear memory that my home and neighborhood has given to me. One that I would like to share with my grandchildren and great-grandchildren - avoid death.

What the hospital (a hospital what I have supported over the years) is trying to do is abominable. In a time when the concern for the environment is at the pinnacle of our concerns, a life give -- the hospital -- is trying to inflict maximum pollution, increased traffic flow, noise and exhaust pollution, disturbance of my own private property and health. This is a total disregard for people's property, livelihood and neighborhoods.

I beg of you the hospital committee and the planning committee to reconsider their outrageous decision to destroy the

livelihood and welfare of this neighborhood - the people and our memories.

The Gayle's representing
Delores & Betty Gayle
Kathy, Wanda, Sharon
Lola & Beverly

July 14, 1970

The Hosford Family
 23 Truman Street
 Brampton, ON
 L6W 3B5
 (416) 451-1924

My family (The Hosfords) have lived at 23 Truman Street for the past 15 years. I have raised two sons and two grand-children in this neighbourhood and thus the memories are quite deep. Over the past 15 years, I have had to put up with the hospital's degrading attitude of dumping garbage over the fence on my private property and the noise pollution from both people and traffic. This is the hospital that I have supported over the past years and now it is the same hospital that is trying to take away the sanity and quality of my life. Now that my husband and I are retired, our major enjoyment is our neighbourhood and the Christal moments we have spent here. In a time where everyone's concern is for the environment, the hospital is trying to increase the traffic flow of cars and people, increase pollution noise and exhaust and the decrease of privacy and affordable housing in my neighbourhood - all for the joy of money. This is a total disregard for my livelihood and neighbourhood. I am appealing to the human element of

the hospital committee and the re-zoning committee on behalf of my family and grand-children to reconsider this ridiculous decision to build 200 parking spaces. Please save the essence of this neighbourhood - the people and children. We care and love this neighbourhood.

A. C. Hosford
 Bessie Hosford

should have been discussed - especially if we are going to have to look out on a parking lot!

We are well aware of P.M.H.'s opinion - I am much more than - rather than your guess.

Why did the hospital not go through the proper procedure with the committee of adjustment? Why? This is the usual way in which they work. I am not sure if this is the best way or the people I highly respect think we are a lot of disinterested people who live on 3 summer etc.

Another example of their manner was at the 14th house - 10 fallowen home hills - bounded by the growing health as a pilot project. It is much needed for their patients in order where they & their families could find relief. I have - by staff who have the time & experience needed for a good result. It is to be desired, the tubular bed & other things - which already are much better than the ones for them, but not leaving the furniture in place - such as their chairs & their

London This 10 had been, on the 12th March, provided especially for the sake of fallowen patients & family. will be a great asset. I just mention it - I am not sure if it is a good idea for people to get what they want in their hands. Then, when the people gradually disappear, the way the 14th house on the West side of summer 9th hill - if the sub note is not a way who ever select people to see me at home.

I for my very change of the scheduling of 14 houses - badly needed in our area, already that of 10 do affordable housing. I do not feel 202 parking spaces take priority over families who need at home.

I feel if these added parking spaces are allowed, it will be. I discuss of money - the house on the 14th are there for just as long - if we look into the number of the new addition to the hospital - by car in bedroom & bath room

of some houses. I might not like cars see patients in our etc.

(2) Noise & pollution
 (3) Exhaust pollution
 (4) Noise from the school - walking to & from school. It has been said that to fields will leave off children.
 (5) Noise - must think the about taking their hearing around the block.
 (6) Handlights shining in living room & bedrooms.
 (7) Noise in noise & pollution when staff leave their cars to run in before getting into the (that is if they were the after I was clearing the car park close at night)
 (8) No car to park on Eastern Hill east, John & summer etc is already done. Staff & cars do not want to pay to park next to parking - along by the hospital. There is to day, you look out of - reviewing with much delay - due to have been parked for one week of summer etc. & other things which should be to the
 (9) I do not feel another 2 parking spaces are needed

The only time there is a shortage may be at the change over of the day & evening shifts. Take a walk through the car park after 4 P.M. & I can assure you you'll have no trouble finding a parking spot.

(1) We are aware that a new health facility will be built in the near future. The hospital should be thinking of containing growth - and not expanding.

(2) Above all the deplorable destruction of 14 affordable houses - so badly needed - turning the west side of Swinson St. into an unromantic & unneeded asphalt jungle. In the long run P.M.H. will be the loser - instead of bringing in much needed revenue - this will be lost - due to poor planning of hospital officials.

Sincerely,
 (Mrs) G. Beal
 30 Swinson St.
 Brompton, Brit
 W6 3B3

I can see what happens to our neighbours. Do you?!!

To Union Chilton and everyone)

It is a shame to even think about tearing those nice homes on Truman it down.

(The Hospital is too small now)
If they want more parking space
How about using the present
parking West side of Hospital to
to Centre street
Build underground parking
area build up

P.S We moved to Hilbert Ave.,
in 1938 on Aug 2nd (52) years ago
it is my home and I still
like living here, and
I hope I am able to stay
here for awhile longer.

Mrs Evelyn Wilde
Hilbert Ave.

July 14, 1990

Dear Vernon/Pauline:

My husband and I would like to offer our support in your fight against the hospital's plan to tear down part of Trueman street for a parking lot.

We have been living on Hillcrest since Apr. of 1990 and part of the reason we like this street is that it is a nice quiet residential area with a minimal traffic flow; large trees and privacy. Because we live near the corner of Trueman and Hillcrest this change will greatly affect us - especially our new 2 year old daughter.

Please keep us posted on →

what's happening and let me know if you need some help distributing flyers etc.

We live at:

#8 HILLCREST AVENUE

phone # ~~023233~~

796-3471 (answering machine for messages, but, use usually home)

Sincerely,

We and Mrs. Guchne
(RICK AND MARVIN GUSTAVE)

(P.S. It's good to see someone else cares about our neighborhood!)

We'll try to help you out a few dollars when we can.

2-2-73

Mano Tiras 39 Hallowat. 451-1018

E7-23

- likes his nice trees - lot of nice trees on the main st. trees
- likes the big lots - very quiet neighbourhood
- * if they want houses they must buy whole neighbourhood - not leave some to depreciate - ruin his investment
- doesn't like the way they landscape
- is afraid they will allow landscaping to deteriorate, just like the houses they own
- must keep area in good condition
- should sell houses to people who will improve them.
- has lived on Hallowat 4 years
- likes his home - has improved house - added on - fixed landscape
- should build parking on land they have already messed up.

SE-13

July 1:

Commissioner P. Townsend St.
Re: zoning P. Townsend St.

I live near the street and have enjoyed this neighborhood for all of my life (except 5 years in Calgary area).

I especially enjoy the people, trees, gardens and wildlife, (birds, squirrels, raccoons etc.) I feel very strongly that putting a parking lot at the end of my street will definitely change the lifestyle I now enjoy.

It would increase traffic, noise - car exhaust and expose me to the concrete road. I understand the "goal" that P.M.H. has and how they probably need their own parking space, but this area is residential.

If they required the area and gave you market value for the land I would be putting a parking lot in, but DON'T CHIA P.M.H. PUT CAR RESIDENTIAL NEIGHBORHOOD.

With pleis →

If we don't succeed in preventing this parking lot, my husband has a suggestion that would work (we feel) as a good compromise.

* To back 50 feet from the ~~street~~ (turnover lot) leaving the trees with dense trees build a noise barrier stone fence (like the ones along Kennedy P.d. N.)

This could be used as an appealing green space where employees could lunch, or children could play or swing or take notes, park type bench or just gardens.

My ultimate choice would be to leave it as residential, but if we are forced to change, I feel it must be a third way to existing residential neighborhoods to preserve the integrity of it.

I certainly hope this helps!
Patricia J. Desjardins
32 Hillcrest Ave. Calgary
454-4155.

59 Summary of

is to show it may concern

when we thought this house was
 as it was a real gift. We had been
 but not one that I loved as much as the one
 since we've moved here we have
 these grandchildren who love playing here, and
 is this project goes through I've signed the
 they will not be safe with the volume of
 traffic and operations. Build your parking lot
~~on~~ on the other side of the hospital and
 give them a private use and then
 instead of destroying them.

see. see. Super

- would like a feasibility study of multi-level parking garage on lot at corner of Center & John - owned by hospital
- sell houses - purchase vacant lot at corner of John & Center - owned by developer already
- new hospital in near future will alleviate the problem of overcrowding and there will be less need for parking
- also Union St. Development plan will affect hospital (perhaps even cause it to lose more space) - hasn't been addressed or considered by Planning Dept. to my knowledge.
- the area is currently being upgraded by purchase and renovation of wartime houses on Eastern - more dignified. It will be affordable housing market and use more innovative ideas to find needed parking.
(busing of staff - car pools will orient us for staff - reduced visitor parking)

struggles writing for different areas. - -
EPA. most people don't even ^{suck}
- funds every day

- community fund drive for parking
garage - met people on Truman,
Easton, Hillman, John would be
enthusiastic fund raisers

- destroying houses, trees shrubs will
further cause pollution, more traffic
- why no environmental study?

- land across railroad tracks near
~~industrial~~ ^{on entire} town owned, vacant
and could be utilized for parking
with a walkway to hospital - no
houses to destroy - is not a park
just vacant land with weeds and
a couple of trees planted when
Lindbergh was built -

- the hospital has no money for parking
garage - but it spent approx. three
million! buying houses this year on Truman
St. - this would have secured disincentive
for parking garage I'm sure

about it (if a hospital) can't afford to
to fill needs, cut grass or E7-29
water. This on property it is
already responsible for - perhaps
the hospital management should
be investigated to see if they
have any connection with
Mitchell Real Estate who appear
to be the only people benefiting
by the loss of 114 affordable
homes on Jackson Street.

Jan 1/40

E-7-30

30 Inman St. (Bank)

Resident 12 years

To Whom it May Concern,

Try to imagine an area, such as the one around the Hospital or down Inman St. with little life or greenery 6 months of the year - the length of our winter.

Old large buildings of Concrete and Brick and large asphalt (ice too) parking lots have a way of dominating and accentuating over insignificance at this time.

Wm. C. ...

MRS J. E. SHANER

3 HILLCREST AV., BRAMPTON.

11-51-31-79

LBW 177

I have lived on Hillcrest Avenue for 32 years amongst friends, & neighbours, — family, people. Most of us were paying off a mortgage, — raising children and generally living ordinary quiet lives. A good place to live.

The hospital has, for years, been buying houses whenever they could find someone to sell, and we find now, that many more ^{houses} than we knew, belong to the hospital.

In my opinion it would be a disaster for the houses on the west side of Trueman St. to be pulled down, and made into a parking lot. Our quiet neighbourhood would be finished. The houses in question are lovely homes and so many people are looking for just such houses.

The noise and exhaust fumes from all the cars would be one more pollution to add to ITC and the chicken factory, stretchers.

E7-33

23 Truman St
Brantford Ont

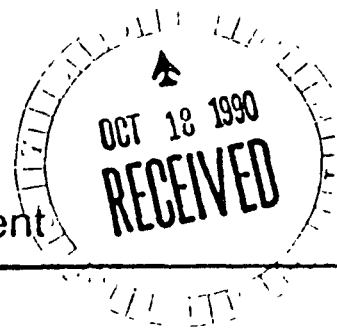
(Tim Terry)
457-6215, # ① 604 597-0181

July 17.

To who may look at
 Peel Hospital. Hospital did any one
 ever read that on back of Lincoln
 plate. Keep antain Beautiful? Will
 about time you all stop thought?
 Hume. Was Beautiful why do you
 people. Want to turn over nice green
 Grass in to parking lots nice and
 know proud standing for people. as
 other sides as to put up it, my
 mother & father as had money and
 President since they came here over 15
 years. ag. My God is not that nice.
 and he gets so up set. We all want
 to save our houses. My father's mother
 came here. 19/52. and they both work.
 hard. to save for their home. and I am
 show people on other sides of Truman St
 did the same. They have Super fuel
 (Mound. Hospital for 37 years and they
 have a man and want their home. that
 they believe so let talk about new
 Hospital they want to build. it would be
 Great for people and there? and with
 the war in China is just great.
 No more in parking and you are in
 out. No waiting for 4 to 5 hours. like Peel
 Terry & Tim's Hospital. Hospital

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development



October 17, 1990

To: The Mayor and Members of City Council
From: Planning and Development Department
RE: Application to Amend the Official Plan
and Zoning By-law
Lots 1, 2, 4-15, Plan 506
Lot 5, Concession 1, E.H.S.
PEEL MEMORIAL HOSPITAL
Our file: C1E5.33
and
Lot 3, Plan 506
Lot 5, Concession 1, E.H.S.
PEEL MEMORIAL HOSPITAL
Our file: C1E5.32

RECEIVED
CLERK'S DEPT.

OCT 18 1990

REG No.: 102562
FILE No.: C1E5.334

C1E5.33

Planning Committee, at its meeting of October 15, 1990 referred the above noted applications to Council.

Attached is a copy of the staff report dated September 14, 1990 to Planning Committee, which was approved by Council at its meeting of September 24, 1990, and a copy of the staff report of the Public Meeting, dated October 9, 1990.

Subsequent to the Public Meeting, the residents of the area met with Mr. D. Kraszewski of the Urban Design and Zoning Division to discuss an alternative proposal for the landscaped area on Trueman Street. On Friday October 12, 1990, the residents presented their proposal at a meeting with City staff and Hospital Administration staff. As a result of that meeting, revisions to the recommendation presented in staff's report dated September 14, 1990 to include landscaping, fencing and lighting details were made.

Staff have been informed by Mr. Vernon Chilton on behalf of the residents and by Mr. R. Webb agent of the applicant, Peel Memorial Hospital that the development conditions as outlined herein are acceptable.

IT IS RECOMMENDED THAT:

- A. The notes of the Public Meeting be received;
- B. The application to amend the Official Plan and zoning by-law be approved, subject to the conditions approved by City Council at its meeting of 1990 09 24, as amended as follows:

1. Condition 1(b) be deleted and the following substituted therefor:

"(b) The landscaped open space abutting the west limit of Trueman Street and the parking area shall be identified on a Schedule to this by-law, with the landscaped open space having a minimum width of 3 metres abutting Trueman Street and a minimum width of 1.5 metres abutting the adjacent residential lots."

2. The following be added thereto at the end of Condition 2(e) as Condition 2(f):

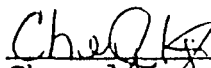
"(f) The landscape plan, to be approved pursuant to site plan approval procedures, shall include Peel Memorial Hospital lands between the Canadian National Railway right-of-way on the south, to John Street on the north, and shall show the following:

- (i) 1.524 metre high precast concrete fence with wrought iron fence inserts located along the west limit of the landscaped open space adjacent to Trueman Street
- (ii) the landscaped open space abutting Trueman Street with group or cluster plantings
- (iii) dense shrub planting abutting Lot 3, Plan 506 and on the west and north sides of Lot 16, Plan 506
- (iv) in the event that, within one year of the approval of the landscape plan, the residents of Lot 3 and Lot 16, Plan 506 find the shrub planting insufficient, the hospital agrees to erect a 1.8 metre wood privacy fence along the common property lines
- (v) a hard surface pedestrian path, adjacent to the south limit of Lot 16, Plan 506, from Trueman Street to the Emergency Access driveway with flower beds to the south of Lot 16
- (vi) snow storage area abutting the Canadian National Railway right-of-way with a landscaped open space facility abutting Trueman Street
- (vii) no entrance to the parking area or the hospital property between John Street and the Emergency Access driveway

- (viii) the south entrance/exit facility to the parking area redesigned to direct traffic flow towards Centre Street
- (ix) the Emergency Access driveway from Trueman Street with a wrought iron entrance feature
- (x) the electrical transformer, located to the west of Lots 11 and 12, Plan 506 with an acoustic barrier
- (xi) lighting in scale with park walkway light standards for the 3 metre wide landscaped open space abutting Trueman Street
- (xii) in addition to the flower beds located to the south of Lot 16, Plan 506, two flower beds are to be located within the landscaped open space between John Street and the north limit of Lot 16, Plan 506


C. Staff be directed to prepare the appropriate documents for the consideration of City Council.

Respectfully submitted,

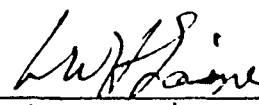


Cheryl Logan
Development Planner

AGREED:



John A. Marshall, M.C.I.P.
Commissioner of Planning
and Development



L.W.H. Laine, Director
Planning and Development
Services Division

attachment

CL/jo/PMH

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

October 9, 1990

To: Chairman and Members of Planning Committee

From: Planning and Development Department

RE: Applications to Amend the Official Plan
and Zoning By-law
Lots 1, 2, 4-15, Plan 506
Lot 5, Concession 1, E.H.S.
PEEL MEMORIAL HOSPITAL
Our file: C1E5.33
and
Lot 3, Plan 506
Lot 5, Concession 1, E.H.S.
PEEL MEMORIAL HOSPITAL
Our file: C1E5.32

The notes of the Public Meeting held on Wednesday October 3, 1990 are attached for the information of Planning Committee.

The residents, who spoke at the Public Meeting, objected to the proposal of Peel Memorial Hospital to remove the existing dwellings on the west side of Trueman Street; objected to the proposed use of the parking area; objected to the proposed buffer facilities to be provided on the east limits of the proposed parking area, and objected to many activities related to Peel Memorial Hospital as a use in a residential community.

Demolition of the existing dwellings would remove an existing buffer facility between the residences on the east side of Trueman and the hospital. It was noted that noise from an existing transformer on the hospital site would be able to affect the residents on the east side of Trueman Street when the barrier effect of the existing dwellings is replaced by a parking lot. The sense of security offered by the presence of occupied dwellings would be lost with their removal and the substitution of a parking lot. In addition, removal of the residences would decrease the supply of affordable housing and erode into an established residential community.

The use of a parking facility was not supported because it would add more traffic onto streets that are currently undergoing traffic congestion. The parking lot would add more automobile exhaust fumes through the greater number of vehicles and the idling of automobiles damaging the health of the residents.

The proposed buffer facilities were considered inadequate because of their narrow width and the inability to screen headlight glare from affecting adjacent residences. It was noted that the width of the buffer area would not provide adequate space for plants, nor for root growth for large trees. It was noted that chain link fencing would not provide the same quality of screening that an acoustic type of fence or wall would provide. Absence of adequate plant maintenance and failure to replace dead shrubs and trees was noted as an issue that would lessen the effectiveness of the buffer area.

The residents referred to several activities of the hospital that are unsatisfactory and disruptive to the residential community. For example, on street parking by hospital employees and hospital visitors occur on the nearby residential streets depriving residents of the opportunity to use street parking for their use; hospital activity causes traffic congestion on the adjacent streets exceeding the level of traffic that would be generated by local residents; ambulance noise is disruptive to residents on Trueman Street; air pollution is caused by the hospital boiler plant, and property maintenance procedures of the hospital are not high with refuse in driveways of vacant dwellings and uncut grass in various locations. It was indicated by the residents that activity by the hospital has contributed to a substantial depreciation of property values.

The residents expressed concern about the safety of residents in the locality because of drug related activities and sought assurance that if the parking facilities were constructed suitable security lighting would be provided for Trueman Street.

Council had approved the application to amend the Official Plan and Zoning by-law, subject to several development conditions, and subject to the results of the Public Meeting. While the Public Meeting did not bring forth significant issues that were not known previously, the submission by Mr. Vernon Chilton indicated that the residents expect to present an alternative design to Peel Memorial Hospital representatives in the near future. The nature of their proposal is not known. Consequently, it is recommended that Planning Committee determine whether a final recommendation should be delayed pending a review of the residents alternative proposal. On the other hand, if Planning Committee believes all the issues have been examined thoroughly, the application should proceed.

IT IS RECOMMENDED that:

- A. Planning Committee recommend to City Council that the Notes of the Public Meeting be received;
- B. Planning Committee determine whether a final recommendation should be delayed, OR if the final recommendation is not delayed, Planning Committee recommend to City Council that the application to amend the Official Plan and the zoning by-law be approved subject to the conditions approved by City Council at its meeting of 1990 09 24, and

- C. Subject to Planning Committee presenting a final recommendation, Planning Committee recommend to City Council that staff be directed to prepare the appropriate documents for the consideration of City Council.



L.W.H. Laine, Director
Planning and Development
Services Division

AGREED:



J.A. Marshall, M.C.I.P.
Commissioner of Planning
and Development

attachments (3)

LWHL/jo
hospital

Mr. V. Chilton, 30 Trueman Street, commented on insufficient information regarding the application. He referred to a previous proposal relating to multi-level parking provision and outlined area resident's action regarding objection. He said there are alternatives to the proposed parking arrangements and noted concern about the number of parking spaces being proposed. He asked for clarification of the width of buffer area and about the widening of Trueman Street, and noted concern relating to existing trees, the negative impact of chain-link fencing and uncertainties relating to redevelopment in the area. He advised that an upcoming meeting of area residents would assist in their formulation of a response to the proposal, regarding negative impact on an established residential community.

Mr. Laine explained proposed provision for a buffer area, and the road widening requirements.

Mr. Chilton read a letter from Joan Shaner, 3 Hillcrest Avenue (see attached), and a letter from the Hosford Family, 23 Trueman Street (see attached).

Mr. Gushue, 8 Hillcrest Avenue, requested and received clarification regarding access provision.

Mrs. L. Gayle spoke on behalf of her parents who reside at 26 Trueman Street. She advised that the Hospital Administration has shown complete disregard for the dignity and safety of the neighbourhood residents. She referred to problems of on-street parking, traffic congestion and accidents, ambulance access, and the lack of respect for and response to negative impact on the residential neighbourhood.

Mrs. Krayetski referred to the mature nature of the residential community; devaluation of property; alternative parking arrangements; problems relating to the overpass walkway; objections to chain-link fencing; concern relating to adequacy of the proposed buffer area to sustain mature trees and the effectiveness of the proposed buffer area; the quality of Hospital maintenance as compared to municipal maintenance of the landscaped area; use of the vacant area at the south-east corner of the Hospital property; concern regarding the impact of the Queen Street Corridor redevelopment; concern regarding the future of the proposed parking lot; the issue of tax reduction; hydro wires; recent installation of sewers; concern regarding noise levels from the transformer in the absence of buffering by the houses proposed to be demolished; air pollution; traffic concerns; access concerns regarding emergency and parking access proposed to be combined; security and lighting for Trueman Street residents across from a parking lot; concern relating to negative impact on amenities and concern regarding the number of parking spaces. She requested that a City Architect attend the resident's meeting to help prepare a resident's alternative proposal.

Ms. N. Smith, 32 Hillcrest Avenue, suggested 2-tiered parking at the corner of John/Centre Street location.

Mr. Webb representative for the applicant referred to previous unsuccessful attempts in this regard, and the current and future need for additional parking provision at the Hospital.

Ms. Smith inquired as to the proposed demolition of houses if the proposal is refused.

Mr. Webb informed that the current plan is to demolish the houses in any case, due to the difficulties associated with renting and vandalism, etc., and the reduced cost of maintaining a vacant lot. Also, he commented on a meeting, held to discuss the immediate need for additional parking with the neighbourhood residents, and noted that the Hospital Administration wishes to continue to be a good neighbour, while providing essential medical services for the entire City.

Mrs. J. McLaughlin, 43 Trueman Street, suggested use of 30 parking spots, currently designed as "Fire Route".

Aline Merson, 30 Trueman Street, an employee of Peel Memorial Hospital, advised of her purchase of affordable housing close to work, in an established, quiet, friendly, established residential neighbourhood, and her expense to restore the house to reasonable living standard.

She advised that she had undertaken a parking survey, which indicated an average of 10 empty employee and 5 empty visitor parking spaces, from 10:00 to noon, on an average day. She indicated concern about the deterioration of Trueman Street, the lack of affordable housing alternatives, particularly considering her forthcoming retirement, and parking and garbage occurring in the driveways of vacant houses.

Mr. Webb proposed a meeting with the concerned residents to determine if resident input could be appropriately incorporated into the proposed plan. He referred to on-street parking as being a result of imperative need for parking spaces and advised that the Hospital currently leases 103 parking spaces on the north side of Queen Street. He pointed out the Hospital's 65-year service to the whole of the City, rapid population growth and their concern to be as compatible as possible with the neighbouring community, while maintaining the level of service.

It was determined that the proposal will provide 1000 parking spaces, when combined with existing parking provision.

Mrs. Krayetski raised the issue of provision for temporary parking facilities during construction, as well as, parking enforcement. The west side of Centre Street, south of the tracks was suggested as a parking site.

Mr. McLaren, architect for the applicant, outlined proposed buffering and access provision.

Mrs. Krayetski inquired about an inventory of mature trees to be preserved.

Ms. Hosford, 23 Trueman Street, indicated concern that the Hospital will not maintain the landscaping, and she referred to broken promises of tree replacement by the City.

Mrs. Krayetski inquired about park-type lighting for security on Trueman Street; if a precedent has been set for responsibility related to landscaping and about a Hospital Environmental Assessment relating to noise, pollution, exhaust fumes, negative impact on the health of area residents, particularly considering demolition of the houses that acted as a buffer.

Mr. Webb advised that the applicant does not intend to do a formal Environmental Assessment, however, he would expect that if the City staff identifies the need to do a study on a particular issue, that will be done.

Mrs. Krayetski requested tree planting in the vacant area at the south-east corner of Hospital property.

Mr. McLaren, on behalf of the applicant, indicated that the area is currently used for snow retention.

The issue of fencing and buffering preference was discussed. Mr. McLaren made reference to the possibility of lowering the elevation of the proposed parking lot. Acoustical walls similar to those on Kennedy Road was suggested by a resident.

Mrs. Krayetski spoke of a neighbourhood consensus on the proposal and drafting an agreement with the Hospital and the City for consideration by Planning Committee.

It was suggested that the residents meet with Hospital Officials prior to the Planning Committee Meeting.

Mr. Chilton requested that the residents be given the opportunity to meet with Hospital Officials prior to consideration by Planning Committee.

Mr. Webb stressed the urgent need for additional parking facilities.

There were no further questions or comments and the meeting adjourned at 9:30 p.m.

E7-17

July 14, 1990

The Hosford Family
23 Trueman Street
Brampton, Ontario
L6W 3B2
(416) 451-1924

My family (The Hosfords) have lived at 23 Trueman Street for the past 15 years. I have raised two sons and two grand-children in this neighbourhood and thus the memories are quite deep. Over the past 15 years, I have had to put up with the hospital's degrading attitude of dumping garbage over the fence on my private property and the increased noise pollution from both people and traffic. This is the hospital that I have supported over the past years and now it is the same hospital that is trying to take away the sanctity and quality of my life.

Now that my husband and I are retired, our major enjoyment is our neighbourhood and the cherished moments we have spent here. In a time where everyone's concern is for the environment, the hospital is trying to increase the traffic flow of cars and people, increase pollution noise and exhaust and the decrease of privacy and affordable housing in my neighbourhood.--All for the joy of money. This is a total disregard for my livelihood and neighbourhood.

I am appealing to the human element of the hospital committee and the rezoning committee on behalf of my family and grand-children to reconsider this ridiculous decision to build 202 parking spaces. Please save the essence of this neighbourhood-- the people and children. We care-and love this neighbourhood.

C.E. Hosford
B. Hosford

E7-31

Mrs. J.E. Shaner
3 Hillcrest Ave.
Brampton, Ontario
L6W 1Y7
451-3479

I have lived on Hillcrest Avenue for 32 years amongst friends, and neighbours - family people. Most of us were paying off a mortgage, raising children and generally living ordinary quiet lives. A good place to live. The hospital has, for years, been buying houses whenever they could find someone to sell; and we find now, that many more houses than we knew, belong to the hospital.

In my opinion it would be a disaster for the houses on the west side of Trueman Street to be pulled down and made into a parking lot. Our quiet neighbourhood would be finished. The houses in question are lovely homes and so many people are looking for just such houses.

The noise and exhaust fumes from all the cars would be one more pollution to add to IKO and the chicken factory stench.

F5-10

RECEIVED
CLERK'S DEPT.

REG. No.: 12 253
FILE No.: C15 33

30 Trueman St.
Brampton, Ontario
October 6th, 1990

The Clerk, for the City of Brampton,

Sir;

I, Vernon Chilton, request to address the Planning Committee during their October 15th session. I will be one of two delegates representing the Neighbourhood Committee concerning the rezoning of land by Peel Memorial Hospital. Pauline Krzyzowski is the other, enclosed you will find her letter. We both wish to address the committee each having the allowed time.

Tele: 451-8603

Sincerely
Vernon Chilton

54 Tueman Street, F5-11
Oct. 5th. 1990

The Clerk, The City of Brampton,

Sir,
I, the undersigned, Pauline Kravetski, wish to address the Council of Brampton, in Planning Session on Oct. 15th. 1990, re the rezoning application by Peel Memorial Hospital in order to construct a parking lot on the land occupied by houses on Tueman Street.

Yours truly,
Pauline Kravetski

Tele: 451-7795



City of Brampton PLANNING DEPT.	
Date	JUL 12 1990 Rec'
File No.	C1E5.32
	C1E5.33

July 11, 1990

City of Brampton
Planning Department
150 Central Park Drive
Brampton, Ontario
L6T 2T9

Attention: Ms. Cheryl Logan
Development Planner

Re: Application to Amend the Official
Plan and Zoning By-law
Peel Memorial Hospital
Pt. Lot 5, Concession 1, E.H.S.
Your Files: C1E5.32 and C1E5.33
Our File: R42 1E59B
City of Brampton

Dear Ms. Logan:

In reply to your letter of June 26, 1990 concerning the above-noted application, please be advised that the Regional Planning and Public Works Department have reviewed the proposal and have no comments to offer.

We trust that this information is of assistance.

Yours truly,

Igor A. Peressenyi
Senior Planner
Development Review

900712

JL:nb

13.4 The Owner shall construct or erect fencing as and where required by the Commissioner of Planning and Development. The location and type of the fencing is shown on the approved landscape and fencing plan referred to in Schedule B attached hereto, or shall be shown on the landscape and fencing plan to be approved. All fencing shall be completed within the time set for completion of the landscaping except that where deemed necessary by the Commissioner of Planning and Development, fencing can be required to be completed prior to occupancy.

OTHER APPROVALS

14.
Regional
Services

14.1 The City shall not issue any building permits until provided with confirmation in writing from The Regional Municipality of Peel (herein called the "Region") that the Owner has made satisfactory arrangements with the Region for the provision to the lands of all services under the jurisdiction of the Region. All works, services and other matters under the jurisdiction of the Region which are required to be provided by this agreement, shall be completed in a good and workmanlike manner to the satisfaction of and in accordance with detailed plans and specifications for such works which have been or shall be approved by the Region.

MT(O)

14.2 The Owner shall, prior to the issuance of any building permits, obtain all necessary permits and approvals required by the Ministry of Transportation (Ontario).

15.
Hydro
Services

The City shall not issue any building permits until provided with confirmation in writing from the proper authority having jurisdiction over hydro services that satisfactory arrangements have been made for the provision of hydro services to the lands.

FINANCIAL

16.
City
Capital
Contribu-
tions

16.1 The Owner covenants and agrees to unconditionally pay to the City without protest or qualification the capital contributions set forth in Schedule E attached hereto in the manner and at the times set forth in Schedule E.

The City capital contributions required under this agreement may be changed from time to time by resolution of the Council of the City provided that in no event shall any such change in the capital contributions of the City take effect with respect to the development covered by this agreement earlier than two (2) full calendar years from the date upon which the City Council passed its by-law authorizing the execution of this agreement.

The Owner agrees that after the aforesaid two (2) year period, any resolution of the City Council altering the aforesaid capital contributions shall be deemed to automatically amend this agreement and the City agrees that copies of any such resolutions shall be made available to the Owner upon request.

Regional
Levies

16.2

16.2.1

the Owner covenants and agrees to unconditionally pay to the Region without protest or qualification, the levies set forth in Schedule F attached hereto, in the manner and at the times set forth in Schedule F and the Owner further agrees that the policies set forth in Schedule F shall be binding upon the Owner and the Owner further agrees to comply with all the provisions of it.

16.2.2

the Peel lot levy policy may be changed from time to time by resolutions of the Council of the Region. Subsequent changes in the Peel lot levy policy shall be effective for the purposes of this agreement, provided that no such change shall take effect earlier than two (2) full years after the date upon which the Council of the City of Brampton passes a by-law authorizing the execution of this agreement.

16.3

The Owner agrees that all municipal taxes in arrears and current taxes for which a bill has been issued shall be paid in full before a building permit is issued.

Cash-in
-Lieu
- Parkland

16.4

The Owner shall pay to the City prior to the issuance of any building permits, money in an amount to be determined by the City, in lieu of the conveyance of land for park or other public recreational purposes, pursuant to the requirements of section 41 of the Planning Act, 1983, as amended.

17.
Security

17.1

Prior to the issuance of any building permits or if requested by the City, the Owner shall deposit as a performance guarantee, cash or a letter of credit from a chartered bank or other negotiable security approved by the City Treasurer (herein called the "security") in the amount of One Hundred Per cent (100%) of the cost of all works required by this agreement as estimated by the Commissioner of Planning and Development, the Commissioner of Public Works, and/or the Commissioner of Community Services (herein collectively called the "Commissioner[s]"). Without limiting the generality of the foregoing, the works for which security is required, shall include:

17.1.1

all the works required by this agreement to be constructed on public lands or for public works purposes, including but not limited to retaining walls, grading of the lands, and access to the lands;

17.1.2

all landscaping and fencing shown on the approved site plan and landscape and fencing plan;

17.1.3 all services constructed on land being part of the common elements of any condominium corporation and without limiting the generality of the foregoing, shall include all internal sanitary sewers, internal water-mains, internal storm sewers, service connections, internal roads, sidewalks, walkways, and parking areas.

17.2 Upon the failure by the Owner to complete a specified part of the work for which security is deposited when requested by the Commissioner[s] and in the time requested, the City Treasurer may, at any time, authorize the use of all or part of the security to pay the cost of any part of such works the Commissioner[s] may deem necessary, notwithstanding the specific allotment of security for works set out in paragraph 1 of Schedule D to this agreement.

17.3 The Owner may, from time to time, apply to the City for a reduction in the amount of the security by an amount up to ninety per cent (90%) of the value of the works for which security was deposited, which the Commissioner[s] certified in writing to be satisfactorily completed upon receipt of:

17.3.1 a statutory declaration that all accounts relative to the installation of the completed works have been paid;

17.3.2 a certificate of the Owner's consulting engineer, and/or architect and/or landscape architect certifying that it has received no notice of lien in respect of that part of the completed works constructed on lands owned by the City; and

17.3.3 all certificates of the substantial performance of all contracts and subcontracts as required by the Construction Lien Act, for all such works constructed on lands owned by the City, together with proof of publication thereof.

Guaranteed 17.4

Maintenance 17.4.1

the Owner shall maintain all of the works for which security was taken for a period of two (2) years following the date of the certificate of satisfactory completion of such works.

17.4.2 the remaining ten per cent (10%) of the security shall be retained by the City until the expiration of the aforesaid maintenance periods and the Commissioner[s] have finally approved the works for which security is deposited. Prior to the expiration of the maintenance period, the Commissioner[s] shall inspect the works for which security is deposited and all defects disclosed by such inspection shall be remedied by the Owner at its own expense prior to the release of the remaining ten per cent (10%) of the security to the Owner.

Default
& Entry
Lands

17.5 If, in the opinion of the Commissioner[s] the Owner is not executing or causing to be executed any works required in connection with this agreement within the specified time, or in order that it may be completed within the specified time or is improperly performing the work, or shall the Owner neglect or abandon such works before completion or unreasonably delay the same so that the conditions of this agreement are being violated, or carelessly executed, or shall the Owner neglect or refuse to renew or again perform such work as may be rejected by the Commissioner[s] as defective or unsuitable, or shall the Owner, in any manner in the opinion of the Commissioner[s] make default in performance in the terms of this agreement, then in such case the Commissioner[s] shall notify the Owner in writing of such default or neglect and if such default or neglect not be remedied within ten (10) clear days after such notice, then in that case the Commissioner[s] thereupon shall have full authority and power immediately to purchase such materials, tools and machinery and to employ such workmen as in its opinion shall be required for the proper completion of the said works at the cost and expense of the Owner. In cases of emergencies, such work may be done without prior notice but the Owner shall be notified forthwith. The cost of such work will be calculated by the Commissioner[s], whose decision shall be final. It is understood and agreed that such cost shall include a management fee of fifteen per cent (15%) of the cost of the labour and materials. Any work done at the direction of the Commissioner[s] pursuant to the provisions of this clause shall not be an assumption by the City of any liability in connection therewith nor a release of the Owner from any of its obligations under this agreement.

Inspection of
Works

17.6 The Owner hereby grants to the City, its servants, agents and contractors, the licence to enter the lands for the purpose of inspection of any of the works referred to in this agreement and to perform such work as may be required as a result of a default.

18.
Insurance

18.1 The Owner shall take out and keep in full force and effect during the term of this agreement, including the period of guaranteed maintenance, as determined in subsection 17.4, at its sole cost and expense, the following insurance:

18.1.1 comprehensive general liability insurance applying to all operations of the Owner which shall include bodily injury liability and property damage liability, completed operations liability and contractual liability. This policy shall contain no exclusions for damage or loss from vibration (excluding pile driving), the removal or weakening of support, shoring, and underpinning or from any other activity or work that may be done on land owned by the City or the Region or both of them in connection with the development of the lands.

Such policy shall be written with limits of not less than **THREE MILLION DOLLARS (\$3,000,000.00)** exclusive of interest or costs, per occurrence and shall include as an additional insured the City [and the Region], and

18.1.2 automobile liability insurance with an inclusive limit of liability of **ONE MILLION DOLLARS (\$1,000,000.00)**, exclusive of interest or costs, per occurrence for loss or damage resulting from bodily injury to or death of one or more persons and for loss or damage to property;

18.2 Such policies shall not be terminated, cancelled, or materially altered unless written notice of such termination, cancellation, or material alteration is given by the insurers to the City at least thirty (30) days before the effective date thereof.

18.3 All policies of insurance stipulated herein will be with insurers acceptable to and in a form satisfactory to the City.

18.4 If required by the City, the Owner shall prove to the satisfaction of the City that all premiums on such policy or policies have been paid and that all insurance is in full force and effect.

18.5 The Owner shall deposit with the City, prior to the issuance of a building permit, a certificate of insurance on a form provided by the City.

18.6 The Owner shall file a renewal certificate with the City not later than one (1) month before the expiry date of any policy provided pursuant to this agreement, until the City has indicated in writing that the policy need not continue in force any longer. In the event that such renewal certificate is not received, the City shall be entitled to either renew the policy at the expense of the Owner or to order that all work on the land within the plans cease until the policy is renewed.

18.7 The issuance of such a policy of insurance shall not be construed as relieving the Owner from the responsibility for other or later claims, if any, for which it may be held responsible.

GENERAL

19.
Convey-
ances

19.1 The Owner shall, by no later than sixty (60) days from the date the rezoning by-law, required to permit the development of the lands in accordance with

the site plan, comes into force or prior to the issuance of a building permit, whichever shall occur first, and at its own expense, including all surveying and registration expenses, convey to the City and/or the Region, free of all encumbrances, and with a good and marketable title, the lands and easements referred to in Schedule C attached hereto.

Solicitor's
Certificate

19.2 The Owner shall provide the City with a Solicitor's Certificate prior to the issuance of any building permits certifying that the lands to be or already conveyed to the City pursuant to this agreement are free from all encumbrances and that the City and/or the Region as the case may be is or will be the registered owner thereof.

20.
Glare

All floodlighting on the land shall be designed and oriented so as to minimize glare on adjacent roadways and other properties.

21.
Snow
Removal

The Owner shall, at its own expense, remove all ice and snow from the access ramps and driveways, parking and loading areas and walkways, all as shown on the site plan.

22.
Indemni-
fication

The Owner shall indemnify the City against all actions, suits, claims, demands and costs, whatsoever arising by reason of the Owner, his agents or employees doing, failing to do, or doing incorrectly or negligently anything he is required to do by the terms of this agreement.

23.
The
Construc-
tion Lien
Act

23.1 The Owner shall comply with all of the provisions of the Construction Lien Act, 1983, as amended from time to time (herein called the "Act") and without limiting the generality of the foregoing, shall hold in its possession all the statutory holdbacks and any additional funds required to be held by the Act. These holdbacks and funds shall not be disbursed except in accordance with the Act.

23.2 The Owner shall, at its own expense, within ten (10) days of receiving written notice from the City and/or the Region to do so, pay, discharge, vacate, and obtain and register a release of, all charges, claims, liens, and all preserved or perfected liens, made, brought or registered pursuant to the Act which affect any lands owned by the City, including public highway, and which arise out of the performance of this agreement by the Owner and its servants, employees, agents and contractors.

23.3 The Owner shall indemnify and hold harmless the City and/or the Region from all losses, damages, expenses, actions, causes of action, suits, claims, demands and costs whatsoever which may arise either

directly or indirectly by reason of any failure, neglect or refusal by the Owner to comply with the Act or by reason of any action brought against the City and/or the Region pursuant to the Act and arising out of the performance of this agreement by the Owner and its servants, employees, agents and contractors.

23.4 The City Treasurer may, at any time, authorize the use of all or part of the cash deposit, letter of credit or other negotiable security referred to in paragraph 17 of this agreement:

23.4.1 to pay, discharge, vacate, and obtain and register a release of all charges, claims, liens, and all preserved or perfected liens, made, brought or registered pursuant to the Act which affect any lands owned by the City, including public highways, in the event the Owner defaults on the performance of paragraph 23.2 of this agreement; and

23.4.2 to pay to the City and/or the Region any amounts owing to them pursuant to paragraph 23.3 of this agreement.

23.5 The Owner acknowledges that the City shall not be required to reduce or release the cash deposit, letter of credit or other negotiable security in accordance with clause 17 of this agreement until the City is satisfied that all of the provisions of paragraphs 23.1, 23.2 and 23.3, together with all other applicable provisions of this agreement have been complied with.

24. Waste Disposal Facilities The Owner agrees that in the event food service facilities are constructed on the lands, these facilities shall have inside self-contained temperature controlled refuse rooms.

25. By-laws Notwithstanding any of the provisions of this agreement, the Owner, its successors and assigns, shall be subject to all of the by-laws of the City presently in force.

26. Agreement Binding The Owner shall not call into question directly or indirectly in any proceedings whatsoever in law or in equity or before any administrative tribunal the right of the City to enter into this agreement and to enforce each and every term, covenant and condition herein contained and this agreement may be pleaded as an estoppel against the Owner in any such proceeding.

27. Cost of Registration The Owner and the Mortgagees consent to the registration of this agreement on the title to the lands and the Owner agrees to pay to the City the cost of this registration and the cost of registration of all convey-

ances of land, grants of easement, and other documents required by this agreement on the title to the whole or any part of the lands. Prior to the issue of a building permit, the Owner shall deposit with the City a sum of money estimated by the City Solicitor to cover the cost of this registration and this deposit shall be adjusted by additional payments or refunds based on the actual total cost of registration.

28.
Mortgagees

28.1 The Mortgagees hereby covenant with the City and the Region that in the event of having obtained or having transferred to the said Mortgagees the equity of redemption in the lands or title to the lands, then:

28.1.1 if any Mortgagee retains all or part of the lands and develops the lands as an owner, either alone or in combination with another person, the Mortgagee so developing the lands will be subject to the terms of this agreement in the same manner as if that Mortgagee had executed this agreement in the capacity of owner, and

28.1.2 in the event of a sale or the conveyance of the Mortgagee's entire freehold interest in the lands to a person who intends to develop the lands as an Owner, the Mortgagees shall require as a condition precedent to the closing of any such sale or conveyance, that the new owner (the purchaser) will have covenanted with the City and the Region to perform and undertake all of the terms of this agreement in the same manner as if the purchase had executed this agreement in the capacity of owner.

28.2 The parties hereto further covenant and agree that nothing contained in this agreement shall require the Mortgagees or their successors and assigns to proceed with the development of the lands and whether they do or not, the City and the Region may retain and call upon all securities and insurance, if any, required to be furnished herein by the Owner to be used in accordance with the terms of this agreement.

29.
Termination

In the event that the Owner has not completed an application for a building permit within six (6) months or has not commenced construction within eighteen (18) months of the date of execution of this agreement by the City [and the Region], then at the option of the City [or the Region], this agreement becomes null and void and of no effect.

30.
Schedules

This agreement and any schedules attached hereto contain the entire and only agreement between the Owner and the City [and the Region] relating to the subject matter herein. This agreement may not be altered or otherwise modified, except in writing and executed by the Owner and the City [and the Region].

SCHEDULE A

LEGAL DESCRIPTION OF THE LANDS

The land situated in the City of Brampton, the Regional Municipality of Peel being part of the west half of Lot 5, Concession 2, West of Hurontario Street designated as Part 1 on Reference Plan 43R-1110 save and except the part of the west half of Lot 5, Concession 2, West of Hurontario Street designated as Part 1 on Reference Plan 43R-8692.

SCHEDULE B

SCHEDULE OF APPROVED PLANS

DESCRIPTION
OF PLAN

SPECIAL REQUIREMENTS TO BE SHOWN THEREON

1. SITE PLAN

A DETAILED SITE PLAN SHALL BE APPROVED IN ACCORDANCE WITH THE CITY'S SITE PLAN CONTROL AREA BY-LAW PRIOR TO THE APPLICATION FOR ANY BUILDING PERMIT. This detailed Site Plan shall show, among other things, the exact location and detailed specifications for the following works:

sidewalk along the Queen Street West frontage of the lands.

2. ELEVATION
CROSS-SECTION
DRAWINGS

DETAILED ELEVATION CROSS-SECTION DRAWINGS SHALL BE APPROVED IN ACCORDANCE WITH THE CITY'S SITE PLAN CONTROL AREA BY-LAW PRIOR TO THE APPLICATION FOR ANY BUILDING PERMIT.

3. LANDSCAPE
& FENCING PLAN

A DETAILED LANDSCAPE AND FENCING PLAN SHALL BE APPROVED IN ACCORDANCE WITH THE CITY'S SITE PLAN CONTROL AREA BY-LAW PRIOR TO THE APPLICATION FOR ANY BUILDING PERMIT. This detailed Landscape & Fencing Plan shall show, among other things, the exact location and detailed specifications for the following works:

boulevard trees along the Queen Street West frontage of the lands.

4. GRADING &
DRAINAGE PLAN

A DETAILED GRADING AND DRAINAGE PLAN SHALL BE APPROVED IN ACCORDANCE WITH THE CITY'S SITE PLAN CONTROL AREA BY-LAW PRIOR TO THE APPLICATION FOR ANY BUILDING PERMIT. The grading and drainage plan shall also be approved by the Region of Peel Public Works Department prior to the application for any building permit.

DESCRIPTION
OF PLAN

SPECIAL REQUIREMENTS TO BE SHOWN THEREON

5. ENGINEERING
& SERVICING PLAN

DETAILED ENGINEERING & SERVICING PLAN SHALL BE APPROVED IN ACCORDANCE WITH THE CITY'S SITE PLAN CONTROL AREA BY-LAW PRIOR TO THE APPLICATION FOR ANY BUILDING PERMIT.

6. FIRE
PROTECTION PLAN
(INCLUDING
INTERNAL AND
EXTERNAL FIRE
HYDRANTS)

A DETAILED FIRE PROTECTION PLAN SHALL BE APPROVED IN ACCORDANCE WITH THE CITY'S SITE PLAN CONTROL AREA BY-LAW PRIOR TO THE APPLICATION FOR ANY BUILDING PERMIT.

SCHEDULE D

SPECIAL PROVISIONS

Cash in Lieu of Sidewalk

In lieu of constructing the sidewalk to be shown on the site plan as required by Schedule B of this agreement, the owner may, prior to the issuance of a building permit, pay to the City cash in lieu of constructing the sidewalk in an amount to be determined by the Commissioner of Public Works and Building.

CITY CAPITAL CONTRIBUTIONS

1. Capital Contributions The Owner covenants and agrees to unconditionally pay to the City without protest or qualification and prior to the issuance of any building permits for the lands by the City, and subject to adjustment as herein provided, a capital contribution of **Five Thousand, Five Hundred and Twenty-one Dollars and Seventy-nine Cents (\$5,521.79)** as of **August 1, 1989** (Base Rate February 1, 1989 \$5,240.26) per acre for the total acreage of the lands which is 0.98 acres.

2. In the event the total floor area of all the buildings proposed to be constructed on the lands exceeds fifty per cent (50%) of the total area of the lands, the Owner shall unconditionally pay to the City, without protest or qualification an additional capital contribution of \$0.2535 Dollars as of August 1, 1989 (Base Rate February 1, 1989 \$0.2406) per square foot for each square foot of the total floor area of all of the proposed buildings in excess of fifty per cent (50%) of the total area of the lands. This additional capital contribution shall be paid prior to the issuance of the building permit for the building or buildings which either by themselves or together with existing buildings on the lands, have a total floor area which exceeds fifty per cent (50%) of the total area of the lands.

3. These capital contributions are effective the 25th day of SEPTEMBER, 1989, and shall be adjusted twice yearly on the 1st days of February and August in each year in direct relationship to the Southam Construction Index (Ontario Series). This adjustment will be based on the Index last available prior to the 1st days of February and August respectively in each year.

SCHEDULE F

REGION INDUSTRIAL AND COMMERCIAL LOT LEVY

1. 1.1 The Owner covenants and agrees to unconditionally pay to the Region without protest or qualification and prior to the issuance of any building permits for the lands by the City, and subject to adjustment as herein provided, a lot levy of **Fifteen Thousand, Five Hundred and Ninety-one Dollars and Fifty-five Cents (\$15,591.55)** (August 1, 1989, Base) per acre for the total acreage of the lands which are 0.98 acres.

2. In the event the total floor area of all the buildings proposed to be constructed on any lot within the plan, exceeds fifty per cent (50%) of the total lot area, the Owner shall unconditionally pay to the Region, without protest or qualification an additional lot levy of \$0.7158 Dollars (August 1, 1989 Base) per square foot for each square foot of the total floor area of the proposed buildings in excess of fifty percent (50%) of the total lot area. This additional lot levy shall be paid prior to the issuance of the building permit for the building or buildings which either by themselves or together with the existing buildings on the lot, have a total floor area which exceeds fifty per cent (50%) of the total lot area. For the purposes of this paragraph "lot" shall mean a lot as defined by the applicable zoning by-law.

3. These lot levies are effective the 1st day of AUGUST, 1989, and shall be adjusted twice yearly on the 1st days of February and August in each year in direct relationship to the Southam Construction Index (Ontario Series). This adjustment will be based on the Index last available prior to the 1st days of February and August respectively in each year.

4. Region industrial and commercial lot levies are subject to reduction provisions:
 - 4.1 in the amount of \$2,842.21 per acre or \$0.1305 per square foot (August 1, 1989 base) for Sanitary Sewers when the development is outside the designated South Peel service area. This amount will be adjusted in accordance with paragraph 3.

 - 4.2 in the amount of \$2,754.87 per acre or \$0.1265 persquare foot (August 1, 1989 base) for water when the development is outside the designated South Peel service area. This amount will be adjusted in accordance with the paragraph 3.