Flower City
brampton.ca

Brampton

I8-6-1

Report
City Council

BRAMPTON CITY COUNCIL
DATE: February 10, 2010

Date: February 9, 2010

File: P26S 51

Subject: **OFFICIAL PLAN AMENDMENT AND MOUNT PLEASANT VILLAGE MOBILITY HUB INFRASTRCUTURE FUNDING STRATEGY MEMORANDUM OF UNDERSTANDING**
Mount Pleasant Secondary Plan (Chapter 51)
Ward 6

Contact: Neal Grady, Development Planner (905 874-2064)

OVERVIEW:

- **This report involves an Official Plan Amendment for Council adoption that implements the Mount Pleasant Secondary Plan and provides recommendations regarding a Memorandum of Understanding between the City and the North West Brampton Landowners Group to implement arrangements for funding the Mount Pleasant Village Mobility Hub Federal ISF project and construction of James Potter Road.**
- **The implementing Official Plan Amendment sets out the long-term framework for a signature transit oriented community in North West Brampton that has been comprehensively designed around the principles of environmental sustainability.**
- **The Mount Pleasant Secondary Plan comprises of about 2,150 acres (870 hectares) and is bounded by Mayfield Road to the north, Mississauga Road to the west, Bovaird Drive to the south, with the Fletcher's Meadow Secondary Plan area to the east.**
- **In June 2009, a draft Official Plan amendment for the Mount Pleasant Secondary Plan was presented at a statutory public meeting.**
- **A recommendation report was presented to Planning, Design and Development Committee in December 2009 outlining the proposed revisions to the draft Official Plan Amendment and directing staff to present a revised Official Plan Amendment to City Council for adoption.**
- **This Official Plan Amendment report responds to written submissions received after the December 2009 Planning, Design and Development Committee meeting, and recommends and discusses final revisions to the Official Plan Amendment.**
- **The attached Mount Pleasant Secondary Plan Official Plan Amendment recommended for adoption by Council conforms to the Provincial Policy Statement, the Provincial Growth Plan and the Official Plans of Peel and Brampton.**

- **The attached Memorandum Of Understanding (Appendix C) to be executed by the City, the Mount Pleasant Village Landowners and the Mount Pleasant Secondary Plan Landowners is recommended by staff to further detail arrangements for DC Credits associated with the Landowner participation in funding the City's share of the Federal ISF Mobility Hub project (i.e.to mitigate a direct tax based contribution normally associated with an ISF project) and arrangements for the construction and funding of James Potter Road including the railway underpass.**

RECOMMENDATIONS

1. **THAT** the staff report dated February 9, 2010 and entitled "Official Plan Amendment Report, Mount Pleasant Secondary Plan (Chapter 51), Ward 6 and attachments (File: P26S 51), be received;

2. **THAT** the City Manager or designate and the Commissioner of Finance be authorized to execute on behalf of the City a Memorandum of Understanding substantially in the form as attached at Appendix C to this report, titled the INFRASTRUCTURE FUNDING STRATEGY MEMORANDUM OF UNDERSTANDING pursuant to the City's Mount Pleasant Village Mobility Hub Infrastructure Stimulus Funding (ISF) Strategy which addresses arrangements for Development Charge (DC) Credits associated with Landowner funding the City's share of the Federal ISF Mobility Hub project and arrangements for construction and funding of James Potter Road as follows:

   a) Funding sources for the ISF eligible (Mobility Hub, Civic Square and Village Green) and related items (Cultural Amenity Interior, Buses and Land) by the Federal Government, Provincial Government, landowners and City in accordance with the Nov 9, 2009 Council resolution PDD276-2009;
   b) DC eligible elements of land owners Mobility Hub funding to be recoverable on the basis of up to 100% of the DC's payable per unit;
   c) Landowners to fund and construct the portion of James Potter Road associated with the Mobility Hub including the railway underpass with the details to be addressed in a Single Source Agreement with the City based on DC credits for the roads portion only of DC's payable (100% of the underpass and 50% of the road to be recoverable) and security for the work to include a Letter of Credit for 10% of the value of the works and performance bond for 100% of the value of the works;
   d) Cash-in-lieu of parkland payable for the Mount Pleasant Village shall be deferred until the earlier of Dec 31, 2013 or until all DC credits associated with James Potter works are recovered;
   e) Development allocation or exemption to be provided in accordance with the City's Growth Management Program. In this regard, approximately 3,000 units may be developed before the James Potter Works are fully operational, however final approval of these units will be granted only if supported by monitoring of the road network, and the construction progress of James Potter Works, to the satisfaction of the City;

f) Provision for the Public elementary school land to be transferred to the City to accommodate development in conjunction with the cultural amenity with details around timing, land value and shared use costs to be established in a future agreement(s);
g) In the event a lit field within the Creditview/Sandalwood City Park is impacted by the proposed development, it will be replaced at the Northwest Brampton landowners cost.

3. **THAT** in further recognition of the unique opportunity represented by the Federal and Provincial Infrastructure Stimulus Funding program the subdivision development security for the Mount Pleasant Village Subdivision Plan 21T-07016B may proceed on the basis of 30% Letter of Credit and 80% performance bond.

4. **THAT** it is acknowledged by the City that the development financing arrangements contained in Recommendation 2. and 3. of this report have merit for the Mount Pleasant Secondary Plan Area only given the unique circumstances of the Federal/Provincial Mount Pleasant Mobility Hub ISF Project, and do not have any City wide application.

5. **THAT** the Official Plan Amendment Chapter 51 for the Mount Pleasant Secondary Plan be revised under the following headings:

A. Recommended Revisions to Land Use Schedule SP 51 (a)

i) Revise Schedule SP 51(a) to delete "Potential Connection" from the section of Huttonville Creek south of the CN Rail line.

ii) Revise Schedule SP 51(a) to add a "Convenience Retail" designation at the north-west corner of the first north-south Collector Road east of Chinguacousy Road and Wanless Drive.

iii) Revise Schedule SP 51 (a) to label the segment of "Transit Spine Collector Road" north of Mixed Use Area 2 as Collector Road."

iv) Revise the Schedule SP 51 (a) Legend, to move the "Stormwater Management Facility" symbol from "Natural Heritage and Environmental Management" to "Infrastructure".

v) Revise Schedule SP 51(a) so that the "Mixed Use Area 2" designation and the "Special Policy Area (Peel Regional Police Association)" designation are located outside the boundary of the "Natural Heritage System Area" designation.

vi) Revise Schedule SP 51(a) so that the "Storm Water Management Facility" located within a portion of "Mixed Use Area 4" is relocated to the north consistent with the detailed NHS schedule that comprises the

"Implementation Principles for the Subwatershed Study, 2009", attached as Appendix F to the Official Plan Amendment.

vii) Revise Schedule SP 51(a) to delete the "Place of Worship" designation from "Mixed Use Area 4".

B. Recommended Policy Revisions

i) Delete Section 1.0 Purpose ii), and replace with the following language that better explains the need to balance environmental planning with other planning considerations, as follows:

"ii) a natural heritage system that identifies, protects, restores, and enhances the diversity and connectivity of natural features and areas, including their ecological functions while balancing it with other planning considerations such as land use, transportation and transit, community design and fiscal integrity for complete and compact communities in an urbanized context;"

ii) Add after the second paragraph of Section 1.0 Purpose, a section that recognizes the contributions of the Federal and Provincial Infrastructure Funding to the provision of transit infrastructure for the Mount Pleasant community, as follows:

"To support and reinforce the development of a transit oriented community the City has effectively and efficiently administered Federal and Provincial stimulus funding to provide transit infrastructure."

iii) Delete Section 4.2.6 ix) Goals, and replace with a goal that enables innovative sustainable community planning initiatives provide that they are practical, appropriate and cost effective, as follows:

"ix) practical and cost effective innovations to support the development of a sustainable community that encourages where possible, the application of low impact development, approximate targets for an urban forest canopy and where appropriate and cost effective, the restoration, linkage and enhancement of natural features."

iv) Revise Section 4.2.7 ii) Goals, to provide clarity by deleting from the first sentence "achieving financial sustainability" and replacing it with "promoting financial sustainability".

v) Revise Section 4.3 Objectives, by deleting duplicated sections vii) and viii).

vi) Delete Section 4.3 xxv) Objectives, and replace with policy language that clarifies the purpose of block planning for the Mount Pleasant Community, as follows:

"xxv) To provide an effective and streamlined Block Planning Process as set out in Section 10 of this Chapter."

vii) Revise Special Policy Area (Norval Farm Supply) Section 5.1.3.11, to provide clarity by deleting from the second sentence the words "eliminated, minimized and/or mitigated" and replacing it with "effectively minimized".

viii) Add a new policy to Section 5.1.4 Live-Work, to address the need for an amendment to the City's sign by-law as part of the block plan approval process to ensure the provision of appropriate commercial signage for live-work units, as follows:

"5.1.4.4 The City sign by-law shall be amended at the Block Plan stage to ensure that commercial signage for live work units is of a design, quality and standard that is consistent with the goals and objectives of the Secondary Plan and approved by City Council as part of Block Plan approval process."

ix) Add after the last sentence in Section 5.2.1.1 Mixed Use, detailed policy intent regarding the mixed use areas and their significance, as follows:

" Mixed Use Areas shall contribute to the development of a complete and compact, transit supportive community by providing a unique built form and community character, including public uses such as schools, parks, and local amenities such as retail/commercial uses within walking and cycling distance of the surrounding neighbourhoods. Higher density housing will be located in the mixed use areas to contribute to an appropriate overall growth plan target for the entire Secondary Plan area. Density in excess of 100 units per net residential hectare and building heights above 6 storeys will be permitted within mixed use areas subject to superior design and built form through the approved Community Design Guidelines at the Block Plan stage."

x) Revising the first two sentences in policy Section 5.2.1.3 Mixed Use, to clarify that building heights for commercial plazas within a mixed use area may have building heights less than 3 storeys, as follows:

"Permitted building heights shall range from 3 to 6 storeys. Building heights within a "Convenience Retail" or "Neighbourhood Retail" designation may be less than 3 storeys."

xi) Revise policy section 5.2.1.4 Mixed Use, by adding a sentence to the end of this policy section to clarify that density in excess of 100 units per net residential hectare (40 units per net residential acre) within the mixed use areas can proceed without the need for an amendment to the Official Plan or the Secondary Plan provided that this is consistent with the goals and

objectives of the Secondary Plan and approved by City Council as part of Block Plan approval process, as follows:

"5.2.1.4 A maximum residential density of 100 units per net residential hectare (40 units per net residential acre) shall be permitted, while enabling a density of higher than 100 units per net residential hectare without the need for an amendment to the Official Plan or this Chapter, provided that this increased density is consistent with the goals and objectives of the Secondary Plan and approved by City Council as part of Block Plan approval process."

xii) Revise policy section 5.3.2.3 District Retail, to add a sentence to the end of this policy section to clarify that the medium density and high density residential development permitted within the "District Retail" designation may proceed without the need for an amendment to the Official Plan or the Secondary Plan provided that this is consistent with the goals and objectives of the Secondary Plan and approved by City Council as part of Block Plan approval process, as follows:

"5.3.2.3 Notwithstanding Section 5.3.2.1, Medium Density Residential development in accordance with Section 5.1.3, as well as High Density Residential development in accordance with general provisions of Section 4.1.1 of the Official Plan shall be permitted in the District Retail designation without the need for an amendment to the Official Plan or this Chapter, provided that this is consistent with the goals and objectives of the Secondary Plan and approved by City Council as part of Block Plan approval process."

xiii) Revise policy section 5.3.2.5 District Retail, to provide an opportunity for collector road access to the District Retail designation at the block plan stage, as follows:

"5.3.2.5 Road network and access required to accommodate travel demand in and associated with the "District Retail" designation shall be explored and confirmed, with respect to demonstrating and not precluding the ability of achieving future road network connectivity, at the Block Plan stage."

xiv) Revise policy section 5.5 Natural Heritage System- General Provisions, to add a new policy supported by the City and Credit Valley Conservation at the request of Treeola Farms Ltd, as follows:

"5.5.11 The "Natural Heritage System Area" designation located at the north side of Wanless Drive within Part of Lot 16, Concession 3, W.H.S. shall comprise an open drainage channel unless Credit

Valley Conservation and the City of Brampton modify this feature through the block plan process."

xv) Revise policy section 5.6.1.2 Recreational Open Space, General Provisions, to add after the first sentence, a sentence that clarifies that any additional forms of open space in the mixed use areas that do not fall into the park types designated in the Secondary Plan may be considered for a credit against parkland dedication, as follows:

"The community may also be complemented with additional forms of Open Space in the more urbanized mixed use areas. These additional forms of Open Space may, at the discretion of the City, be considered for a credit against the parkland dedication requirements."

xvi) Add a new policy to section 6.4.2 Pedestrian/Cyclist Links, to clarify that any pedestrian/cyclist linkages that are located outside of a road right-of-way or outside of the natural heritage system will be gratuitously conveyed to the City of Brampton or in accordance with the Secondary Plan cost sharing arrangements, as follows:

"6.4.6 Pedestrian and Cyclist Links located outside of a designated right-of-way or trail system within the "Natural Heritage System Area" designation shall be gratuitously conveyed to the City of Brampton or in accordance with cost sharing arrangements."

xvii) Add a new policy to section 5.7.4, Place of Worship, that enables a fourth place of worship site for the Mount Pleasant Secondary Plan to be determined at the block plan stage, as follows:

"5.7.4.3 A "Place of Worship" may be required within the vicinity of "Mixed Use Area 4", and this shall be determined prior to Block Plan approval."

xviii) Amend Section 8.0 Cultural Heritage clarify the policy intent regarding the feasibility of preserving and conserving heritage resources to the satisfaction of Council, as follows:

add after the second sentence in policy section 8.2,

"If it is not feasible to retain and conserve the resources on their original sites, then they may be relocated elsewhere, failing which they may be demolished in accordance with municipal requirements."

Amend policy section 8.5, as follows:

"8.5 "Where a development proposal will impact a cultural heritage resource identified for retention by the approved Heritage Study,

the City shall require the applicant to prepare a Heritage Resource Assessment which will indicate whether or not it is feasible from a structural, land use, programming and financial perspective, to preserve and conserve the resource, to the satisfaction of City Council."

Amend policy section 8.6, as follows:

" 8.6 Assuming that the resource identified in Section 8.5 is worthy of retention and conservation, then the applicant shall prepare a detailed Conservation Plan outlining requirements for stabilization, conservation, restoration, reuse or adaptive reuse, prior to development approval to the satisfaction of City Council, including heritage designation under the Ontario Heritage Act, as appropriate."

Amend policy sections 8.9 and 8.11, as follows:

"8.11 As a component of block plan approval, the City shall adopt a strategic implementation plan for cultural heritage resources. This plan will identify priority resources for conservation based on specific criteria, including but not limited to, historical merit, the financial feasibility of acquisition and long term maintenance, contextual merit, reuse or adaptive reuse potential and structural integrity."

xix) Delete Section 12.8 Interim Funding since full funding arrangements for the North-South Transportation Corridor and the Bram West Parkway will be satisfied through development charges.

xx) Provide a new policy Section 5.7.4.2 that reserves places of worship for an appropriate period of time subject to criteria regarding viability of sites to either accommodate worship purposes or their suitability for alternative uses, as follows :

"5.7.4.2 The places of worship reserve sites may be zoned to also permit alternative use(s) by way of a Holding Zone which shall only be permitted to be removed five years after a subdivision is registered, or in accordance with the recommendations of the City of Brampton Places of Worship Study (2010), whichever is the lesser time period, and subject to satisfying the following criteria:

i) The owner provides evidence to the satisfaction of the City that the site is not a viable place of worship site; and,

ii) The owner provides details to demonstrate how the alternative development can be accommodated on the site,

including but not limited to the provision for any public roads required to accommodate the alternative use, in conformity with all City standards and guidelines."

xxi) Provide an additional policy regarding the Mount Pleasant Infrastructure Funding Strategy as follows:

12.8 Mount Pleasant Infrastructure Funding Strategy

The City shall require that the landowners within Block Plan Sub-area 51(1) and Sub-Area 51(2) enter into a cost sharing agreement in accordance with the Infrastructure Funding Strategy Memorandum of Understanding attached as Appendix G to this Plan that sets out the priority for infrastructure funding. Prior to block plan approval, confirmation shall be received from the Trustee that the landowners within Block Plan Sub-area 51(1) and Sub-Area 51(2) have entered into the applicable cost sharing agreements and are members in good standing.

xxii) Delete from the Section 5.5, Commercial, and all policy sections that prohibit drive-through facilities in "District Retail", "Neighbourhood Retail", "Convenience Retail" and "Motor Vehicle Commercial" designations and instead add new policies to the general provisions section that allows drive-through facilities subject to stringent requirements, as follows:

"5.3.1.3 Drive-through facilities for financial institutions and restaurants shall be permitted in a "District Retail", Neighbourhood Retail" , "Convenience Retail" and "Motor Vehicle Commercial" designation subject to Section 4.10 and other relevant policies of the Official Plan, and provided that these facilities are consistent with the goals, objectives and community design vision for the Secondary Plan."

"5.3.1.4 The number of drive-through facilities associated with a financial institution and restaurants shall be minimized in order to mitigate adverse environmental impacts. The location of financial institution and restaurant drive through facilities and design criteria shall be finalized at the block plan stage. Urban design guidelines for financial institution and restaurant drive through facilities shall be approved as part of the block planning process, and shall include, but not be limited to, minimum separation distances from residential zones and major street intersections, landscaping of stacking and drive-through lanes, maintaining an effective level of vehicular function both within a site and on the surrounding road network, separation of vehicles from pedestrians and architectural design options that are consistent with the vision for the Secondary Plan."

xxiii) Revise policy section 12.5.1, Alternative Development Standards, to add two sentences that clarify alternative right-of-way widths for local roads and minor collector roads, consistent with similar policies contained in Section 6.0 Transportation Policies, as follows:

"The Alternative Development Standards for roads within Area 51 will involve a local road right-of-way width of 16.5 metres and a requirement for one sidewalk only adjacent to local roads, the locations of which will be determined at the Block Plan stage. The Alternative Development Standards for roads within Area 51 will involve a minor collector road right of way width of 21.5 metres and a requirement for the construction of two (2) sidewalks, the locations of which will be determined at the Block Plan stage."

xxiv) Revise policy section 5.7.2, Elementary Schools, to add a policy as follows:

"5.7.2.6 The location of the Public Senior Elementary School Site located within Part of Lot 2, Concession 17, W.H.S. is conceptual in nature and may be retained or relocated at the Block Plan Approval stage if deemed appropriate by the Peel District School Board and the City of Brampton."

6. **THAT** given the importance of the Mount Pleasant Secondary Plan Area 51 from the perspective of environmental sustainability and Infrastructure Stimulus Funding, the Secondary Plan Area is exempt from the City Wide Allocation Program. However, development approvals will continue to be subject to the Growth Management Program and policies of the City to ensure that infrastructure and community services are delivered to support development on an on-going basis. It is intended that Growth Management strategies will be implemented through Block Plan and Subdivision approval processes.

7. **THAT** City Council authorize the adoption of the Official Plan Amendment for Chapter 51, the Mount Pleasant Secondary Plan, attached hereto as Appendix B;

8. **THAT** it is hereby determined that in adopting the attached Official Plan Amendment, Council has had regard for all matters of Provincial Interest and the Provincial Policy Statements as set out in Section 2 and 3(5) respectively of the Planning Act, R.S.O. 1990, c.P.13, as amended; and,

9. **THAT** in accordance with Section 34(17) of the Planning Act R.S.O. 1990, c.P.13, as amended, Council hereby determines that no further public notice is to be given in respect of the attached Official Plan Amendment.

I8-6-11

BACKGROUND

The Mount Pleasant Secondary Plan (Area 51) consists of about 2,150 acres (870 hectares) of land designated as part of the North West Brampton Urban Development Area and represents its first phase of development. The Mount Pleasant Secondary Plan is bounded by Mayfield Road to the north, Mississauga Road to the west, Bovaird Drive to the south, with the Fletcher's Meadow Secondary Plan area to the east (see Figure 1).

The development of the Mount Pleasant Secondary Plan as a City initiated Official Plan Amendment began in 2007. Informal open house meetings were held in March 2008 and April 2009 to advise local area residents, landowners and stakeholders of the status of secondary plan, present the City's proposed land use plan and the major steps of a streamlined block planning process.

As outlined in detail in an April 2009 status report, the preparation and findings of draft Secondary Plan component studies resulted in the preparation of a land use concept and draft Official Plan Amendment for the Mount Pleasant Secondary Plan for public consultation purposes.

A statutory public meeting was held on June 15, 2009 to present and receive comments regarding the City's draft Official Plan Amendment for the Mount Pleasant Secondary Plan. That version of the draft Official Plan Amendment was then circulated to agencies and stakeholders and the recommended revisions based on input received at the public meeting, and comments from the circulation, were presented at the December 7, 2009 meeting of the Planning, Design and Development Committee.

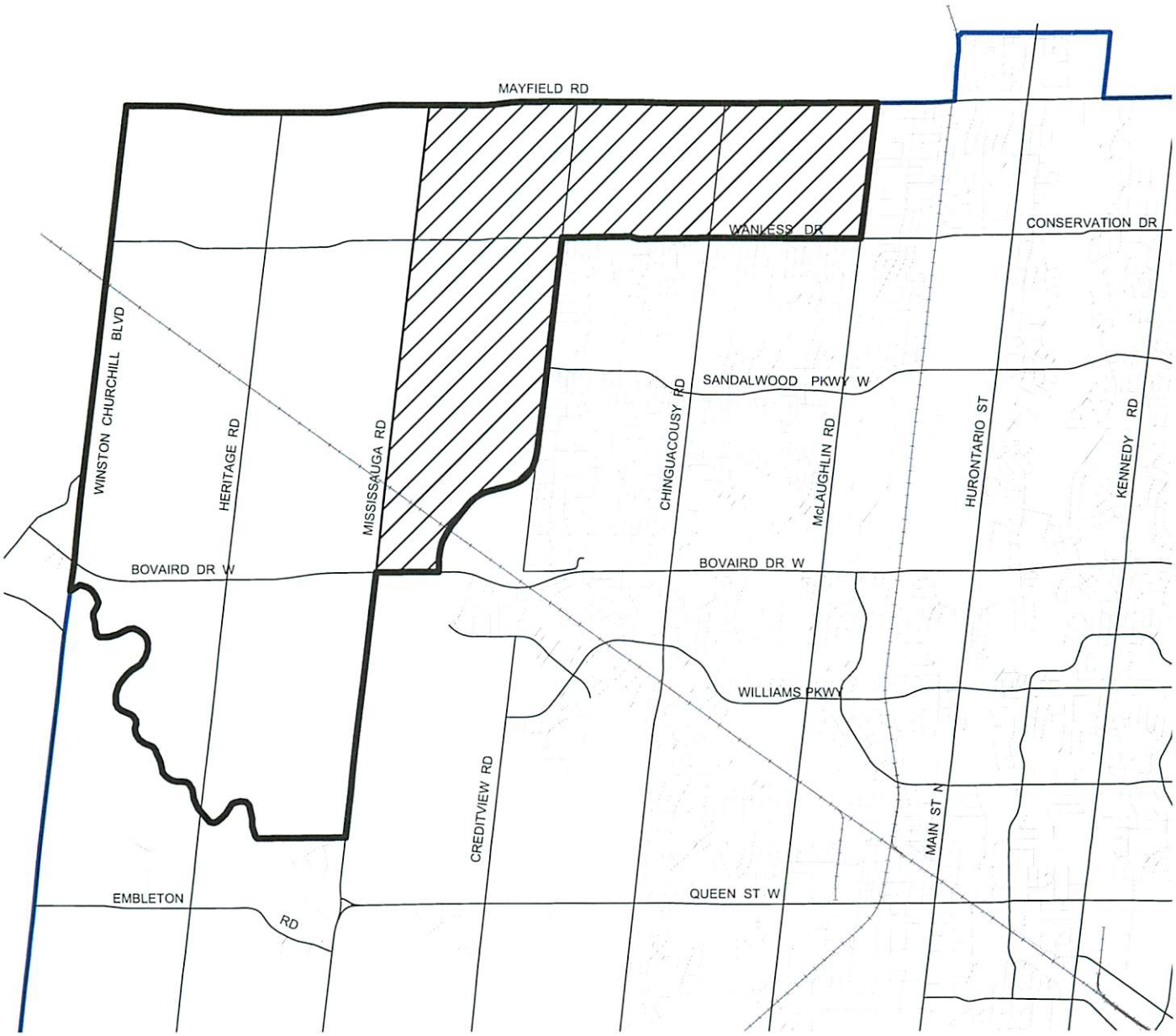
CURRENT SITUATION

Recommendations 5. A. and 5. B. of this report, and the resulting Official Plan Amendment recommended for approval and attached hereto as Appendix B are in accordance with a) the recommendations of the staff report approved at the December 7, 2009 meeting of the Planning, Design and Development Committee ; and, b) consultation with various agencies and stakeholders, and, circulation of the Official Plan Amendment prior to it's finalization.

The report will discuss the written submissions related to the draft Official Plan Amendment received after the December 7th Planning, Design and Development Committee meeting followed by a brief discussion regarding Recommendations 5 A and 5 B of this report.

In addition, this report provides recommendations regarding a draft Memorandum of Understanding between the City, Mount Pleasant Village landowners and the Secondary Plan landowners that addresses arrangements for the funding and construction of the Mobility Hub ISF project and related items including James Potter works.

I8-6-12



LEGEND

Mount Pleasant Secondary Plan Area

North West Brampton Urban Development Area

BRAMPTON
Flower City
brampton.ca
PLANNING, DESIGN & DEVELOPMENT

0.0 0.5 1.0 1.5 2.0
Kilometres

Date: 2009 11 10

FIGURE 1 - LOCATION MAP MOUNT PLEASANT SECONDARY PLAN

File: SPA51_Figure1_3_5-7

INFRASTRUCTURE FUNDING STRATEGY MEMORANDUM OF UNDERSTANDING

The Mount Pleasant Secondary Plan was identified as a priority for the City because of the unique opportunity to develop a pedestrian friendly transit oriented community due to the proximity of the Mount Pleasant GO Station and planned Mobility Hub infrastructure. Also key to the development of both the Mobility Hub and the Secondary Plan will be the construction of James Potter Road north of Bovaird Drive including the railway underpass (approximately $27,660,000). The draft Secondary Plan has included policies requiring the Secondary Plan landowners to contribute to funding this key infrastructure.

To ensure that key infrastructure is provided for in conjunction with considering the Secondary Plan, City staff have worked with the Landowners to prepare the Draft Infrastructure Funding Strategy Memorandum of Understanding (MOU) attached as Appendix C. The MOU addresses arrangements for Development Charge (DC) Credits associated with Landowner funding the City's share of the Federal ISF Mobility Hub project and arrangements for the construction and funding of James Potter Road as follows:

a) Funding sources for the ISF eligible (Mobility Hub, Civic Square and Village Green) and related items (Cultural Amenity Interior, Buses and Land) by the Federal Government, Provincial Government, landowners and City in accordance with the Nov 9, 2009 Council resolution PDD276-2009;
b) DC eligible elements of land owners Mobility Hub funding to be recoverable on the basis of up to 100% of the DC's payable per unit;
c) Landowners to fund and construct the portion of James Potter Road associated with the Mobility Hub including the railway underpass with the details to be addressed in a Single Source Agreement with the City based on DC credits for the roads portion only of DC's payable (100% of the underpass and 50% of the road to be recoverable) and security for the work to include 10% in a Letter of Credit and 100% performance bond.
d) Cash-in-lieu of parkland payable for the Mount Pleasant Village shall be deferred until the earlier of Dec 31, 2013 or until all DC credits associated with James Potter works are recovered.
e) Allocation and/or exemption to be provided in accordance with the City's Growth Management and Development Allocation Program. At least 3,000 units may be constructed before the James Potter Works are operational and additional permits will be issued only if supported by monitoring of road network or the James Potter Works are then operational;
f) Provision for the Public elementary school land to be transferred to the City to accommodate development in conjunction with the cultural amenity with details around timing and land value to be established in a future agreement;
g) In the event a lit field within the Creditview/Sandalwood City Park is impacted by the proposed development, it will be replaced at the Northwest Brampton landowners cost.

The above arrangements do provide some flexibility from current City practice in exchange for Landowner funding and participation in the ISF Mobility Hub works essential to the success of the Mobility Hub project. The funding sources are summarized in the table below. Staff is satisfied that flexibility from current City practice related to DC credit and security arrangements for this one time only project will not compromise the City from a financial or risk based perspective.

COST AND FUNDING CONTRIBUTION SUMMARY

INFRASTRUCTURE		COST	FUNDING CONTRIBUTION						TOTAL
			CITY		OTHER		TOTAL		
ITEM			DC	TAX BASED	LANDOWNERS	MATTAMY	LANDOWNER	PROV/FED	
MOBILITY HUB	ISF -ELGIBLE	$23,000,000	$6,000,000	$0			$1,666,667	$15,333,333	$23,000,000
	ISF NON -ELGIBLE	$7,000,000	$1,722,000	$0			$5,278,000		
	SUB TOTAL	$30,000,000	$7,722,000	$0	$4,263,024	$2,681,643	$6,944,667	$15,333,333	$30,000,000
JAMES POTTER*	UNDERPASS	$23,640,000	$22,458,000	$1,182,000			$0	na	
	ROAD	$4,020,000	$2,010,000	$0			$2,010,000	na	
	SUB TOTAL	$27,660,000	$24,468,000	$1,182,000	$1,056,421	$953,579	$2,010,000	na	$27,660,000
TOTAL		$57,660,000	$32,190,000	$1,182,000	$5,319,445	$3,635,222	$8,954,667	$15,333,333	$57,660,000

*cost estimate based on 2010 Brampton Capital Budget Forecast

In order to ensure implementation of the MOU among all landowners within the Secondary Plan, a proposed Secondary Plan policy is included in recommendation 5. B. xxi) of this Report.

In further recognition of the unique opportunity represented by the Federal and Provincial Infrastructure Stimulus Funding program, it is recommended that the subdivision development security for the Mount Pleasant Village Subdivision Plan 21T-07016B be permitted to proceed on the basis of a 30% Letter of Credit and 80% performance bond with a minimum Letter of Credit value of $1,000,000. The City typically required security on the basis of 100% Letter of Credit. Staff are satisfied that a combination of Letter of Credit and performance bond can adequately protect the City's interests in this case. Finally, given the importance of the Mount Pleasant Secondary Plan Area 51 from the perspective of environmental sustainability and Infrastructure Stimulus Funding, it is recommended that the entire Mount Pleasant Secondary Plan Area 51 is exempt from the City's Growth Management and Development Allocation Program subject to Growth Management policies and the implementation of growth management strategies at the block plan and subdivision approvals stages.

Written Submissions

Copies of the written submissions received from John A Marshall Planning & Management Consulting Inc., the Region of Peel and the Town of Caledon are attached hereto as Appendix A. and are summarized and responded to as follows:

John A Marshall Planning & Management Consulting Inc.

Mr. Marshall represents Ivan and Katarina Stiperski. The 0.8 hectare (2 acre) Stiperski property is shown on a map attached to Mr. Marshall's correspondence. Mr. Marshall is advising that he will not be objecting to the Secondary Plan, and instead, intends to pursue at the block plan stage, a westerly shift in the north-south collector road west of Creditview Road to support potential commercial redevelopment of the Stiperski property.

Response

A final determination on the overall collector road network, and issues pertaining to alignment, will occur through the submission of a phase 3 and phase 4 transportation study at the block plan stage. This transportation study, along with an evaluation of planned commercial function, land use compatibility, design and access will facilitate a comprehensive review of Mr. Marshall's proposed commercial redevelopment of the Stiperski property.

The Region of Peel

Peel Region Official Plan Review

It is noted that future planning applications within the Mount Pleasant Secondary Plan Area will be subject to the policy updates of the Regional Official Plan.

Response

The Region of Peel will be circulated future planning applications for comment with respect to the Region's Official Plan.

Greenfield Density Target

The Region notes that an appropriate density target for Secondary Plan Area 51 should be set at a minimum of 55 persons and jobs per hectare, and if this density target cannot be achieved, other areas should be planned to achieve a minimum of 50 persons and jobs combined per hectare on a City wide basis.

Response

As discussed and recommended on in the report to the December 7, 2009 Planning, Design and Development Committee meeting, the Mount Pleasant community will be planned to achieve a population in the order of 35,500 persons and employment in the order of 4,600 jobs, resulting in a development design density of approximately 51-55 persons and jobs per hectare. The policy contained in the Official Plan Amendment requires that the Block Plans set out appropriate implementation measures to finalize the persons and jobs per hectare design density target. Accordingly, pending the submission of future block plan applications, staff are satisfied with the minimum density target range of 51-55 persons and jobs per hectare at this stage in the planning process. Staff understands and will be monitoring the City's progress towards contributing Growth Plan targets on a City wide basis.

Natural Heritage System/Greenlands System in Peel Region

The Region is satisfied that the Regional Core Area Greenlands will be protected within the "Natural Heritage System Area" designation. The comments also outline various matters pertaining to the ongoing Mount Pleasant Secondary Plan Landscape Scale Analysis and Subwatershed Study.
Response

The Region will continue to be represented on the Steering Committee for the Landscape Scale Analysis and Subwatershed Study.

Transportation

The Region is recommending that some of the key findings of the approved Mount Pleasant Secondary Plan Transportation Master Plan be translated into Secondary Plan policies, especially with respect to Transportation Demand Management (TDM) opportunities and strategies to encourage reduced travel single-occupant autos and support increased use of transit within the new development. The Region also references their Controlled Access By-law 59-77, and that any future connections to Regional roads shall be limited and a desired 450 metre intersection spacing achieved.
Response

It is inappropriate to translate these technical matters into Secondary Plan policies. The transportation study filed with the future block plan official plan amendments and detailed block plan drawings will allow a complete analysis of the collector road network and intersection spacing. Aspects related to Transportation Demand Management can also be explored in detail at the block plan and subdivision stages.

Sanitary Sewage and Water Supply (Section 7.1)

The Region notes that Schedule J of the Mount Pleasant Secondary Plan Official Plan Amendment is generally consistent with their water servicing plan for the Mount Pleasant Secondary.
Response

Ongoing matters related to water and sanitary servicing will be confirmed through Region of Peel involvement in the block plan and subdivision approvals process.

Town of Caledon

Mount Pleasant Subwatershed Study

The Town of Caledon provides commentary with respect to the Principles Document attached as an appendix to the Mount Pleasant Secondary Plan Official Plan Amendment.

Response

The Town will continue to be represented on the Steering Committee for the Mount Pleasant Secondary Plan Landscape Scale Analysis and Subwatershed Study.

Growth Management

The Town of Caledon is recommending that Section 10.0 of the Mount Pleasant Secondary Plan Official Plan Amendment be revised to provide greater details regarding the scope of the Staging, Sequencing and Growth Management Study that will be filed along with future block plan applications.
Response

As part of the block plan application pre-consultation process, staff are considering the preparation of a draft terms of reference for the Staging, Sequencing and Growth Management Study to assist in the filing of formal block plan official plan amendments. In light of this, additional policy inclusions under Section 10.0 are redundant.

Mayfield Road

The Town's comments have also been provided to the Region of Peel. This section of the Town's comments note the importance of controlling the number of collector roads that link to Mayfield Road.
Response

The transportation policies contained in the Mount Pleasant Secondary Plan Official Plan Amendment are sufficient to enable a complete evaluation of the entire collector road network at the block plan approval stage. The Town of Caledon has had input into the development of the terms of reference for a Transportation Study that will be filed with the future block plan submissions. The Town of Caledon will be circulated the block plan application for comment along with the Transportation Study.

Integration with Adjacent Development

The Town of Caledon advises that the primary land use being considered in the Mayfield West Secondary Plan is residential. The Town is requesting a provision in policy section 10.4 that places a strong emphasis on integration of the Mount Pleasant Secondary Plan with Caledon regarding the treatment of streetscape, built form, open spaces, trails, walkways, bikeway connections views and gateways. In addition, the Town is recommending adding a provision to policy section 10.4 requiring that a significant number of properties within the Mount Pleasant Secondary Plan to face Mayfield Road.
Response

The requested policy revisions are unwarranted. The level of details around integration and the residential development pattern along Mayfield Road will be addressed at the block plan stage. The Town of Caledon will be circulated the block plan official plan

amendments for the Mount Pleasant Secondary Plan sub-area 51-1 and 51-2 and will be able to comment at that time. A detailed block plan concept plan will be filed for each of the lock plan official plan amendments including preliminary lotting layout and edge treatments along Mayfield Road.

Final Recommended Revisions

Sixteen of the twenty-three recommended policy revisions contained in Recommendation 5. B. of this report clarify, strengthen or reinforce policy intent and the recommendations contained in the staff report approved at the December 7, 2009 Planning, Design and Development Committee meeting. Accordingly, this section of the report will focus on new recommended policies that differ from the previous staff report and have emerged through consultation with key external commenting agencies, stakeholders and a final review by City staff.

Treeola Farms (See Recommendation 5. B xiv)

Mr. Colin Chung (Glen Schnarr and Associates Ltd.) represents Treeola Farms, the owner of a 100 acre parcel located at the north-west intersection of Chinguacousy Road and Wanless Drive. Mr. Chung has requested that the City and Credit Valley Conservation consider modifications to a natural heritage system feature located along the north side of Wanless Drive within the Treeola lands. The City's consultant undertaking the Mount Pleasant Secondary Plan Subwatershed Study has confirmed that this particular feature is intended to be an open drainage channel, and accordingly, it has been designated "Natural Heritage System Area" on Schedule SP 51(a). Mr. Chung has requested that the City consider further modifications to this open drainage channel in order to enhance the long term redevelopment potential of the Treeola lands. The additional policy to accommodate this request has been verified by Credit Valley Conservation and the City. The new policy recognizes that the feature is to remain as an open drainage channel unless it is modified by Credit Valley Conservation or the City through the block plan process.

Pedestrian/Cyclist Linkages (See Recommendation 5. B xvi)

Preliminary design vignettes of the Huttonville Creek segment of the natural heritage system provided by the Mount Pleasant Secondary Plan landowners suggest an extensive north-south trail system. However, the natural heritage system features contained within the sub-area 51-2 block plan lands associated with the Fletcher's Creek system are not linked to the same degree as the Huttonville Creek system. Accordingly, an overall integrated pedestrian and cyclist system may necessitate trail segments that are located outside of the natural heritage system or road rights-of-way. The new staff recommended policy ensures that these segments would require gratuitous conveyance to the City or accommodation through cost sharing provisions.

The Grella Holdings (See Recommendation 5. A. vii and Recommendation 5. B. xvii).

Mr. Carl Brawley (Glenn Schnarr and Associates Ltd.), represents the 100 acre Grella property located at the north-east intersection of Wanless Drive and Chinguacousy Road. Mr. Brawley has requested that the "Place of Worship" site within a portion of the Mixed Use Area 4 designation be deleted due to concerns with accessibility to the site via the Transit Spine Collector Road. Staff has no objection to this request, and the new proposed policy specifies that a place of worship site may be ultimately required within the vicinity of "Mixed Use Area 4" to be determined prior to Block Plan approval. Staff's rationale for agreeing to this request relates to the fact that with a projected population of approximately 35,000 persons and a service level of one place of worship for every 10,000 persons, the Mount Pleasant Secondary Plan could be adequately served through the other three designated place of worship sites shown on Schedule SP 51(a). Until a block plan application is filed for sub-area 51-2, and population numbers are finalized it is premature to establish a place of worship designation at this time. The new recommended policy provides the opportunity to examine whether or not this fourth place of worship site is required prior to block plan approval.

Reserving Place of Worship Sites (See Recommendation 5.B.xx)

Staff agrees with the request by the Mount Pleasant Secondary Plan Landowners to provide a new policy that enables the lifting of holding symbols in accordance with the recommendations of the City of Brampton Places of Worship Study (2010) or a period of five years from the date of subdivision registration, whichever is the lesser time period. In this respect, after a statutory public meeting and staff recommendation report, it is conceivable that the amendment to the Official Plan establishing new place of worship policies on a City wide basis could proceed to Council for adoption in the Fall. City Council's approved policies would then apply to the places of worship within the Mount Pleasant Secondary Plan, and this could include a new extended reservation period beyond the three years found in other Secondary Plan policies.

Commercial Signage for Live/Work Units (See Recommendation 5. B. viii).

A staff recommended policy involves amending the City sign by-law at the Block Plan stage to ensure that commercial signage for live work units is of a design, quality and standard that is consistent with the goals and objectives of the Secondary Plan and approved by City Council as part of Block Plan approval process. Live-work units will be developed in each of the four mixed use nodes along the transit spine collector road. Given the importance of the mixed use nodes from an overall design perspective and as defining features in the Mount Pleasant community, enhanced standards in all aspects of built form are appropriate, including commercial signage for live work units.

An Infrastructure Funding Strategy (See Recommendation 5. B xxi)

Staff is recommending a new policy in relation to the previous discussion and recommendation pertaining to the Infrastructure Funding Strategy Memorandum of Understanding (MOU). In this regard, the landowners within Block Plan Sub-area 51(1)

and Sub-Area 51(2) will enter into a cost sharing agreement in accordance with the Infrastructure Funding Strategy Memorandum of Understanding that will be attached as an Appendix to the Secondary Plan. The policy also indicates that prior to block plan approval, confirmation shall be received from the Trustee that the landowners within Block Plan Sub-area 51(1) and Sub-Area 51(2) have entered into the applicable cost sharing agreements and are members in good standing.

Drive-through Facilities (See Recommendation 5. B. xxii).

The previous recommended policies contained in the report to the December 7, 2009 Planning, Design and Development Committee, prohibited drive-through facilities in all of the retail and commercial sites within the Secondary Plan area. After further consideration and at the request of the Mount Pleasant Secondary Plan Landowners, staff is of the opinion that this prohibition is unrealistic, and potentially indefensible in the event of an Ontario Municipal Board (OMB) appeal, since some activities will continue to be automobile oriented in nature. Instead, the new staff recommended policies require drive-through facilities associated with restaurants and financial institutions to meet the urban design policies in the City's Official Plan and to be consistent with the goals, objectives and community design vision for the Secondary Plan. These additional recommended policies are not permissive or enabling in nature, but instead, clearly indicate that the policy intent is to minimize the number of drive-through facilities in order to mitigate adverse environmental impacts and that the location of drive-through facilities and their associated design criteria shall be finalized at the block plan stage. The new proposed policies for these facilities require the preparation of specific urban design guidelines and architectural design options approved as part of the block planning process including meeting stringent approval criteria such as minimum separation distances from residential zones and major street intersections, enhanced landscaping, maintain effective vehicular function both within a site and on the surrounding road network, and pedestrian safety.

Recommended Revisions to the Secondary Plan Land Use Schedule SP 51(a)

Three of the seven recommended revisions to the Secondary Plan Land Use Schedule SP 51 (a) found at Recommendation 5. A of this report (See Recommendations 5. A) i), iv) and v) arose through a final review by Credit Valley Conservation and the Ministry of Natural Resources. Although both agencies have confirmed the natural heritage system policies contained in the Official Plan Amendment attached to this report, the following revisions to land use schedule SP 51(a) were requested:

1) Revise the land use schedule legend, to move the "Stormwater Management Facility" symbol from "Natural Heritage and Environmental Management" to "Infrastructure" to reflect the fact that stormwater ponds will eventually be City owned infrastructure that is separate and distinct from the natural heritage system.

2) Revise Schedule SP 51(a) so that the "Mixed Use Area 2" and "Special Policy Area (Peel Regional Police Association)" designations are shown outside the

boundary of the Natural Heritage System Area" designation in order to facilitate the preservation and enhancement of the natural heritage system.

3) Delete the potential collector road crossing from the Huttonville Creek segment of the natural heritage system south of the CN rail line to protect red side dace. (

Another recommended revision to the Secondary Plan Land Use Schedule SP 51(a) (see Recommendation 5. A ii) has arisen through further consultation with Mr. Carl Brawley (Glenn Schnarr and Associates Ltd.) representing the 100 acre Grella property located at the north-east intersection of Wanless Drive and Chinguacousy Road. The Grella property contains a comparatively large natural heritage system area designation, comprising a drainage channel along Chinguacousy Road, a portion of a woodlot and woodlot connector and two stormwater management ponds. Accordingly, Mr. Brawley has requested that the redevelopment potential of the Grella lands be enhanced through an additional convenience retail site at the north-west intersection of the collector road and Wanless Drive. The consultant that has prepared the Secondary Plan Retail/Commercial and Institutional Study has confirmed that a convenience retail site can be accommodated on the Grella lands.

The revision found at Recommendation 5. A iii) corrects an error on the draft land use Schedule SP 51 (a) by re-labeling road segment north of mixed use area 2 from transit spine collector road to collector road, in keeping with the recommendation contained in the approved Mount Pleasant Transportation Master Plan.

The final recommended revision to Schedule SP 51(a) (see Recommendation 5. A vi) is required to move the "Storm Water Management Facility" located within a portion of "Mixed Use Area 4" to a new northerly location on a portion of the Monkman lands. This new location of the Stormwater Management Facility has been confirmed by the consultant undertaking the Mount Pleasant Secondary Plan Subwatershed Study. On February 8, 2010, Staff met with the Monkmans to explain the technical rationale with respect to this Stormwater Management facility and the two other facilities on their westerly 100 acre holding. At this meeting, staff agreed to recommend that a new policy be added to the Secondary Plan to enable the potential relocation or retention of a "Public Senior Elementary School" on their easterly 100 acre holding (see Recommendation 5.A xxiv).

CONCLUSION

The recommended adoption of the Mount Pleasant Secondary Plan Official Plan Amendment will result in a transit-oriented community that promotes environmental sustainability and superior community design. To support and reinforce this unique opportunity and community vision, the City will effectively and efficiently administer

I8-6-22

Federal and Provincial stimulus funding to provide transit infrastructure. This has resulted in consultation between the City and the Mount Pleasant Secondary Plan Landowners to develop an infrastructure funding strategy. More specifically, the detailed Infrastructure Funding Strategy Memorandum of Understanding (MOU) recommended for approval provides the necessary assurance that crucial community infrastructure is funded and constructed. The contributions of the Mount Pleasant Village Mobility Hub Block Plan and Subdivision to the delivery of key infrastructure adjacent to the Mount Pleasant GO Train Station in relation to the Federal and Provincial Infrastructure Stimulus Funding program is also a key component an infrastructure funding strategy, and in this respect, it is recommended that the subdivision development security for the Mount Pleasant Village Subdivision Plan 21T- 07016B proceed on the basis of 30% Letter of Credit and 80% performance bond.

Respectfully Submitted,

Original Signed By

John B. Corbett, MCIP, RPP
Commissioner, Planning
Design and Development

Concur,

Original Signed By

Mo Lewis, Commissioner of
Finance and Treasurer
Finance Department

Attachments:
Appendix A: Written Submissions
Appendix B: Chapter 51- The Mount Pleasant Secondary Plan
Appendix C: Mount Pleasant Village (Block Plan 44-1) and Mount Pleasant Secondary Plan (Area 51) - Including Block Plans 51-1 and 51-2 Infrastructure Funding Strategy Draft Memorandum of Understanding

f:\draft and final opa (mount pleasant secondary plan)\final opa materials\secondary plan report to feb 10 2010 city council final rpt.docx

I8-6-23

Appendix A: Written Submissions

I8-6-24

John A Marshall Planning & Management Consulting Inc.
John A Marshall, MCP, MCIP, RPP, Principal

City of Brampton
PLANNING, DESIGN & DEVELOPMENT
DATE: JAN 0 5 2010 Rec'd
File No.

January 1, 2010

Mr. John Corbett, MCIP, RPP
Commissioner, Planning. Design & Development
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Mr. Corbett:

Re: Mount Pleasant Secondary Plan

I represent Ivan and Katarina Stiperski, owners of a 2.05 acre property fronting on the south side of Mayfield Road, west of Creditview Road (see Map 1 attached). The property is designated RESIDENTIAL - Low/ Medium Density on the Land Use Schedule of the Draft Mount Pleasant Secondary Plan, as contained in the Planning staff report of November 25, 2009.

I attended the Statutory Public Meeting held on June 15, 2009; and I have reviewed the Planning staff report of November 25, 2009 and the MOUNT PLEASANT SECONDARY PLAN Retail/ Commercial and Institutional Study completed by Malone Given Parsons Ltd. I have also met with Mr. Neal Grady, Development Planner, who was very helpful. The Draft Secondary Plan is based on a series of thorough technical studies and reflects very innovative planning concepts.

I note that revised Section 6.1.8 indicates that adjustments may be made to the location, alignment and right-of-way widths of the road network as may be appropriate and supportable through the Block Planning and subdivision approval processes. We prefer that the alignment of the North/ South Collector Road west of and parallel to Creditview Road be adjusted to abut the easterly property boundary of the Stiperski property at Mayfield Road. I realized that the appropriate time to pursue this issue is at stage one of the Block Planning process for area 51-1. .

I note that the following statement is made in the *Recommended Land Use Structure* section of the MOUNT PLEASANT SECONDARY PLAN Retail/ Commercial and Institutional Study completed by Malone Given Parsons Ltd: "It is noted that the number and location of retail/ commercial and institutional space may be further refined through the block planning approval process." If the above-noted realignment of the Collector Road occurs, there may be some potential for commercial space at the intersection of the Collector Road and

52 Ambleside Drive, Brampton, ON L6Y 1B8 Tel: 416-816-5441 Fax: 905-796-6099 jamconsulting@rogers.blackberry.com

I8-6-25

Mayfield Road, if land use compatibility issues can be appropriately addressed. This is also an matter that can be addressed in the block planning process, when we have the opportunity of making further submissions and to formally object to the final designation of the property in the block plan.

Therefore at this point, we will not be making an a objection to the Mount Pleasant Secondary Plan, with the understanding that we can address the issues raised in this letter at stage one of the block planning process for Area 51-1.

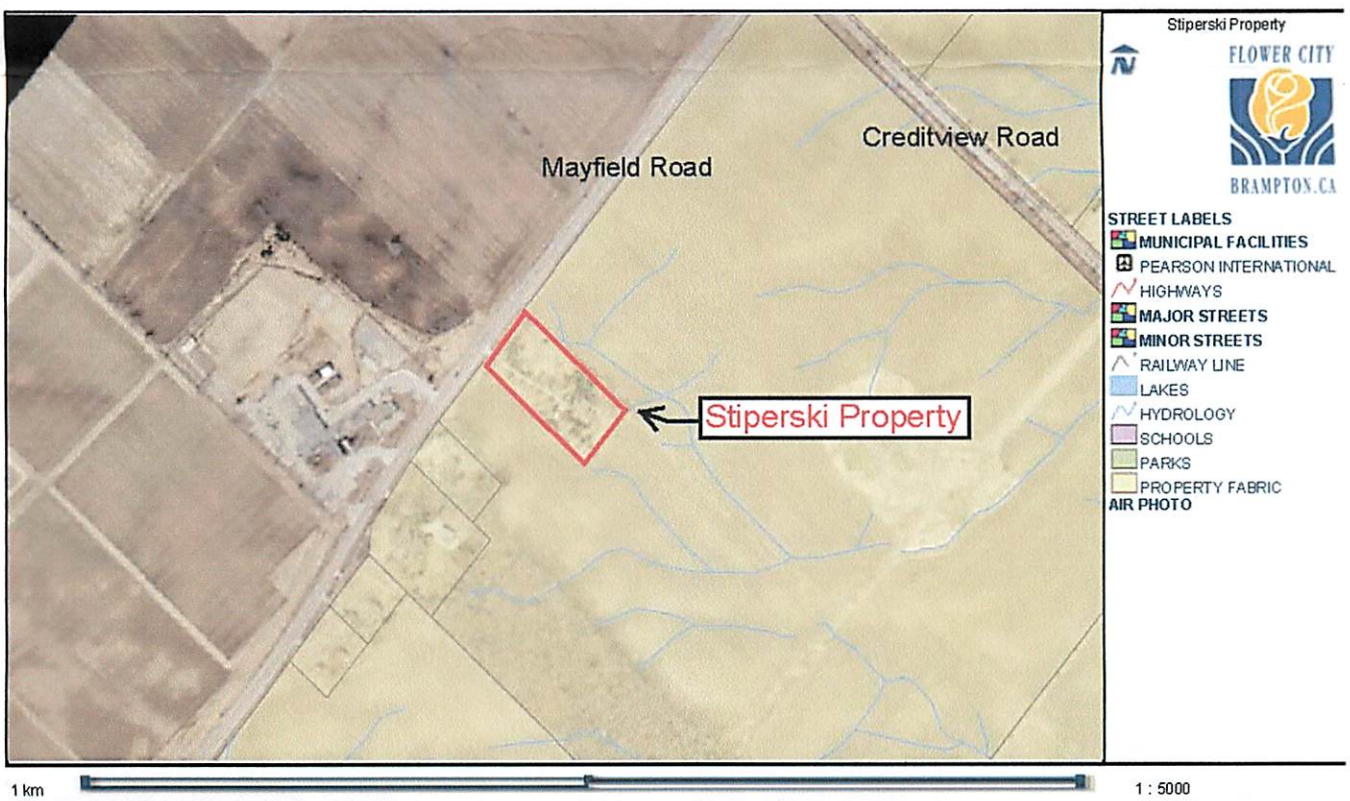
Yours truly

John A Marshall

John A. Marshall, MCP, MCIP, RPP, President
John A Marshall Planning & Management Consulting Inc.

I8-6-26

MAP 1


Mayfield Road
Creditview Road
Stiperski Property
Stiperski Property
FLOWER CITY
BRAMPTON.CA
STREET LABELS
MUNICIPAL FACILITIES
PEARSON INTERNATIONAL
HIGHWAYS
MAJOR STREETS
MINOR STREETS
RAILWAY LINE
LAKES
HYDROLOGY
SCHOOLS
PARKS
PROPERTY FABRIC
AIR PHOTO
1 km
1 : 5000
This plan is suitable for information only. The City of Brampton accepts no liability for any error whatsoever. This is not a plan of survey.
Produced by John Marshall 12:51 10/20/2009
Copyright © City of Brampton

Region of Peel
Working for you

I8-6-27

CANADA AWARDS FOR EXCELLENCE
GOLD RECIPIENT QUALITY 2006

11 January 2009

Mr. Neal Grady, MCIP, RPP, Planning Project Manager
Planning, Design & Development Department
City of Brampton
2 Wellington Street West, 3rd Floor
Brampton, ON L6Y 4R2

RE: Final Draft Policies – Mount Pleasant Secondary Plan
Secondary Plan Area 51
City of Brampton

Dear Mr. Grady,

Peel Region staff have reviewed the Final Draft Secondary Plan policies for the Mount Pleasant Secondary Plan Area 51 and offer the following comments:

Peel Region Official Plan Review

The Region of Peel is currently updating our Regional Official Plan through the Peel Region Official Plan Review (PROPR). Draft policy amendments will include updates to a number of policy areas including natural heritage, water, energy, sustainability and growth management. Please note that future planning applications within the Mount Pleasant Secondary Plan Area will be subject to the future policy updates of the Regional Official Plan.

Greenfield Density Target (Section 12)

It is the responsibility of upper-tier municipalities to ensure that the Greenfield Density Target of 50 residents and jobs combined per hectare is met as per policy 2.2.7.2 of the Provincial Growth Plan 2006. The Region of Peel must implement this policy on a region wide scale. Peel Region is questioning whether the proposed density target of 51 to 55 person and jobs combined per hectare for the Mount Pleasant Secondary Plan area is sufficient for the Region in meeting the density target set out in the Provincial Growth Plan.

Draft Policy 12.2.4 states that the Secondary Plan Area 51 shall be planned to achieve a population in the order of 35,500 persons and employment in the order of 4,600 jobs, resulting in a development design density of approximately 51 – 55 persons and jobs per hectare. As this policy aims to exceed the Provinces Places to Grow Greenfield Density of 50 person and jobs per hectare, Peel Region staff believes that an appropriate density target for Secondary Plan Area 51 should be set at a minimum of 55 persons and jobs per hectare.

Also, as indicated in Policy 12.2.4, the community block plan process will set out the appropriate measures to achieve the density target for this secondary plan area. Finalizing the density target during the community block plan process should provide adequate time for Regional Official Plan Amendment 24 to be adopted by Regional

Environment, Transportation and Planning Services
10 Peel Centre Dr., Brampton, ON L6T 4B9
Tel: 905-791-7800 www.peelregion.ca

Council. ROPA 24 proposes amendments to the Regional Official Plan that encourages higher density targets which are to be achieved by 2031 on a region wide scale.

The following additional points highlight the Region's concern regarding the Mount Pleasant Secondary Plan density target:

- At a meeting held on December 14, 2009 with regional and local area municipal staff, the current development proposals between Brampton and Caledon result in density of 46 people and jobs per hectare. We therefore know that we are not meeting Provincial Density Greenfield Target of 50 people and jobs per hectare.

- An agreement was reached between region and local area municipal staff that we could not submit an official plan to the Province that aims for a density target of 46 people and jobs per hectare.

If a minimum Greenfield density target of 55 persons and jobs per hectare cannot be achieved in the Mount Pleasant Secondary Plan area, other secondary plan areas of the City should be planned significantly higher to achieve a minimum of 50 persons and jobs combined per hectare city wide.

Natural Heritage System/Greenlands System in Peel Region

The Credit Valley Conservation Authority (CVC) acts at Peel Region's technical advisor to determine all potential impacts on the natural environment. Peel Region staff understand that the CVC has reviewed materials related to the North West Brampton Development Area Landscape Analysis and Sub Watershed Study Huttonville Creek and Fletchers Creek, and has determined that the Sub Watershed Study and Landscape Analysis has been completed to a sufficient level to indentify a preliminary Natural Heritage System (NHS). Peel Region staff are satisfied that Regional Core Area Greenlands will be protected within the identified NHS. It is our understanding that the Mount Pleasant Secondary Plan with the requirements of CVC staff will be including policies requiring further testing and refinement of the NHS prior to more detailed planning approvals within the secondary plan area.

We further note that the Sub Watershed Study Work Plan included a number of components related to the identification and evaluation of potential impacts to private drinking water supplies. Peel Region staff understand that the City of Brampton will be completing this component and providing further recommendations when the Sub Watershed Study is finalized.

Transportation Policies (Section 6)

Peel Region Transportation Planning staff would like to recommend that the following be incorporated in the Official Plan Amendment to enhance the vision of promoting sustainable development in the Mount Pleasant Community while integrating a balanced transportation system incorporating all modes of travel. Further, the Creditview Road and Sandalwood Parkway Transportation Master Plan (Mount Pleasant Community Transportation Master Plan) recommended a number of various Transportation Demand

Management (TDM) opportunities and strategies to encourage reduced travel single-occupant autos and support increased use of transit within the new development.

Section 4.3 (Objectives):

- To promote efficient transportation links for pedestrians, bicycles, transit, and motor vehicles to provide a balanced transportation system incorporating all modes of travel.
- To promote and support the development and implementation of Transportation Demand Management (TDM) strategies and programs.

TDM policies in subsections of Official Plan Amendment:

- To implement TDM measures to reduce vehicle trips, especially single occupancy trips.
- To enhance the overall capacity of the transportation system, both the supply and demand sides, by improving the efficiency of the existing transportation network by implementing TDM programs and services in conjunction with the construction of new links and improvements.

(Example of TDM measures include: establishing and maintaining Transportation Management Association or similar associations with the purpose of promoting and supporting the use of alternative modes, and support carpooling, vanpooling and car-sharing.)

Section 6:

- To plan and protect corridors and rights-of-way for transit to meet current and projected need.
- To provide a complete and high quality sidewalk network on all streets serviced by transit.
- To secure bicycle facilities/amenities at existing and proposed transit hubs.
- To coordinate the staging and sequence of development in conjunction with transit services to support growth.

Traffic Engineering:

- Any proposed private access request to the commercial blocks identified in Schedule "C" is subject to Region of Peel's Controlled Access By-law 59-77, as amended. No private access is permitted to Regional road system without the Region's review and approval.
- Access to the existing Heritage lands fronting Regional road system as identified in the Appendix "A" – Cultural Heritage Map, are subject to the Region of Peel's Controlled Access By-law 59-77, as amended. Access to these lands will be restricted accordingly as per the Region's access by-law.
- The Collector and Arterial roads identified on the map in Schedule D do not correspond with the legend. In addition, too many minor roads are connecting to

the Regions road network which will deteriorate the movement of traffic. Schedule "D" should be revised to only include Major Collector and Arterial road system and minor roads shall be identified and reviewed in detail during the Block Plan or Subdivision stage.

- Schedule "E" shall be updated accordingly to correspond with Schedule "D".

In general, any future connections to Regional roads shall be limited and desired 450 metre spacing achieved. Limited number of intersections to the Regional Road network must be maintained and detailed analysis completed before considering connecting to Regional road network. Local road network spearing from the major collector road system should be pursued first to provide proper accessibility to individual development blocks and avoid connecting to Regional arterial road system. Any and all road connections to Regional Road system must be reviewed and approved by the Region.

Notwithstanding the above, a separate traffic impact study will be required in support of all Block Plans or Draft Plans of Subdivisions that reflect the road network within the Mount Pleasant Secondary Plan Area 51 that is satisfactory to the Region of Peel's Public Works.

Please note that Peel Region has tentatively scheduled the following Road and Intersection works on Region Arterial Roads abutting the Secondary Plan Area:

- 2010 – 10-4040 Mississauga Road between Bovaird Drive and Mayfield Road;
- 2012 – 12-4030 Mayfield Road between Mississauga Road and Hurontario Street;
- 2012 – 12-4290 New Intersection Mississauga Road and Collector Road;
- 2011 – 11-4290 New Intersection Mississauga Road and Sandalwood Parkway;
- 2014 – 14-4205 New Intersection Mississauga Road and Collector Road North of Sandalwood Parkway;
- 2012 – 14-4280 New Intersection Mississauga Road and Collector Road South of Wanless Drive;
- 2016 – 14-4205 New Intersection Mississauga Road and Collector Road North of Wanless Drive;
- 2014 – 14-4205 New Intersection Mayfield Road and Collector Road east of Mississauga;
- 2013 – 13-4250 New Intersection Mayfield Road and Collector Road east of Creditview Road;
- 2012 – 12-4225 New Intersection Mayfield Road and Collector Road East of Chinguacousy Road;
- 2012 – 12-4265 New Intersection Mayfield Road and Collector Road West of McLaughlin Road.

Region of Peel
Working for you

I8-6-31

CANADA AWARDS FOR EXCELLENCE
GOLD RECIPIENT QUALITY 2006

Sanitary Sewage and Water Supply (Section 7.1)

Water Services:

Schedule J, showing the infrastructure and utilities, is not consistent with Peel Region's DC By-law and Capital Plan for the future water mains in this area. However, this is partly because the road layout has changed. Considering that no water main sizes are shown on the plan there is no need to revise Schedule J. Schedule J is generally consistent with Peel Region's water servicing plan for the Mount Pleasant Secondary Plan.

Sanitary Sewer Services:

The proposed Sanitary Sewers shown on Schedule J along Wanless Drive from Creditview Road to Bushmill Crescent and from west of Brisdale Drive to Brisdale Drive should be shown north of Wanless Drive along future local roads.

If you have any questions or concerns, please contact me at your earliest convenience.

Yours truly,

Gavin T. Bailey, MCIP, RPP
Development Facilitator | Development Services Division

Phone: 905-791-7800 ext. 4751
Email: gavin.bailey@peelregion.ca

cc. Nick Tunnacliffe, Executive Director, Corporate Services, Region of Peel
Tom Slomke, Director, Development Services, Region of Peel
Arvin Prasad, Director, Planning Policy & Research, Region of Peel
Andrea Warren, Development Services, Region of Peel
Ron Jaros, Planning Policy & Research, Region of Peel
Mark Head, Planning Policy & Research, Region of Peel
Junior Mohammed, Development Services, Region of Peel
Damian Jamroz, Traffic Engineering, Region of Peel
Margie Chung, Transportation Planning, Region of Peel
Martin Pendlebury, Water Division, Region of Peel
Nadeem Dean, Wastewater Division, Region of Peel

I8-6-32

TOWN OF CALEDON

TOWN HALL
6311 Old Church Road, Caledon, ON L7C 1J6
905.584.2272 | 1.888.CALEDON | FAX 905.584.4325 | www.caledon.ca

January 18, 2010

Mr. Neal Grady, Project Manager, North West Brampton
Planning, Design and Development Department
City of Brampton
2 Wellington Street West
Brampton, Ontario L6Y 4R2

RE: Mount Pleasant Secondary Plan (Area 51)
Draft Official Plan Amendment – December 7, 2009

Dear Mr. Grady:

This letter responds to your email of December 14, 2009 requesting comments on the Mount Pleasant Secondary Plan (Plan) which was submitted to City of Brampton Planning, Design and Development Committee on December 7, 2009.

Caledon staff has reviewed the Plan and offer the following comments.

Mount Pleasant Subwatershed Study:

At this time, the Mount Pleasant Subwatershed Study has not been completed. Among other things, this study informs the design, approval and implementation of the final natural heritage system for the Plan area. As such, the final natural heritage system for Mount Pleasant has not been finalized.

In the absence of a final natural heritage system for Mount Pleasant, in order to allow City of Brampton Council to consider approving the Plan at its January 27, 2010 Council Meeting, a memorandum of understanding, titled Implementation Principles for the Mount Pleasant Subwatershed Study, dated November 24, 2009 has been agreed to by City of Brampton, Credit Valley Conservation (CVC), Ministry of Natural Resources and the Mount Pleasant Landowners' Group.

In accordance with the November 24 agreement, it is acknowledged that the process for arriving at the Plan is not intended to set a precedent. Similar to the position taken by CVC, Caledon will expect that future secondary planning initiatives will conform to prevailing City of Brampton Official Plan policies in that the secondary plan and related servicing and infrastructure plans will be directed by a substantially advanced comprehensive subwatershed study and an approved natural heritage system.

Growth Management:

The planning vision for the Plan is for a *"transit-oriented community that promotes environmental sustainability and superior community design"*. To complement this vision, under section 12.2.4, the Plan area is proposed to be planned to result in a development design density of approximately 51-55 persons and jobs per hectare. Specific provisions (e.g. minimum and maximum % of unit types, minimum lots widths etc.) relating to the achievement of the final development design density are not included in the Plan. Instead, under section 12.2.4 "*Block Plans will set out the appropriate implementation measures to finalize the persons and jobs per hectare design density target.*"

Section 10.0 of the Plan describes the Community Block Plan (CBP) process. Specifically, section 10.1.5 describes the growth management issues that should be addressed as part of the

CBP process. Caledon staff understands that as part of the CBP process a Staging, Sequencing and Growth Management Study will be prepared and, among other things, this study will address the appropriate implementation measures to finalize the persons and jobs per hectare design density target. Caledon staff recommends that a new provision be added to section 10.0 to reference the above noted study and its scope.

Mayfield Road:

Mayfield Road falls under the jurisdiction of the Region of Peel (Peel) and is classified as a Major Road under the Peel Official Plan (OP). The role of Mayfield Road is to provide a high transportation capacity inter-regional service which functions both reliably and efficiently to move people and goods safely. As such, it is a policy of Peel to control access to Regional roads so as to optimize traffic carrying capacity through minimizing the number and location of intersections with Regional roads.

The Plan shows two new collector roads intersecting with Mayfield Road within each concession for a total of six (6) new intersections. Caledon is concerned that as new accesses to Mayfield Road are approved, the role and function, as well as the capacity, of Mayfield Road may be compromised. This may cause a significant spillover of traffic to Old School Road to the north which is a Caledon collector road, as well as impose a serious constraint on the ongoing planning in Mayfield West (e.g. Mayfield West Secondary Plan – Phase 2).

Caledon staff believes it is in the interests of both Caledon and the City of Brampton to preserve the role and function of Mayfield Road by limiting, to the greatest extent that is feasible, the number of new accesses to Mayfield Road. Section 10.1.2 (i) of the Plan provides for, among other things, the refinement of the collector road network through the CBP process. Caledon staff recommends that section 10.1.2 (i) be revised to require, as part of refining the collector road network for Mount Pleasant, an assessment of all possible alternatives to address the future transportation needs (e.g. directing as much as possible the site traffic to internal collector roads) with a view to minimizing the number of new accesses to Mayfield Road. Caledon staff requests an opportunity to review the assessment prior to the approval of the CBP.

Prior to the approval of the CBP, Caledon is requesting conformation from Peel that the stated role and function of Mayfield Road and its ability to accommodate planned growth in Mayfield West will not be compromised by the accesses to Mayfield Road proposed in the Plan. Until such time, Caledon staff cannot support the proposed new accesses to Mayfield Road.

Access to Regional roads is controlled by Peel through Controlled Access By-law 59-77, as amended. The last amendment to this by-law came in to effect in June 1993. Since 1993 the growth in development adjacent to Mayfield Road and the corresponding demand for access to Mayfield Road has been considerable. Looking forward, significant additional development is likely because of ongoing and proposed planning initiatives in both Caledon and Brampton, placing an even greater demand for access to Mayfield Road. Caledon staff recommends that Peel undertake, in the short term, a full review of the provisions contained in Controlled Access By-law 59-77, as amended, with a view to confirming that existing Regional policies pertaining to Mayfield Road will not be compromised.

Integration with Adjacent Development:

As you know, Caledon is undertaking a secondary planning exercise immediately adjacent to and north of the Plan area between McLaughlin and Chinguacousy roads. Through the evaluation of 3 alternate land use scenarios, Caledon will determine the most preferred land use plan for the next phase of development in Mayfield West. All three scenarios envision some form of new

development along Mayfield Road; the primary new land use being considered in this location is residential.

Under section 10.3 of the Plan, Community Design Guidelines (CDG) are required as part of the CBP process. Section 10.4 outlines specific design objectives which, presumably, will be addressed in the CDG. From a community design perspective, Caledon staff believe that Mayfield Road should not be treated as a municipal border separating Caledon and Brampton. As such, Caledon staff recommends adding a provision in section 10.4 which requires a strong emphasis on the integration of Mount Pleasant with Caledon to the north in terms of the design treatment of the streetscape, built form, open spaces, trail, walkway and bikeway connections, views and gateways. To this end, Caledon staff recommends also adding a provision in section 10.4 requiring a significant majority of the properties adjacent to Mayfield Road to be facing this road. Should the use of reverse frontage properties be proposed along Mayfield Road, Caledon staff request consideration be given to implementing either larger, landscaped setbacks, or using other concepts rather than a typical sound barrier fencing (i.e. window streets; "Living Wall" concept, etc.).

Thank you for the opportunity to provide comments. If you have any questions please contact me at 905-584-2272 extension 4285 or email at tim.manley@caledon.ca.

Yours sincerely,

Tim Manley

Tim Manley, Senior Policy Planner

cc: Caledon Council
Doug Barnes, C.A.O., Town of Caledon
Mary Hall, Director of Planning, Town of Caledon
Todd Salter, Manager of Policy, Town of Caledon
Kant Chawla, Senior Transportation Planner, Town of Caledon
Jana Kelemen, Senior Development Planner/Urban Designer, Town of Caledon
Gavin Bailey, Planner, Public Works, Region of Peel
Sabbir Saiyed, Manager of Transportation Planning, Region of Peel

I8-6-35

Appendix B: Chapter 51- The Mount Pleasant Secondary Plan

I8-6-36

Appendix B: Chapter 51- The Mount Pleasant Secondary Plan

I8-6-37

THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____

To Adopt Amendment Number OP2006-
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, R.S.O., C.P. 13, hereby ENACTS as follows:

1. Amendment Number OP2006-____ to the Official Plan of the City of Brampton Planning Area for Chapter 51 of the Mount Pleasant Secondary Plan Area 51 is hereby adopted and made part of this By-law.

READ a FIRST, SECOND and THIRD TIME and PASSED in OPEN COUNCIL, this day of 2010.

SUSAN FENNELL – MAYOR

PETER FAY – CITY CLERK

Approved as to Content:

Adrian J. Smith, MCIP, RPP
Director, Planning Policy and
Growth Management

APPROVED
AS TO FORM
LAW DEPT.
BRAMPTON
CG
DATE 5 02 10

I8-6-38

AMENDMENT NUMBER OP2006-_____
To the Official Plan of the
City of Brampton Planning Area

I8-6-39

SECONDARY PLAN AREA 51

CHAPTER 51(A)

MOUNT PLEASANT SECONDARY PLAN

I8-6-40

TABLE OF CONTENTS
(Part II, Chapter 51)

Purpose	1.0
Location	2.0
Effect of this Chapter and its Relationship to the Official Plan	3.0
Goals and Objectives	4.0
Planning Principles	4.1
Goals	4.2
Objectives	4.3
Land Use Policies	5.0
Residential	5.1
General Provision	5.1.1
Low and Medium Density Residential	5.1.2
Medium Density Residential	5.1.3
Special Policy Area (Norval Farm Supply)	5.1.3.2
Special Policy Area (Peel Region Police Association)	5.1.3.3
Special Policy Area (Fire Station)	5.1.3.4
Live-Work	5.1.4
Mixed-Use	5.2
General Provisions	5.2.1
Commercial	5.3
General Provisions	5.3.1
District Retail	5.3.2
Neighbourhood Retail	5.3.3
Convenience Retail	5.3.4
Motor Vehicle Commercial	5.3.5
Natural Heritage System – Basis of System	5.4
Natural Heritage System –General Provisions	5.5
Recreational Open Space	5.6
General Provisions	5.6.1
City-Wide Park	5.6.2
Neighbourhood Parks	5.6.3
Neighbourhood Park Types	
Local	5.6.4
Town Square	5.6.5
Parkette	5.6.6
Vest Pocket	5.6.7
Institutional	5.7
General Provisions	5.7.1
Elementary Schools	5.7.2
Secondary Schools	5.7.3
Places of Worship	5.7.4
Transportation Policies	6.0
General Provisions	6.1
Roads	6.2
Public Transit	6.3
Pedestrian/Cyclist Links	6.4
Servicing and Environmental Management	7.0
Sanitary Sewage and Water Supply	7.1
Stormwater Management	7.2
Noise and Vibration	7.3
Potentially Contaminated Sites	7.4
Public Utilities and Communications	7.5
Trans Canada Gas Pipeline Safety Features	7.6
Cultural Heritage	8.0
Aggregate Resources	9.0
Community Block Plan	10.0
General Provisions	10.1
Staging and Sequencing	10.2

I8-6-41

Modified Block Planning Process	10.3
Design Objectives	10.4
Community Structure	10.5
Open Space Network	10.6
Street Network	10.7
Streetscape	10.8
Edges and Gateways	10.9
Built Form	10.10
Community Design Guidelines	11.0
Implementation	12.0
General Provisions	12.1
Growth Management	12.2
Small Holdings	12.3
Cost Sharing	12.4
Alternative Development Standards	12.5
Community Sustainability	12.6
Environmental Assessment Act	12.7
Transit Infrastructure Funding	12.8
Interpretation	13.0

I8-6-42

AMENDMENT NUMBER OP06-

To the Official Plan of the

City of Brampton Planning Area
(Chapter 51)

1.0 PURPOSE

The purpose of this amendment, together with Schedule SP 51(a), is to implement the policies of the City of Brampton Official Plan by establishing, in accordance with Section 5.4 and Section 4.14 of the Official Plan and the City's Growth Management Program, a policy framework and direction for detailed land use planning to guide the future development of a new community in the City of Brampton as outlined on Schedule SP 51(a), and to specify desired land use patterns, a transportation network, a Natural Heritage System and related policies to achieve superior, efficient, orderly and ecologically responsible urban development. Further, it sets out the planning controls to be used in implementing these policies. This Chapter will constitute the Mount Pleasant Secondary Plan.

2.0 LOCATION

The lands subject to this amendment are bounded by Mayfield Road to the north, Mississauga Road to the west, Bovaird Drive to the south, with the Fletcher's Meadow Secondary Plan area to the east. The lands are within an area described as Part of Lots 11 and 12, Concession 4, WHS, Lots 13 to 17, Concession 4, WHS, Lots 16 and 17, Concession 3,WHS and Lots 16 and 17, Concession 2, WHS, in the Geographic Township of Chinguacousy, now in the City of Brampton. The lands subject to this amendment are specifically indicated on Schedule SP51 (a) to this amendment.

3.0 AMENDMENT AND POLICIES THERETO

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

i) By changing on Schedule "1", CITY CONCEPT thereto, the following:

a) The designation of "NORTH WEST BRAMPTON URBAN DEVELOPMENT AREA" to "COMMUNITIES" and "OPEN SPACE SYSTEM" as shown on Schedule 'A' to this amendment;

b) A notation for the Creditview/Sandalwood Park indicating "OPEN SPACE SYSTEM" TO BE AMENDED TO REFLECT THE "CITY PARK" AND "NATURAL HERITAGE SYSTEM AREA" DESIGNATIONS ON SCHEDULE M OF CHAPTER 51: THE MOUNT PLEASANT SECONDARY PLAN.

ii) By changing on Schedule 'A', GENERAL LAND USE DESIGNATIONS thereto, the following:

a) The designation of "NORTH WEST BRAMPTON URBAN DEVELOPMENT AREA" to "RESIDENTIAL" as shown on Schedule 'B' to this amendment;

b) The designation of "NORTH WEST BRAMPTON URBAN DEVELOPMENT AREA" to "OPEN SPACE" as shown on Schedule 'B' to this amendment;

c) Removing the designation of "SPECIAL LAND USE POLICY AREA 7" as shown on Schedule 'B' to this amendment;

c) Removing the designation of "SPECIAL LAND USE POLICY AREA 5" as shown on Schedule 'B' to this amendment;

d) A notation for the Creditview/Sandalwood Park indicating "OPEN SPACE" TO BE AMENDED TO REFLECT THE "CITY PARK" AND "NATURAL HERITAGE SYSTEM AREA" DESIGNATIONS ON SCHEDULE M OF CHAPTER 51: THE MOUNT PLEASANT SECONDARY PLAN; and,

e) The designation of "OPEN SPACE" to "RESIDENTIAL" as shown on Schedule 'B' to this amendment;

iii) By changing on Schedule A2, RETAIL STRUCTURES thereto, the following:

a) By adding the designation "DISTRICT RETAIL" as shown on Schedule 'C' to this amendment;

b) By adding the designations "NEIGHBOURHOOD RETAIL" as shown on Schedule 'C' to this amendment; and,

c) By adding the designations "CONVENIENCE RETAIL" as shown on Schedule 'C' to this amendment.

iv) By changing on Schedules 'B' & 'B1', CITY ROAD HIERARCHY and CITY ROAD RIGHT OF WAY WIDTHS thereto, the following collector road network alignments and right-of-way as shown on Schedules 'D' & 'E' to this amendment:

a) By adding the designation "COLLECTOR ROAD"; and,

b) By adding a reference to Official Plan policy section 4.4.2.13 on Schedule B1.

v) By changing on Schedule 'C', TRANSIT NETWORK thereto, the following:

a) By adding the designation "PRIMARY TRANSIT CORRIDORS" and a Primary Corridor arrow as shown Schedule 'F' to this amendment.

vi) By changing on Schedule 'C1', MAJOR PATHWAY NETWORK thereto, the following:

a) By adding the designation "CITYWIDE PATHWAY NETWORK" as shown on Schedule 'G' to this amendment.

vii) By changing on Schedule 'D' NATURAL HERITAGE FEATURES AND AREAS thereto, the following environmental features as shown on Schedule 'H' to this amendment:

a) By adding the "VALLEYLAND/WATERCOURSE CORRIDOR" designations; and,

b) By adding the "NORTH WEST BRAMPTON URBAN DEVELOPMENT AREA" designation

viii) By changing on Schedule 'E', MAJOR RECREATIONAL OPEN SPACE thereto, the following:

b) By adding the "VALLEYLAND/WATERCOURSE CORRIDOR" designations as shown on Schedule 'I' to this amendment; and,

c) By relocating the "PRIVATE COMMERCIAL RECREATION" designation as shown on Schedule 'I' to this amendment.

viii) By changing on Schedule 'F' INFRASTRUCTURE, UTILITIES AND RESOURCES thereto, the following:

a) By adding the designation "PROPOSED WATERMAIN TRUNK" as shown on Schedule 'J' to this amendment; and,

b) By adding the designation "PROPOSED SANITARY TRUNK SEWER" as shown on Schedule 'J' to this amendment.

ix) By changing on the "CULTURAL HERITAGE MAP" thereto, the following:

a) By deleting the areas designated as "CLASS B HERITAGE REOURCES" as shown on Appendix A to this amendment; and,

b) By adding the areas designated as "CLASS B HERITAGE REOURCES" as shown on Appendix A to this amendment.

x) By changing Schedule 'G' SECONDARY PLAN AREAS thereto, the following:

a) By revising a section of the boundary shared between Secondary Plan Area 51 and Secondary Plan Area 41 to correctly portray the extension of James Potter Road north of Bovaird Drive" as shown on Schedule 'K' to this amendment; and,

b) Denoting Secondary Plan Area 51 with the following identifier "NEWER SECONDARY PLAN AREAS OR PORTIONS THEREOF SUBJECT TO THE NEW HOUSING MIX AND DENSITY CATEGORIES OF THE OFFICIAL PLAN."

xi) By changing Schedule 'H' COMMUNITY BLOCK PLAN AREAS thereto, the following:

a) By adding 51-1, shown as "BLOCK PLAN AREA 51-1" on Schedule 'L' to this amendment; and,

b) By adding 51-2, shown as "BLOCK PLAN AREA 51-2" on Schedule 'L' to this amendment.

xii) By adding thereto,

"Section 4.4.2.13

Collector Road right-of-way widths for the Mount Pleasant Secondary Plan (Chapter 51) will be determined through the Block Planning and Subdivision Approvals processes."

xiii) By deleting therefrom, "Section 4.13.3.5 Special Land Use Policy Area 5 (Concession 4, W.H.S. Part of Lot 14).

xiv) By deleting therefrom, "Section 4.13.3.7 Special Land Use Policy Area 7 (Part of the East Half of Lot 13, Concession 4, W.H.S.)".

xv) By deleting therefrom, in Part II: SECONDARY PLANS under the heading "Area 51: Mount Pleasant Transit Oriented Community", all of the text and substituting thereof the following: "Chapter 51 of the

Brampton Official Plan shall constitute the Mount Pleasant Secondary Plan";

xvi) By adding to Part II, SECONDARY PLANS thereof, Schedule 'M' to this amendment:

xvii) By adding to Part II, SECONDARY PLANS thereof, as Chapter 51, the following text:

xviii) "Chapter 51: THE MOUNT PLEASANT SECONDARY PLAN (Official Plan Amendment OP2006-_____)

1.0 PURPOSE

The purpose of this amendment, together with Schedule SP 51(a), is to implement the policies of the City of Brampton Official Plan by establishing, in accordance with Section 5.4 and Section 4.14 of the Official Plan and the City's Growth Management Program, a policy framework and direction for detailed land use planning to guide the future development of a new community in the City of Brampton as outlined on Schedule SP 51(a), and to specify desired land use patterns, a transportation network, a Natural Heritage System and related policies to achieve superior, efficient, orderly and ecologically responsible urban development. Further, it sets out the planning controls to be used in implementing these policies. This Chapter will constitute the Mount Pleasant Secondary Plan.

The planning vision for the Mount Pleasant Secondary Plan is for a transit-oriented community that promotes environmental sustainability and superior community design.

To support and reinforce the development of a transit oriented community, the City has effectively and efficiently administered Federal and Provincial stimulus funding to provide transit infrastructure.

The City has undertaken a comprehensive approach to identify and protect the Mount Pleasant Community Natural Heritage System that is consistent with the Provincial Policy Statement, 2005, through a combined landscape-scale and feature-based analysis that addresses the diversity, connectivity, and ecological features and functions and associated linkages of terrestrial and water features.

The planning vision sets out the framework for a new community in terms of the following major structural elements:

i) a transit supportive spine road as a defining feature of the community through direct linkages to the Mount Pleasant GO Station and the integration of safe, effective and efficient modes of transportation including pedestrians, transit, cyclists and vehicles;

ii) a Natural Heritage System that identifies, protects, restores, and enhances the diversity and connectivity of natural features and areas, including their ecological functions while balancing it with other planning considerations such as land use, transportation and transit, community design and fiscal integrity for complete and compact communities in an urbanized context;

iii) a variety of housing types and densities, including Live-Work units in strategic locations;

iv) mixed- use nodes in key locations along the transit spine as important structuring elements at a neighbourhood and village level that could be comprised of compact urban housing types as well as retail/commercial/office Mixed-Use buildings, places of worship and Live-Work units, where appropriate;

v) a road network and transit strategy that includes Sandalwood Parkway, Creditview Road, the northerly extension of James Potter Road and an internal collector road network; and,

vi) community uses and features such as elementary, middle and secondary schools, a retail hierarchy consisting of district, neighbourhood, convenience and motor vehicle retail/commercial sites, park sites, heritage structures and Place of Worship sites;

The distinct planning vision for the area is in keeping with the vision and characteristics of the Sustainable City Structure in the Official Plan. The principles of sustainable development promote a holistic approach to land use planning to achieve a balance between the social and economic needs of the community, and environmental conservation.

2.0 LOCATION

The lands subject to this amendment are bounded by Mayfield Road to the north, Mississauga Road to the west, Bovaird Drive to the south, with the Fletcher's Meadow Secondary Plan area to the east. The lands are within an area described as Part of Lots 11 and 12, Concession 4, WHS, Lots 13 to 17, Concession 4, WHS, Lots 16 and 17, Concession 3,WHS and Lots 16 and 17, Concession 2, WHS, in the Geographic Township of Chinguacousy, now in the City of Brampton. The lands subject to this amendment are identified on Schedule SP51 (a) to this amendment.

3.0 EFFECT OF THIS CHAPTER AND ITS RELATIONSHIP TO THE OFFICIAL PLAN

Lands subject to Secondary Plan Number 51 outlined on Schedule SP51 (a) shall be developed in accordance with the policies of this Chapter (Chapter 51 of Part II) and with Schedule SP51 (a), and also in accordance with all other relevant policies and schedules of the City of Brampton Official Plan.

An accurate understanding of all the policies pertaining to this Chapter can only be achieved by reading the overall Official Plan together with Chapter 51.

4.0 GOALS & OBJECTIVES

4.1 Planning Principles

The planning principles that have guided the detailed policies of this Chapter are based on the City's ecosystem approach to land use planning. The planning vision outlined below reflects both sustainable development and an ecosystem based approach to land use planning.

The planning vision is to protect, restore and enhance the Natural Heritage System , including its ecological functions while balancing the other planning considerations of complete and compact communities in a manner that is sustainable. The recognition of the dynamic interrelationships of all elements of the natural environment is a core principle of ecosystem planning.

The predominant form of development that the community envisions is residential with a variety of housing types and densities, including Live-Work units in strategic locations.

Development will be transit supportive through a spine road that functions as a defining feature of the community. The Transit Spine Road provides direct linkages to the Mount Pleasant GO Station and the integration of safe, effective and efficient modes of transportation including pedestrians, transit, cyclists and vehicles. Mixed-Use nodes will be provided in key locations along the Transit Spine Road that could comprise a variety of housing types as well as retail/commercial/office uses and Live-Work units.

Together with Section 3.2 (Sustainable City Structure) of the Official Plan, the goals and objectives, which are founded on the planning vision and outlined below, provide a sustainable planning framework for the planning and development of the Mount Pleasant Secondary Plan. These goals and objectives will be implemented in accordance with the policies in Section 13 of this Chapter.

4.2 Goals

The Mount Pleasant Secondary Plan is planned to be a transit oriented community that is to be comprehensively designed based on the principles of environmental sustainability. The goals of the Mount Pleasant Secondary Plan are listed below:

4.2.1 To protect, restore and enhance the diversity and connectivity of natural features and their long-term ecological functions and biodiversity of the Natural Heritage System , while balancing it with other requirements of complete and compact community in accordance with the policies of the Provincial Growth Plan.

4.2.2 To recognize the diversity and connectivity of natural features and areas, including their ecological function in the development of the Natural Heritage System .

4.2.3 To coordinate the staging and sequencing of development growth in conjunction with the provision of infrastructure and services required to support that growth, in accordance with the City of Brampton's Growth Management Program.

4.2.4 To provide a variety of housing types and densities, including Mixed-Use buildings and Live-Work units in strategic locations that are compatible with, and will benefit from, visual and physical connection to the ecologically sustainable features and functions of the natural environment and cultural landscape of the area.

4.2.5 To support transit oriented development through:

i) A Transit Spine Road as a defining feature of the community through direct linkages to the Mount Pleasant GO Station and the integration of safe, effective and

efficient modes of transportation including pedestrians, transit, cyclists and vehicles; and,

ii) Transit supportive uses and densities, including, but not limited to, townhousing and apartment buildings and Mixed-Use nodes that could comprise of compact, urban housing types as well as retail/commercial/office uses, Mixed-Use buildings and Live-Work units.

4.2.6 To develop excellence in community living based on the application of the following principles:

i) a well balanced community in terms of an appropriate mix and distribution of residential densities and complementary uses;

ii) the promotion of excellence in civic design in both the public and private realm;

iii) an interconnected system of open space, including recreational areas and natural features and areas;

iv) a range of recreational and community facilities that facilitate shared use where practical;

v) integration of new development with existing residences and road patterns in and adjacent to the new community;

vi) an attractive and ordered built form of appropriate building heights, massing, setbacks, streetscapes, gateways and architectural treatments;

vii) efficient transportation links;

viii) LEED Neighbourhood design, where practical; and,

ix) practical and cost effective innovations to support the development of a sustainable community that encourages where possible, the application of low impact development, approximate targets for an urban forest canopy and, the restoration, linkage and enhancement of natural features where appropriate.

4.2.7 To implement the Mount Pleasant Secondary Plan by:

i) Coordinating the phasing of development with the provision of municipal services in accordance with the City's Growth Management Program; and,

ii) Promoting financial sustainability through the provision of municipal services in an efficient and financially prudent manner and by promoting development and planning policy that is self-supporting.

4.3 Objectives

Considering the goals outlined in the Official Plan and those set out in Section 4.2 of this Chapter, the following objectives constitute the basis for the formulation of the Mount Pleasant Secondary Plan:

I8-6-49

i) Plan for a Complete Community with a clear distinct structure, identifiable edges and gateways, local nodes, neighbourhoods and open space system.

ii) Plan for a well designed, Mixed-Use pedestrian friendly community that is of a superior built form for both public and private uses that provides a variety of housing forms and densities, employment opportunities and promotes public safety.

iii) Establish a comprehensive transit and transportation strategy that is designed to reduce the overall number of private automobile trips and establish a connection between the higher order and local transit.

iv) Provide Mixed-Use Nodes along the Transit Spine as important structuring elements at the neighbourhood and village level.

v) Provide a clear vision for the development of the major arterials as character areas and highlight their role and image.

vi) Delineate major and minor gateways and assign appropriate land uses and built form to complement their gateway status.

vii) Identify and maintain a Natural Heritage System that balances the protection, restoration, linkage and enhancement of natural features and areas, and their ecological functions, along with the other development principles of the Provincial Growth Plan for achieving compact and complete communities.

viii) Recognize and integrate the existing Fletcher's Meadow Secondary Plan and edges of Mayfield Road in the Town of Caledon and Mississauga Road to the west, and the uses in the Mixed-Use Nodes permitted under Section 5.2.

ix) Ensure that the provisions of the Provincial Growth Plan, including a density and employment target, and the City's Growth Management Strategy are implemented to ensure that growth occurs in an orderly fashion commensurate with the availability of infrastructure and community services.

x) Provide for the opportunity to apply alternative development standards at strategic locations in the Secondary Plan.

xi) Include appropriate, cost effective and alternative planning and development standards to guide the development of the Mount Pleasant Community including, but not limited to, flexible zoning standards, on-street parking, bike lanes, reduced right-of way widths and laneways.

xii) To develop urban land uses adjacent to the Natural Heritage System that will contribute to the conservation and enhancement of natural features and ecological functions, through the application of sustainable best management practices for stormwater drainage, public

infrastructure maintenance and management site design, land use buffers and setbacks.

xiii) To ensure that municipal services required for development of the Secondary Plan Area, including the transportation network, are provided in an orderly, cost effective and timely manner, in accordance with the City's Growth Management Program;

xiv) To work jointly with Peel Region to coordinate the provision and timing of capital works;

xv) To promote financially self-supporting development using the strategic implementation of the following measures: growth management, development charges and cost sharing agreements as and where appropriate;

xvi) To create an urban environment that provides for safe, functional and attractive residential neighbourhoods;

xvii) To provide an integrated parks and open space network, that supports the Natural Heritage System and has a clear functional relationship to the overall community and the neighbourhoods served;

xviii) To provide opportunities for recreational and functional natural links to and along Huttonville Creek and Fletcher's Creek, both within and beyond the Mount Pleasant Community;

xix) To promote a connective pathways, bike lanes and trails system to facilitate pedestrian and bicycle accessibility;

xx) To establish urban design guidelines that encourage the development of attractive, safe, and where appropriate, compact urban and pedestrian-scale built forms within the community;

xxi) To establish a consistently high level of urban design for the public and private realms through the adherence to the principles, policies and requirements of this Chapter;

xxii) To provide streets that support transit and active transportation and create safe, attractive, healthy and sustainable public spaces.

xxiii) To enhance the overall traffic capacity of the transportation system by improving the efficiency of the existing road network in conjunction with construction of new links and improvements and to encourage the development of a traffic circulation system that enhances personal mobility, travel choices, transit access and service throughout the Secondary Plan Area and the lands adjacent thereto;

xxiv) To promote the use of public transit in conjunction with land use policies that will provide the support and ridership for an enhanced transit system; and,

xxv) To provide an effective and streamlined Block Planning Process as set out in Section 10 of this Chapter.

I8-6-51

5.0 LAND USE POLICIES

The land use and development policies for the Mount Pleasant Secondary Plan are founded on the planning principles, goals and objectives as outlined in Section 4.0 of this Chapter. The major land use designations for the Mount Pleasant Secondary Plan are shown on Schedule "A" – General Land Use Designations to the Official Plan. A more detailed land use pattern and supporting road network are identified on Schedule SP51 (a).

The land use interface and access between the Town of Caledon and the City of Brampton, with Mayfield Road as the separation, will be addressed at the Block Plan Stage.

5.1 RESIDENTIAL

5.1.1 General Provisions

5.1.1.1 The various residential designations shown on Schedule SP51 (a) are categories in which the predominant land use is for Low/Medium Density and Medium Density forms of housing. Proposals for residential development shall be considered in accordance with the policies of the Official Plan and this Chapter.

Complementary uses as set out in Part I of the Official Plan, or as specifically identified by other designations or policies in this Chapter, shall also be permitted in the various Residential designations, provided that they are integrated in an appropriate manner with adjacent residential uses.

5.1.1.2 Where residential use is proposed adjacent to arterial roads, railway lines, or other noise sources, studies to determine the need for noise attenuation measures shall be completed to the satisfaction of the City of Brampton and the appropriate agencies.

5.1.1.3 Any proposals for residential development will have regard for the transition and physical integration with adjacent forms of development and effective separation and buffering from major roads and other noise sources.

5.1.1.4 Existing dwellings or buildings located on lands designated for residential development shall continue to have direct access to an arterial road, until such time as access from an alternative road becomes available or the property is redeveloped.

5.1.1.5 Residential designations adjacent to the Natural Heritage System shown on Schedule SP 51(a) shall be shaped, oriented, and developed in a manner that is compatible, complementary to the Natural Heritage System .

5.1.2 Low and Medium Density Residential

5.1.2.1 In areas designated Low and Medium Density Residential on Schedule SP51 (a), the following shall apply, subject to Section 5.1.1 of this Chapter:

i) Permitted uses shall include single-detached, semi-detached, townhouses and lane-based townhouse structural types, stormwater management facilities and other infrastructure, places of worship, schools and parks;

ii) A maximum density of 32 units per net residential hectare (12.3 units per net residential acre) shall be permitted;

iii) Minimum lot widths and the percentage of single detached structural units shall be determined at the Block Plan Stage.

5.1.3 Medium Density Residential

5.1.3.1 In areas designated Medium Density Residential on Schedule SP51 (a), the following shall apply, subject to Section 5.1.1 of this Chapter:

i) Permitted uses shall include single-detached, semi-detached, apartments, duplexes, maisonettes, triplexes, and townhouse structural types, as well as live/work units, seniors' residences, retail/office/restaurant commercial, stormwater management facilities and other infrastructure, places of worship, schools and parks.

ii) Permitted building heights shall range between 2 to 6 storeys. The ultimate height of all buildings and the provision of taller buildings greater than 6 storeys will be subject to suitable justification being provided at the Block Plan Stage through the required Community Design Guidelines, without the need for an amendment to the Secondary Plan.

iii) A maximum density of 60 units per net residential hectare (24 units per net residential acre) shall be permitted.

iv) Minimum lot widths and the percentage of single detached structural units shall be determined at the Block Plan Stage.

v) The boundary of the Medium Density Residential designations shall be interpreted as being approximate and shall be further refined at the Block Plan Stage.

vi) The physical integration of the Medium Density Residential designations with the Mixed-Use designations shall be further refined at the Block Plan Stage, including, but not limited to, determining the range of uses, density and built form.

vii) All proposals for apartments, duplexes, maisonettes, and triplexes will have regard for the achievement of acceptable transition and physical integration with lower density forms of development and minimize shadowing and the overlooking of lower density residential forms

<u>Special Policy Area</u> (Norval Farm Supply)

5.1.3.2 The Norval Farm Supply lands on Schedule SP 51(a) comprise a triangular shaped parcel defined by Mississauga Road and the CNR rail line. Due to access and noise constraints, re-development of these lands are better suited for commercial and/or higher density Residential uses. Re-development of this Special Policy Area will require the submission of an application to amend this Chapter and the Zoning By-law, and be based on various supporting studies to be determined by the City including, but not limited to, demonstrating that noise can be mitigated, appropriate access can be achieved, environmental

impacts on the abutting Huttonville Creek corridor can be effectively minimized and that the development can be well integrated with abutting lands. Nothing in this policy section or Chapter prevents the existing permitted agricultural use from continuing, in accordance with the applicable policies of the Official Plan and current zoning for the subject lands.

Special Policy Area (Peel Regional Police Association)

5.1.3.3 The Peel Regional Police Association lands on Schedule SP 51(a) comprise a longstanding use associated with agriculture and private recreation.

These lands are intended to be redeveloped consistent with the vision for the balance of the Mount Pleasant Secondary Plan community. More specifically, permitted uses shall include Low and Medium Density Residential, and Medium Density Residential, in accordance with Sections 5.1.2. and 5.1.3, as well as a Place of Worship, park, a segment of the transit spine collector road and a portion of the Huttonville Creek Natural Heritage System as depicted on Schedule SP 51(a).

Re-development of this Special Policy Area will require the submission of an application to amend the Zoning By-law, and be based on various supporting studies to be determined by the City. Nothing in this policy section or Chapter prevents the existing permitted private recreation and agricultural use from continuing, in accordance with the applicable policies of the Official Plan and current zoning for the subject lands.

Special Policy Area (Fire Station)

5.1.3.4 A Fire Station is located in a portion of the land designated Community Park on Schedule SP51 (a) (the Creditview/Sandalwood Park). The Fire Station is intended to remain in accordance with Section 4.15.5 of the Official Plan. If an alternate location for the Fire Station is confirmed by the City, then the residual lands can revert to the City Park designation in accordance with Section 5.5 of this Chapter without the need for an Official Plan Amendment.

5.1.4 Live-Work

5.1.4.1 Live-Work units in the Medium Density Residential Designation shall be subject to the general provisions of Section 4.2.14 of the Official Plan, and to the further provisions of this Chapter.

5.1.4.2 The physical integration of Live-Work units in the medium high density residential designations, including, but not limited to determining permitted uses, built form, the proportion of non residential floor areas and minimum lot frontages, shall be further refined at the Block Plan Stage.

5.1.4.3 On-street parking should be encouraged.

5.1.4.4 The City Sign By-law shall be amended at the Block Plan Stage to ensure that commercial signage for Live-Work units is of a design, quality and standard that is consistent with the goals and objectives of the Secondary Plan and approved by City Council as part of Block Plan approval process.

5.2 MIXED- USE

5.2.1 General Provisions

5.2.1.1 Lands designated Mixed-Use Areas 1 to 4 inclusive on Schedule SP51 (a) are intended to accommodate Mixed-Use development incorporating a combination of commercial, retail, office, institutional, recreational open space, medium density residential and live-work uses in accordance with the provisions of Section 4.10.3.4 and other relevant policies of the Official Plan and this Chapter. Mixed-Use Areas shall contribute to the development of a complete and compact, transit supportive community by providing a unique built form and community character, including public uses such as schools, parks, and local amenities such as retail/commercial uses within walking and cycling distance of the surrounding neighbourhoods. Higher density housing will be located in the Mixed-Use Areas to contribute to an appropriate overall Growth Plan target for the entire Secondary Plan area. Density in excess of 100 units per net residential hectare and building heights above 6 storeys will be permitted within Mixed-Use Areas subject to superior design and built form through the approved Community Design Guidelines at the Block Plan Stage.

5.2.1.2 Permitted uses shall include semi-detached, apartments, duplexes, maisonettes, triplexes, townhouses and apartment structural types, Live-Work units, seniors' residences, retail, commercial, office, restaurant uses, stormwater management facilities and other infrastructure, Place of Worship, schools and parks.

5.2.1.3 Permitted building heights shall range from 3 to 6 storeys. Building heights within a "Convenience Retail" or "Neighbourhood Retail" designation may be less than 3 storeys. The ultimate height of all buildings and the provision of buildings taller than 6 storeys shall be permitted without the need for an amendment to the Official Plan or this Chapter, provided that this is justified at the Block Plan Stage through approved Community Design Guidelines.

5.2.1.4 A maximum residential density of 100 units per net residential hectare (40 units per net residential acre) shall be permitted, while enabling a density of higher than 100 units per net residential hectare without the need for an amendment to the Official Plan or this Chapter, provided that this increased density is consistent with the goals and objectives of the Secondary Plan and approved by City Council as part of the Block Plan approval process.

5.2.1.5 The boundary of the Mixed-Use designations shall be interpreted as being approximate and shall be further refined at the Block Plan Stage.

5.2.1.6 The physical integration of the Mixed-Use designation with the Medium Density Residential designation shall be further refined at the Block Plan Stage, including, but not limited to, determining the type, range and mix of uses and built form as well as the provision of on-street parking where feasible.

5.2.1.7 Mixed-Use Areas 1 to 4 are to be developed generally in accordance with the concept site plans included as Appendices B to E of this Chapter. The final development of the Mixed-Use

Areas will be determined at the Block Plan Stage through approved Community Design Guidelines.

5.2.1.8 Provision of on-street parking should be encouraged wherever feasible.

5.3 COMMERCIAL

5.3.1 General Provisions

5.3.1.1 In keeping with the hierarchical order of existing and proposed commercial development in the Secondary Plans adjacent to the Mount Pleasant Secondary Plan, the commercial designations shown on Schedule SP 51(a) together with the Commercial designations in the Mixed-Use Areas, are intended to fulfill the weekly shopping needs of the surrounding community. As such, only those commercial sites designated on Schedule SP 51(a) shall be permitted.

5.3.1.2 To ensure functionality and land use compatibility, the development of commercial designations and commercial uses within the "Mixed-Use" designations on Schedule SP51 (a) shall be subject to the following policies:

i) Enhanced architectural and streetscape treatments, in accordance with the urban design policies of the Official Plan and this Chapter;
ii) Outdoor storage or display of goods or materials as the principal use shall be prohibited;
iii) Provision shall be made to minimize adverse impacts on adjacent residential uses through landscaping and buffering treatments. The illumination of parking facilities shall be directed away from nearby residences to minimize intrusion and glare upon residential properties; and,
iv) Adequate off-street parking facilities shall be provided in accordance with acceptable standards to satisfy the requirements of employees and customers.

5.3.1.3 Drive-through facilities for financial institutions and restaurants shall be permitted in a "District Retail", Neighbourhood Retail" , "Convenience Retail" and "Motor Vehicle Commercial" designation subject to Section 4.10 and other relevant policies of the Official Plan, and provided that these facilities are consistent with the goals, objectives and community design vision for the Secondary Plan.

5.3.1.4 The number of drive-through facilities associated with a financial institution and restaurants shall be minimized in order to mitigate adverse environmental impacts. The location of financial institution and restaurant drive through facilities and design criteria shall be finalized at the Block Plan Stage. Urban design guidelines for financial institution and restaurant drive through facilities shall be approved as part of the Block Planning process, and shall include, but not be limited to, minimum separation distances from residential zones and major street intersections, landscaping of stacking and drive-through lanes, maintaining an effective level of vehicular function both within a site and on the surrounding road network, separation of vehicles from pedestrians and architectural design options that are consistent with the vision for the Secondary Plan.

5.3.2 District Retail

5.3.2.1 The lands designated District Retail on Schedule SP51 (a) shall permit the range of uses and be developed in accordance with the provisions of Section 4.2.10 and other relevant policies of the Official Plan.

5.3.2.2 Notwithstanding Section 5.3.2.1, major freestanding office development shall be permitted in the District Retail designation based on planned transit and transportation infrastructure and the development of the Mount Pleasant GO Station as a mobility hub. The extent of office development shall be further refined at the Block Plan Stage, including, but not limited to, F.S.I, building height, floor area, the type of office uses and built form.

5.3.2.3 Notwithstanding Section 5.3.2.1, Medium Density Residential development in accordance with Section 5.1.3, as well as High Density Residential development in accordance with general provisions of Section 4.1.1 of the Official Plan shall be permitted in the District Retail designation without the need for an amendment to the Official Plan or this Chapter, provided that this is consistent with the goals and objectives of the Secondary Plan and approved by City Council as part of the Block Plan approval process.

5.3.2.4 All development in the District Retail designation shall be subject to development standards, including landscaping, buffering, building and parking setbacks to minimize potential impacts on the abutting Natural Heritage System Area designation.

5.3.2.5 Road network and access required to accommodate travel demand in and associated with the "District Retail" designation shall be explored and confirmed, with respect to demonstrating and not precluding the ability of achieving future road network connectivity, at the Block Plan Stage.

5.3.3 Neighbourhood Retail

5.3.3.1 The lands designated Neighbourhood Retail on Schedule SP51 (a) shall permit the range of uses and be developed in accordance with the provisions of Section 4.2.11 and other relevant policies of the Official Plan.

5.3.3.2 Notwithstanding Section 4.2.11 of the Official Plan, the Neighbourhood Retail designation at the southeast corner of Chinguacousy Road and Mayfield Road, shall have a maximum site area of 9 hectares (22 acres), a maximum floor area 23,225 square metres (250,000 square feet), shall permit only one supermarket or food store and development shall be in accordance with high standards of design, landscaping and/or building setbacks.

5.3.4 Convenience Retail

5.3.4.1 The lands designated Convenience Retail on Schedule SP51 (a) shall permit the range of uses and be developed in accordance with the provisions of Section 4.2.11 and other relevant policies of the Official Plan.

5.3.4.2 Notwithstanding Section 4.2.11 of the Official Plan, Convenience Retail centres may be developed with floor areas

greater than 3, 700 square metres (40,000 square feet) without the need for an amendment to the Official Plan or this Chapter, provided that this is justified at the Block Plan Stage, including, confirmation of permitted uses and a maximum retail/commercial floor area in relation to planned commercial function, urban design, architecture and site layout.

5.3.5 Motor Vehicle Commercial

5.3.5.1 Motor Vehicle Commercial Sites cannot be located within the centre of any Mixed-Use Nodes/Areas.

5.3.5.2 The lands designated Motor Vehicle Commercial on Schedule SP51 (a) shall permit the range of uses and be developed in accordance with the provisions of Section 4.2.13 of the Official Plan, this Chapter and other relevant policies of the Official Plan.

5.3.5.3 Where a Motor Vehicle Commercial development is proposed, it shall be designed so as to minimize the impact upon adjacent residential uses, through landscaping and the erection of fences and walls. The illumination of parking facilities shall be directed away from nearby residences and natural features to minimize intrusion and glare upon residential properties and the Natural Heritage System. Traffic access arrangements shall be established in accordance with the requirements of the City and other road authorities having jurisdiction.

5.4 NATURAL HERITAGE SYSTEM – BASIS OF SYSTEM

5.4.1 The boundaries of the Natural Heritage System Area designation shown on Schedule SP51 (a), and the provisions of this Chapter, reflect the initial findings of the North West Brampton Landscape Scale Analysis and Mount Pleasant Subwatershed Study, and reflect the principles outlined in the "Implementation Principles for the Subwatershed Study, November 24, 2009", attached as Appendix F to this Chapter. The boundaries of the final Natural Heritage System are to be confirmed through the Mount Pleasant Subwatershed Study and may be refined through the Environmental Implementation Reports (EIRs) consistent with the principles outlined in Appendix F including the Schedules and dimensions contained therein.

5.5 NATURAL HERITAGE SYSTEM - GENERAL PROVISIONS

5.5.1 Minor refinements to the boundaries of the Natural Heritage System may be considered to reflect the differences in scale, and level of detail available through the preparation of the Environmental Implementation Reports (EIRs), and Functional Servicing Reports (FSRs). However, minor refinements shall not adversely impact the functions or result in any significant increase or decreases in size of the final Natural Heritage System

5.5.2 The Natural Heritage System Area designation shown on Schedule SP 51(a) is comprised of Valleylands and Watercourse Corridors, Woodlands, Wetlands, and Environmental Buffers, as well as restoration areas and connecting corridors.

5.5.3 The final Natural Heritage System shall be zoned in a restrictive zoning designation to protect it from development and remain primarily in a natural state, or where possible, be restored and enhanced, in accordance with the recommendations of the Mount

Pleasant Subwatershed Study and consistent with the principles outlined in Appendix F of this Chapter and attached schedules.

5.5.4 Permitted uses and activities within the Natural Heritage System shall be limited to fish, wildlife and conservation management; limited infrastructure including road and municipal services crossings, stormwater management facilities and Low Impact Development measures; natural heritage feature or area restoration and enhancement works; channel relocation and lowering; wetland and/or woodland restoration and enhancement works; passive recreational facilities and uses such as trails, interpretative displays and signage; and site alteration to accommodate the above uses.

5.5.5 Lands located outside of the limits of the final Natural Heritage System shall be considered to be available for development as illustrated on Schedule SP51(a).

5.5.6 The Recreational Open Space System and the Natural Heritage System , are given a high profile within the community as visible and accessible public amenities, and are inter-connected to the greatest extent practicable where it has been demonstrated not to adversely impact the functions of the Natural Heritage System .

5.5.7 Pedestrian and cyclist linkages between the Natural Heritage System , Recreational Open Space facilities and school sites shall be provided where practical and it has been demonstrated not to adversely impact the functions of the Natural Heritage System . Such linkages shall be identified during the Block Plan Process and further refined during the processing of Subdivision Plans.

5.5.8 Notwithstanding the provisions of Sections 4.5.13.7 and 4.5.13.8 of the Official Plan, environmental buffers shall form part of the Natural Heritage System and be implemented in accordance with the principles outlined in Appendix F of this Chapter and attached schedules.

5.5.9 Notwithstanding the provisions of Section 4.5.6 of the Official Plan, the restoration of natural heritage features and areas shall be determined in accordance with the recommendations of the Mount Pleasant Subwatershed Study and consistent with the principles outlined in Appendix F of this Chapter and attached schedules.

5.5.10 The illumination of parking facilities shall be directed away from the Natural Heritage System and illumination of trails minimized to reduce disturbance to wildlife to the greatest extent practical.

5.5.11 The Natural Heritage System Area designation located at the north side of Wanless Drive within Part of Lot 16, Concession 3, W.H.S. shall comprise an open drainage channel unless Credit Valley Conservation and the City of Brampton modify this feature through the Block Plan Process.

5.6 RECREATIONAL OPEN SPACE

5.6.1 General Provisions

5.6.1.1 The Recreational Open Space network provides parks and open space at the local, community and city scale. In areas designated Recreational Open Space on Schedule SP51 (a), the range of

permitted uses and development shall have regard for the provisions of Section 4.6.3 of the Official Plan and this Chapter.

5.6.1.2 In the interest of providing a variety of recreational opportunities at the Secondary Plan level, land designated Recreational Open Space on Schedule SP51 (a) shall be provided in accordance with the following sub-categories: 'City Park, Local Park, Town Square, Parkette and Vest Pocket Park', all of which shall be credited against the parkland dedication requirements. The community may also be complemented with additional forms of Open Space in the more urbanized Mixed-Use areas. These additional forms of Open Space may, at the discretion of the City, be considered for a credit against the parkland dedication requirements. The Recreational Open Space system may provide opportunities to buffer, enhance and/or create linkages to the Natural Heritage System .

5.6.1.3 Owners of lands designated for park sites on SP51 (a) shall enter into arrangements with the City for the purposes of conveyance of such lands to the City for park purposes. Conveyance of such lands will occur in accordance with the requirements of the Planning Act.

5.6.1.4 Detailed subdivision designs shall encourage safe pedestrian and cyclist linkages between the various components of the park hierarchy, school sites and the Natural Heritage System

5.6.1.5 In creating designs for parks and open space, regard shall be had for the latest design parameters established in the City of Brampton's Development Design Guidelines.

5.6.1.6 In further refining the open space network through the Block Plan and the Subdivision Approval process, parks shall incorporate, to the greatest extent practical, localized portions of existing tableland vegetation (e.g. high quality hedgerows, tree stands, specimen trees and other woodlands) that are not part of the Natural Heritage System , as determined through the North West Brampton Landscape Scale Analysis and Subwatershed Study.

5.6.1.7 Provided that the general intent of this Chapter is not compromised, adjustments may be made to the size and location of parks through the Block Planning and Subdivision Approval processes, to accommodate design or park dedication matters, without further amendment to this Chapter.

5.6.1.8 The illumination of recreational facilities, including parking areas and lighted playing fields, shall be directed away from the Natural Heritage System , and adjacent developments, to minimize disturbance to wildlife and people, to the greatest extent practical.

5.6.2 City Park

5.6.2.1 City Parks provide green space at the City scale and serve as focal points for the City. Land designated City Park on Schedule SP51 (a) is known as 'Creditview/Sandalwood Park'. It is recognized as a major destination park for residents and visitors to the City. In accordance with the City-Wide Park policies of Section 4.6.3 and other relevant policies of the Official Plan, Creditview/Sandalwood Park shall be maintained as a part of the Recreational Open Space network incorporating both active and

passive recreation areas and allowing a variety of recreational activities for all ages at varying intensities. In recognition of its major role as a City Park, Creditview/Sandalwood Park should be protected and enhanced for future generations.

5.6.2.2 Notwithstanding Section 5.6.2.1, adjustments to the boundaries and area of Creditview/Sandalwood Park may be considered in the context of establishing a surrounding urban context (changes in land uses, the extension of Sandalwood Parkway) having regard for the impacts on the park, and providing for suitable compensation to address any losses in areas, facilities or park functionality. Satisfactory arrangements for suitable compensation shall be made to prior to Block Plan Approval.

5.6.2.3 Creditview/Sandalwood Park is traversed by the Huttonville Creek Stream Corridor and is located adjacent to other Woodlands and Wetlands, which comprise the Natural Heritage System . The environmental management of the City Park shall be in accordance with the policies of Section 4.5 of the Official Plan, and shall, to the greatest extent practical, incorporate sustainable practices, as appropriate.

5.6.2.4 City Parks provide active indoor and outdoor recreational and social opportunities for residents and shall be planned as focal points for the community and generally located at the intersection of Arterial Roads or major thoroughfares.

5.6.2.5 Community buildings shall be located close to the major intersection to reinforce the community structure and civic identity, where appropriate. Entry/access points shall be located conveniently and incorporate a civic design theme. Parking shall be accommodated on site with minimum exposure to public roads.

5.6.2.6 The design of future hard and soft landscape elements and features will be consistent with the character of the community, the surrounding houses and other open space components. Hard and soft landscape elements and features will be designed to define and articulate activity areas, circulation, entry points, and seating/gathering areas.

5.6.3 Neighbourhood Parks

5.6.3.1 Neighbourhood Parks are intended to service the recreational needs of the immediate community. Neighbourhood Parks shall be provided at a service level equivalent to approximately 0.5 hectares/1000 persons.

5.6.3.2 Lands designated Neighbourhood Park shall be developed in the general location indicated on Schedule SP51 (a) in accordance with the Neighbourhood Park policies of Section 4.6.3 and other relevant policies of the Official Plan. Provided that the general intent of this Chapter is not compromised, adjustments may be made to the size and location of Neighbourhood Parks, through the Block Planning and Subdivision Approval processes, to accommodate design or park dedication matters, without further amendment to this Chapter.

5.6.3.3 Where Neighbourhood Parks designated on Schedule SP51 (a) abut school sites, it is the intent of the City to co-operate with the relevant School Board(s) to co-ordinate the planning, development, access, maintenance and shared activity

programming of school and park facilities. In such situations, the school site shall be located at the intersection of public roads.

5.6.3.4 The street pattern will ensure significant frontage of the Neighbourhood Park on adjacent streets to promote views and reinforce their focal nature. Streetscapes will be designed to reinforce the adjacent streets as primary streets within the neighbourhood and to establish a consistent relationship between open space and built form.

5.6.3.5 Entry/access points to Neighbourhood Parks shall be located conveniently and incorporate a civic design theme.

5.6.3.6 In the interest of providing a variety of recreational opportunities at the neighbourhood level, lands designated Neighbourhood Park on Schedule SP51(a) shall be provided in accordance with the following sub-categories: 'Local', 'Town Square', 'Parkette', 'Vest Pocket'.

5.6.4 Local

5.6.4.1 Local Parks provide a central common green space within both the immediate neighbourhood and the larger community by serving as key recreational and gathering spaces for residents. Local Parks shall be planned as community focal points and located, preferably at the corner of a minimum of two public roads. There shall be at least one Local Park per Block Plan area.

5.6.4.2 Lands designated Local Park shall be developed in the general location indicated on Schedule SP51 (a) having regard for the Neighbourhood Park policies of Section 4.6.3 and other relevant policies of the Official Plan.

5.6.4.3 Where Local Parks designated on Schedule SP51 (a) abut school sites, it is the intent of the City to co-operate with the relevant School Board(s) to co-ordinate the planning, development, access, maintenance and shared activity programming of school and park facilities.

5.6.4.5 The street pattern will ensure significant frontage of the Local Park on adjacent streets to promote views and reinforce their focal nature. Streetscapes will be designed to reinforce the adjacent streets as primary streets within the community and to establish a consistent relationship between open space and built form.

5.6.4.6 Entry/access points to Local Parks shall be located conveniently and incorporate a civic design theme.

5.6.4.7 Local Parks will generally be 1.2 to 2 hectares (3 to 5 acres) in size.

5.6.5 Town Square

5.6.5.1 Town Squares provide central common green space within communities and serve as key social gathering spaces for residents. Town Squares should be planned as focal points of the community.

5.6.5.2 The street pattern shall ensure that Town Squares have a minimum of two public road frontages to promote views and

reinforce their focal nature. Streetscapes will be designed to reinforce the adjacent streets as primary streets within the community and to establish a consistent relationship between open space and built form. Surrounding built form should accentuate the design and focus given to Town Squares and create attractive edges.

5.6.5.3 The design of Town Squares will seek to locate key features to terminate view corridors. The design of hard and soft landscape elements and features will be consistent with the character of the community, the surrounding houses and other open space components. Hard and soft landscape elements and features will be designed to define and articulate activity areas, circulation, entry points, and seating/gathering areas.

5.6.5.4 Entry/access points to Town Squares shall be located conveniently and should incorporate a civic design theme.

5.6.5.5 Town Squares will generally be 1.0 to 1.5 hectares (2.5 to 3.7 acres) in size. They may be smaller if situated in urban node areas, e.g. 0.25 to 0.75 hectares (0.6 to 1.85 acres).

5.6.6 Parkette

5.6.6.1 Parkettes provide active and passive recreation, servicing the local residential or Mixed-Use neighbourhood. Parkettes shall be planned as a central part of each neighbourhood.

5.6.6.2 The street pattern shall ensure that Parkettes have a minimum of two (but up to four) public road frontages to promote views and reinforce their focal nature. Streetscapes will be designed to reinforce the adjacent streets as primary streets within the neighbourhood and to establish a consistent relationship between open space and built form. Housing will front onto Parkettes to create attractive street edges with minimal or no rear lotting (flankage condition preferred). Parkettes may also be located adjacent to valleylands to supply trail connectivity.

5.6.6.3 Parkette location is preferred to be separate from school blocks to improve open space distribution in the community and to prevent over use of the park. Some flexibility is available in these criteria.

5.6.6.4 The design of Parkettes should seek to locate key features as a means of terminating view corridors. The design of hard and soft landscape elements and features will be consistent with the character of the community, the surrounding houses and other open space components. Hard and soft landscape elements and features will be designed to define and articulate activity areas, circulation, entry points, and seating/gathering areas.

5.6.6.5 Entry/access points to Parkettes shall be located conveniently and incorporate a civic design theme.

5.6.6.6 Parkettes will generally be 0.6 to 1.0 hectares (1.5 to 2.5 acres) in size.

5.6.7 Vest Pocket

5.6.7.1 Vest Pockets are small soft landscaped areas that are designed for passive uses and limited active play. Vest Pockets shall be

planned to service the local neighbourhood and supplement other neighbourhood park types.

5.6.7.2 The street pattern shall ensure that Vest Pockets have a minimum of two public road frontages. Streetscapes will be designed to reinforce the adjacent streets as primary streets within the neighbourhood and to establish a consistent relationship between open space and built form. Housing will front onto Vest Pockets to create attractive street edges.

5.6.7.3 Vest Pockets will generally be 0.4 to 0.6 hectares (1 to 1. 5 acres) in size.

5.7 INSTITUTIONAL

5.7.1 General Provisions

5.7.1.1 Areas designated Institutional on Schedule SP51 (a) permits the range of uses and shall be developed in accordance with the provisions of Section 4.8 of the Official Plan and this Chapter.

5.7.1.2 The development of Institutional buildings such as schools and places of worship shall recognize their civic importance in reinforcing their focal significance.

5.7.1.3 The illumination of parking facilities shall be directed away from the Natural Heritage System to minimize disturbance to wildlife to the greatest extent practical.

5.7.2 Elementary Schools

5.7.2.1 Sites designated Public Junior Elementary School, Public Senior Elementary School and Separate Elementary School on Schedule SP51 (a) permit the range of uses, and shall be developed in accordance with, the provisions of Section 4.8.6 of the Official Plan and this Chapter.

5.7.2.2 If any Public Junior Elementary School, Public Senior Elementary School and Separate Elementary School or part thereof is not required by either the Peel District School Board or the Dufferin-Peel Catholic District School Board, Low and Medium Density Residential uses shall be permitted in accordance with the provisions of this Chapter.

5.7.2.3 Designated Public Junior Elementary School, Public Senior Elementary School and Separate Elementary School sites are assigned to satisfy anticipated long term requirements of the two School Boards. Locational variations to school sites are permitted at the Draft Plan of Subdivision or Zoning Approval Stage in order to improve development design, the centrality of the site to its service area or its functionality.

5.7.2.4 Relevant Draft Plans of Subdivision shall include designated School sites as appropriate with a shape, size and frontage satisfactory to the relevant School Board. Educational facility sites shall be dual zoned and landowners will be required to submit at the Draft Plan of Subdivision an alternative lotting plan to facilitate development should the site not be used for educational facility purposes.

I8-6-64

5.7.2.5 Designated Public Junior Elementary School, Public Senior Elementary School and Separate Elementary School sites shall not be located adjacent to incompatible land uses.

5.7.2.6 The location of the Public Senior Elementary School Site located within Part of Lot 2, Concession 17, W.H.S. is conceptual in nature and may be retained or relocated at the Block Plan Approval stage if deemed appropriate by the Peel District School Board and the City of Brampton.

5.7.3 Secondary School

5.7.3.1 Areas designated Public Secondary School Site and Separate Secondary School site on Schedule SP51a) permits the range of uses and shall be developed in accordance with the provisions of Section 4.8.6 of the Official Plan and this Chapter.

5.7.3.2 If any Secondary School Site or part thereof is not required by either the Peel District School Board or the Dufferin-Peel Catholic District School Board, Low and Medium Density Residential uses shall be permitted in accordance with the provisions of this Chapter.

5.7.3.3 Designated Secondary School Sites are assigned to satisfy anticipated long term requirements of the two School Boards. Locational variations to school sites are permitted at the Draft Plan of Subdivision or Zoning Approval Stage in order to improve development design, the centrality of the site to its service area or its functionality.

5.7.3.4 Relevant Draft Plans of Subdivision shall include designated Secondary School Site as appropriate with a shape, size and frontage satisfactory to the relevant School Board. Educational facility sites shall be dual zoned and landowners will be required to submit at the Draft Plan of Subdivision an alternative lotting plan to facilitate development should the site not be used for educational facility purposes.

5.7.3.5 The Public Secondary School site located at the north west corner of the intersection of James Potter Road and the Transit Spine Collector Road may be relocated at the Block Plan Stage.

5.7.4 Place of Worship

5.7.4.1 Lands designated Place of Worship on Schedule SP 51(a) indicate sites with a minimum area of 0.6 hectares (1.5 acres) to be reserved for Place of Worship purposes subject to Section 4.8.8 of the Official Plan and the following policy.

5.7.4.2 The places of worship reserve sites may be zoned to also permit alternative use(s) by way of a Holding Zone which shall only be permitted to be removed five (5)years after a subdivision is registered, or in accordance with the recommendations of the City of Brampton Places of Worship Study (2010), whichever is the lesser time period, and subject to satisfying the following criteria:

i) The owner provides evidence to the satisfaction of the City that the site is not a viable Place of Worship site; and,

ii) The owner provides details to demonstrate how the alternative development can be accommodated on the site,

including but not limited to the provision for any public roads required to accommodate the alternative use, in conformity with all City standards and guidelines.

5.7.4.3 A "Place of Worship" may be required within the vicinity of "Mixed-Use Area 4", and this shall be determined prior to Block Plan approval.

6.0 TRANSPORTATION POLICIES

The Mount Pleasant Secondary Plan Area Transportation Master Plan June 2009 forms the basis of the transportation infrastructure required to accommodate and service new growth and satisfies Phases 1 and 2 of the Municipal Engineers Association's Municipal Class Environmental Assessment June 2000 (2007 as amended).

6.1 General Provisions

6.1.1 Through the approved Mount Pleasant Secondary Plan Transportation Master Plan, the City has met the requirements of the Environmental Assessment Act for road infrastructure projects.

6.2 Roads

6.2.1 Roads in the Mount Pleasant Secondary Plan are intended to develop and function in accordance with the guidelines and classifications outlined under Section 4.4 of the Official Plan, the policies of this Chapter and the supporting Mount Pleasant Secondary Plan Area Transportation Master Plan

6.2.2 In order to continue to fulfill the requirements of the Environmental Assessment Act, all roads not considered "Local Roads" and that are Collector Road projects associated with residential development where the proponent is a private sector developer, as determined by the City of Brampton, shall require the completion of an Environmental Assessment or equivalent process as permitted in the Municipal Engineers Association guidelines document Municipal Class Environmental Assessment. The Environmental Assessment or equivalent process shall be completed prior to and/or in tandem with the approval of Block Plans for each Sub-Area to ensure that appropriate measures are included to address the impact of any proposed road works. Collector Roads shall be finalized at the Block Plan Stage.

6.2.3 Collector and Local Roads will be designed in such a manner as to support transit to the greatest extent practicable, including the potential use of exclusive transit links and pedestrian walkways where required to reduce pedestrian backtracking to access transit.

6.2.4 Arterial, Collector and Local Roads will be located to avoid and/or minimize encroachments into the Natural Heritage System and will be designed to eliminate, minimize and/or mitigate impacts to the environmental hazards and ecological sensitivities of natural features and areas, as appropriate.

6.2.5 To protect the function of Arterial Roads, it is the policy of the City to restrict access to them from individual properties. To that end, 0.3 metre reserves or other measures, as appropriate, shall

be a condition of development approval for lands abutting Arterial Roads, except at approved access locations. However, access from a Concession Road shall be allowed to have continued access until such time as access from an alternative road becomes available.

6.2.6 The Local Road network will be subject to the policies of this Chapter and will require approval as part of the Block Plan and the Subdivision Approval processes.

6.2.7 The road network for the Mount Pleasant Secondary Plan shall be developed in the general location indicated on Schedule SP51 (a) and Schedule 'D' and Schedule 'E' of this Chapter, and in accordance with the applicable polices of this Chapter and other relevant policies of the Official Plan. Provided that the general intent of this Chapter is not compromised, adjustments may be made to the location, alignment and right-of-way widths of the road network including the provision of additional road crossings of the Natural Heritage System as may be appropriate and supportable through the Block Planning and Subdivision Approval processes. Potential Collector Road crossings between Sandalwood Parkway and Wanless Drive are shown as "Potential Connection" on Schedule SP 51(a) and are conceptual road crossings subject to further analysis at the Block Planning Stages in the context of the Mount Pleasant Secondary Plan Landscape Scale Analysis and Subwatershed Study. The "Collector Road" and "Transit Spine Collector Road" on Schedule SP 51(a) may have right-of-way widths ranging from 21.5 metres to 26 metres with the final right-of-way widths to be determined through the Block Planning and Subdivision Approval processes.

6.3 Public Transit

6.3.1 Transit services shall be provided in accordance with Section 4.4.4 of the Official Plan and this Chapter.

6.3.2 The road network for the Mount Pleasant Secondary Plan has been designed to integrate existing and proposed transit service and a strategy for transit oriented development in accordance with the Mount Pleasant Secondary Plan Area Transportation Master Plan.

The Transit Spine Collector Road as shown on Schedule SP 51(a) is intended to function as a Primary Transit Corridor, and is a defining feature of the community through direct linkages to the Mount Pleasant GO Station. Development plans shall accommodate safe, effective and efficient modes of transportation including pedestrian, transit, bicycle and automobile. The function of the Transit Spine Collector Road is as a Primary Transit Corridor in accordance with the approved Transportation Master Plan.

6.3.3 Brampton Transit will determine the type and level of local transit service and bus shelters and transit stop locations.

6.3.4 The introduction of transit services to the Mount Pleasant Secondary Plan will be phased based on acceptable operational and functional criteria. Transit service for the Mount Pleasant Secondary Plan will be provided along the entire length of the Transit Spine Collector Road.

I8-6-67

6.3.5 In order to encourage greater use of public transit within the community, the following guidelines shall be considered at the Subdivision and/or Site Plan Approval Stage:

i) Local Road patterns should provide direct pedestrian/cyclist access to transit stops; and,

ii) Along Arterial Roads, lots shall be separated from such roads by service roads (window roads). The provision of Window Roads along Arterial Roads shall be as deemed appropriate by the City of Brampton through the Block Plan Stage.

6.3.6 Sidewalks along Arterial and Collector Roads that are expected to accommodate transit routes shall incorporate bus pad widenings in appropriate locations in accordance with City of Brampton standards.

6.3.7 The City shall encourage a range of options for the development of the Mount Pleasant Secondary Plan as a transit oriented community through the Block Plan and Subdivision Approvals Stages, including, but not limited to the encouragement of transit supportive land uses, densities and the implementation of unique transit oriented development and community features in accordance with the policies included in Section 12.4.

6.4 Pedestrian/Cyclist Links

6.4.1 Pedestrian and cyclist links shall be provided, where appropriate, to integrate the elements of the Residential and Commercial Land Uses, Transportation, Recreational Open Space and Natural Heritage System s, to provide comprehensive access to those systems and to serve as a recreational and aesthetic amenity to the community.

6.4.2 Pedestrian/cyclist links shall be provided through or, where this is not possible, along the edge of contiguous open space elements including parks, school sites and stream corridors, where appropriate. Roads may be used as pedestrian/cyclist links. Road allowances may also be utilized and expanded to accommodate necessary linkages where there is no other alternative.

6.4.3 Pedestrian/cyclist crossings of major roads shall be by underpass or other suitable arrangements where the City does not consider an at-grade pedestrian crossing to be appropriate or practical.

6.4.4 Opportunities to provide a pedestrian/cyclist pathway along the Trans-Canada Pipeline (TCPL) to provide local and community linkages.

6.4.5 Cycling connections to the city wide pathways network, where appropriate, will be provided along Arterial Roads and Minor Collectors

6.4.6 Pedestrian and Cyclist Links located outside of a designated right-of-way or trail system within the "Natural Heritage System Area" designation shall be gratuitously conveyed to the City of Brampton or in accordance with cost sharing arrangements.

I8-6-68

7.0 SERVICING AND ENVIRONMENTAL MANAGEMENT

7.1 Sanitary Sewage and Water Supply

7.1.1 Development within the Secondary Plan Area shall be on full municipal sanitary and water services in the general locations identified on Schedule J to this Chapter and accordance with Section 4.7 and other relevant policies of the Official Plan.

7.1.2 Proponents of development shall be required to enter into appropriate agreements to the satisfaction of the Region of Peel and the City of Brampton to provide protection for existing private water supply systems in the area that are to continue in use, should their operation be detrimentally impacted through the process of developing the Secondary Plan Area.

7.1.3 In accordance with Section 4.11 and other relevant policies of the Official Plan, the City of Brampton and the Region of Peel may require servicing or phasing agreements with developers as conditions of approval to ensure that development only proceeds in a manner that optimizes the utilization of sewer and water services and does not outpace the ability of the Region of Peel to finance and construct new services.

7.1.4 The detailed design and installation of municipal services within the Secondary Plan Area shall be undertaken in an ecologically responsible manner with regard, generally, for the recommendations of the approved Mount Pleasant Secondary Plan Infrastructure Servicing Study.

7.2 Stormwater Management

7.2.1 In considering options for stormwater management, the following policies shall apply:

i) Stormwater will be considered as a resource, not a waste product;

ii) Stormwater management facilities will be located and designed to maintain the environmental and ecological integrity of the Natural Heritage System to provide a net benefit to the environmental health of community;

iii) Best management practices, including low impact development techniques and measures shall be incorporated into the stormwater management system, development lands and the Natural Heritage System in accordance with the recommendations of the North West Brampton Landscape Scale Analysis and Subwatershed Study and the Block Plan Environmental Implementation Reports, as feasible and appropriate, and,

iv) Stormwater management facilities will be designed wherever possible, to provide community amenities such as visual attraction and passive recreation.

7.2.2 Stormwater management facilities shall be provided in accordance with Section 4.5.3 and other relevant policies of the Official Plan and this Chapter. Stormwater management facilities shown on Schedule SP51 (a) are conceptual and are permitted in all land use designations on Schedule SP51 (a),

I8-6-69

provided that such facilities are integrated with adjacent uses and subject to the preparation of an Environmental Implementation Report, Stormwater Management Report and/or Functional Servicing Report to the satisfaction of the City of Brampton in consultation with the Conservation Authority.

7.2.3 To maintain the ecological integrity of the Fletcher's Creek and Huttonville Creek sub-watersheds, particularly the pre-development water-cycle, water balance and baseflow required by the Mount Pleasant Natural Heritage System 's streams and wetlands~~,~~. Alternative stormwater servicing practices such as low impact development techniques may be utilized, to achieve infiltration and surface storage levels in areas of the Secondary Plan where infiltration is feasible, in order to compensate for areas where infiltration potential is limited.

7.2.4 A Stormwater Management Plan shall be undertaken for any development within the Secondary Plan Area, in general accordance with the approved North West Brampton Landscape Scale Analysis and Subwatershed Study. This plan shall be prepared and included with the related Environmental Implementation Report. The Stormwater Management Plan shall address such concerns as flow attenuation (quantity) water detention (quantity and quality), groundwater quantity/quality issues and erosion/siltation control design requirements, as appropriate.

7.2.5 A comprehensive Stormwater Management Monitoring Program shall be developed which is generally in accordance with, and implements the recommendations of the the "Implementation Principles for the Subwatershed Study, November 24, 2009", attached as Appendix F to this Chapter attached as Appendix F to this Chapter, and, which is consistent with approved City policy in force at the time of the approval of the Mount Pleasant Secondary Plan. If there is a conflict between the approved Subwatershed Study and City policy, the Natural Heritage System Memorandum of Understanding, 2009 shall prevail.

7.2.6 Prior to the alteration of any watercourse, the construction of any Stormwater Management Facility, including the commencement of any grading or filling, the necessary permits that may be required shall be obtained from the appropriate agencies having jurisdiction. This may include, but is not limited to, the City of Brampton, Conservation Authority, the Department of Fisheries and Oceans, the Ministry of Natural Resources and the Ministry of Environment.

7.2.7 Stormwater management facilities shall be designed in compliance with the City's Stormwater Management Design Guidelines. The final location of all stormwater management facilities shall be subject to the approval of the City of Brampton.

7.2.8 Stormwater management facilities shall be developed in the general locations indicated on Schedule SP51 (a) in accordance with the applicable polices of this Chapter and other relevant policies of the Official Plan. Provided that the general intent of this Chapter is not compromised, adjustments may be made to the size, location and number of stormwater management facilities through the Block Planning and Subdivision Approval processes, without further amendment to this Chapter. Any residual lands shall revert to the adjacent land use designation without the necessity of further amendment to this Chapter.

I8-6-70

7.3 Noise and Vibration

7.3.1 Individual subdivision based noise analysis reports in accordance with Section 4.4 and other relevant policies of the Official Plan and this Chapter shall be submitted, as necessary, at Draft Plan of Subdivision Stage so that adequate noise attenuation measures can be specified and guaranteed at the time of Draft Plan of Subdivision Approval. Site-specific noise analysis reports at the Block Plan Stage will be required only if it is determined that circumstances warrant such a report.

7.3.2 Where development, for which noise attenuation measures will be required, precedes the presence of the noise source, the City will require, as a condition of development approval that sufficient lands and facilities be provided for noise attenuation in accordance with the requirements of the relevant authority.

7.3.4 Residential development adjacent to the Canadian National Railway will be subject to the Rail Noise policies of Part I, subsection 4.5.15.1 and other relevant policies of the Official Plan. Prior to Subdivision Approval for lands situated adjacent to the Canadian National Railway right-of-way, noise and vibration impact studies shall be undertaken by the landowner, to identify potential adverse impacts, and to recommend appropriate attenuation measures. Development shall only be permitted if attenuation measures satisfactory to the Region and the City, in consultation with Canadian National Railway are undertaken to prevent or mitigate such adverse impacts. Such measures may include, but are not limited to, retaining walls, berming, fencing and the imposition of building setbacks.

7.4 Potentially Contaminated Sites

7.4.1 Where there is the potential that a site may be contaminated due to the previous use of the property, a Soils Study shall be prepared in accordance with Provincial guidelines for the decommissioning and clean up of contaminated sites and submitted along with any application for development. Development of any contaminated site shall not be permitted until the site is decommissioned or cleaned up in accordance with Provincial guidelines.

7.5 Public Utilities and Communications

7.5.1 Public utilities and other facilities such as City work yards, telecommunications/communications services, switching facilities, hydro transformer stations, water and sanitary pumping stations shall be provided in accordance with Section 4.7 and other relevant sections of the Official Plan. These are permitted in any land use designation provided they are appropriately integrated and all necessary approvals from appropriate authorities are obtained.

7.5.2 The City shall ensure the coordination of design and placement of utility infrastructure for all utilities (including cable, hydro, gas, telecommunications, Canada Post, etc.) be required for all parts of the Secondary Plan area, prior to Draft Plan Approval.

I8-6-71

7.6 Trans Canada Gas Pipeline Safety Features

7.6.1 In addition to any safety regulations or guidelines that may be applied to the Trans Canada Pipeline by the National Energy Board, the following supplemental measures shall be applied to all future developments that abut the pipeline right-of-way within the Mount Pleasant Secondary Plan Area:

7.6.2 All permanent structures and excavations shall be located at least 7 metres from the limits of TransCanada's right-of-way.

7.6.3 Accessory structures and lots with side-yards abutting the right-of-way shall have a minimum setback of at least 3 metres from the limits of the right-of-way.

7.6.4 Any development application within 200 metres of Trans Canada's facilities shall be circulated for review and comment by Trans Canada Pipe Lines.

7.6.5 In conjunction with implementing zoning by-laws, the zoning of the pipeline for recreational open space and/or Natural Heritage System purposes, subject to Trans Canada Pipeline easement rights and conditions, is encouraged.

8.0 CULTURAL HERITAGE

8.1 Conservation of Cultural Heritage Resources within the Mount Pleasant Secondary Plan Area shall be undertaken in accordance with Appendix A of this Chapter and Section 4.9 and other relevant policies of the Official Plan.

8.2 Schedule SP51 (a) and Appendix A of this Chapter identifies Cultural Heritage Resources "Recommended for Retention" by the approved Mount Pleasant Secondary Plan Cultural Heritage Component Study. These resources are considered to be of cultural heritage value or interest and are recommended to be retained and conserved on their original sites, when deemed feasible from a structural, land use, programming and financial perspective. If it is not feasible to retain and conserve the resources on their original sites, then they may be relocated elsewhere, failing which they may be demolished in accordance with municipal requirements. The provisions of Section 8.2 do not apply to the Alloa Cemetery at the south-west corner of Creditview Road and Wanless Drive. With respect to the Alloa Cemetery, the Cemeteries policies of Section 4.8.13 of the Official Plan shall apply, and the regulations set out in the - Cemeteries Act shall apply when development may impact burial sites, which are not registered cemeteries.

8.3 Except for the Alloa Cemetery, the Heritage Resource designations on Schedule SP51 (a) may be removed or relocated without the need for an amendment to this Chapter.

8.4 Cultural Heritage Resources will be identified for retention through the approved Heritage Study. The integration of identified Cultural Heritage Resources into new development proposals based on their original use or an adaptive reuse is to be guided by a suitable Conservation Plan for each property. City Council shall obtain and consider, but not necessarily be bound by the recommendation of the Brampton Heritage Board as to whether existing Cultural Heritage Resources should be retained, relocated or demolished.

I8-6-72

8.5 Where a development proposal will impact a cultural heritage resource identified for retention by the approved Heritage Study, the City shall require the applicant to prepare a Heritage Resource Assessment which will indicate whether or not it is feasible from a structural, land use, programming and financial perspective, to preserve and conserve the resource, to the satisfaction of City Council.

8.6 Assuming that the resource identified in Section 8.5 is worthy of retention and conservation, then the applicant shall prepare a detailed Conservation Plan outlining requirements for stabilization, conservation, restoration, reuse or adaptive reuse, prior to development approval to the satisfaction of City Council, including heritage designation under the Ontario Heritage Act, as approrpriate.

8.7 All development adjacent to or incorporating a cultural heritage resource should, from a built form perspective be respectful of the resource, having regard for scale, massing, setbacks, materials and design features.

8.8 All development in the Mount Pleasant Secondary Plan Area will require an appropriate Archaeological Assessment to be undertaken in accordance with the current technical guidelines set out by the Ministry of Culture. No grading or other disturbance shall take place on a property with respect to archaeological resources prior to issuance of a Letter of Clearance from the Ministry of Culture.

8.9 Landowners are required to adequately maintain, protect, and secure any cultural heritage resource identified for retention in the approved Heritage Study.

8.10 Those Cultural Heritage Resources identified for retention in the approved Heritage Study shall be subject to the standard subdivision financial security provisions. Upon completion of these conditions, to the satisfaction of the City, securities shall be reduced or released accordingly.

8.11 As a component of Block Plan Approval, the City shall adopt a strategic implementation plan for Cultural Heritage Resources. This plan will identify priority resources for conservation based on specific criteria, including but not limited to, historical merit, the financial feasibility of acquisition and long term maintenance, contextual merit, reuse or adaptive reuse potential and structural integrity.

9.0 AGGREGATE RESOURCES

9.1 A warning clause shall be required, as a condition of development approval, for all residential Plans of Subdivision located within 500 metres of the High Potential Mineral Aggregate Resource Area that is generally located west of Mississauga Road and north of Highway 7, as identified in the Brampton and Region of Peel Official Plans. The warning clause shall be prepared that addresses the potential for impacts on the regular use and enjoyment of the subject property due to the possible long term use of the High Potential Mineral Aggregate Resource Area.

I8-6-73

10.0 COMMUNITY BLOCK PLAN

10.1 General Provisions

10.1.1 The Community Block Plan establishes a vision for the community and shall consist of the following components:

i) Community Structure.
ii) Recreational Open Space System.
iii) Natural Heritage System .
iv) Street Network.
v) Streetscapes.
vi) Edges and Gateways.
vii) Site Planning and Built Form.
viii) Pedestrian and Cyclist Linkages.
ix) Strategic Implementation Plan for Cultural Heritage Resources.

10.1.2 The Community Block Plan includes, but is not necessarily limited to, the following:

i) Refining a concept that includes an accurate layout of the Arterial and Collector Roads, development blocks, Natural Heritage System including environmental buffers, recreational open space and green spaces, and stormwater management facilities;

ii) Schematically indicating residential lot sizes and lot density mixes in the various development blocks where applicable;

iii) Overlaying the existing property ownership and any current Draft Plans of Subdivision ;

iv) Highlighting Special Character Areas as defined under the Development Design Guideline Process; and,

v) Providing additional text and graphics as necessary to explain how the Block Plan conforms to the community vision.

vi) Addressing Special Character Areas that provide an enhanced image and character for the Mount Pleasant Community.

10.1.3 A Community Block Plan is required, in accordance with Section 5.5 and other relevant policies of the Official Plan, prior to Draft Plan of Subdivision Approval of the first subdivision application in any sub area of the Secondary Plan. The Community Block Plan must meet the design objectives of the Official Plan and this Chapter and include those requirements established for open space, street network, streetscapes, edges and gateways, and built form.

Where Council has not approved a Block Plan, a proposed plan of subdivision may be draft approved or other development approval granted once the proponent has completed all work required to formulate a Block Plan in accordance with and in conformity to the provisions of this Plan, so that the proposed plan of subdivision or other development approval application may be evaluated in the context of the proposed Block Plan.

I8-6-74

10.1.4 As part of the Block Plan process, an Environmental Implementation Report shall be prepared to demonstrate that issues of stormwater management and infiltration, and confirmation of the limits of the Natural Heritage System , including the constraints of watercourse corridors, woodlands, wetlands, hedgerows and field swales are addressed. Detail studies will be addressed in accordance with the recommendations of the approved North West Brampton Landscape Scale Analysis and Subwatershed Study. The EIR shall consist of three parts: Existing Conditions and Constraint Mapping, Detailed Studies, and Stormwater Management.

10.1.5 As part of the Block Plan process, Growth Management issues shall be addressed to ensure that new development occurs in an orderly, cost effective and timely manner by coordinating the staging and sequencing of new development with the provision of municipal services required to support the development, in accordance with Section 12.2 of this Chapter.

10.1.6 As part of the Block Plan process, Community Design Guidelines shall be prepared.

10.2 Staging and Sequencing

10.2.1 From a staging and sequencing perspective, Block Plan Area 51-1 will proceed in advance of Block Plan Area 51-2. Block Plan Area 51-1 will proceed as the first Block Plan on the basis that the success of the entire Mount Pleasant Secondary Plan and supporting Mount Pleasant Secondary Plan Area Transportation Master Plan June 2009 as a transit oriented community is dependant on the implementation of significant road and transportation infrastructure that are linked to the Mount Pleasant GO Station, and that are identified in the Mount Pleasant Secondary Plan Transportation Master Plan. In addition, Block Plan Area 51-1 has been assigned priority because it delivers the following infrastructure:

i) Road and transportation related infrastructure required for the development of the entire Mount Pleasant Secondary Plan, namely the Sandalwood Parkway extension between Creditview Road and Mississauga Road and the Creditview Road re-alignment comprising the James Potter Road extension and CN Rail underpass and the remaining segment that extends north to Mayfield Road.

ii) Creditview Road carries traffic away from the centre of the Mount Pleasant Secondary Plan community and facilitates transit service to the Mount Pleasant GO Station.

iii) The Sandalwood Parkway extension is classified as a Major Arterial Road that will eventually be extended west of Mississauga Road to provide transportation and transit service to the remainder of the North West Brampton Urban Development Area.

iv) The mid-block Transit Spine Collector Road commences at James Potter Road and serves as an important linkage to the Mount Pleasant GO Station and the future mobility hub (Sub Area 44-1 in the Fletcher's Meadow Secondary Plan). The Spine Road is fundamental to the delivery of a transit-oriented community.

v) The south to north staging and construction of the Transit Spine Collector Road through the Mount Pleasant Mobility Hub Block Plan (Sub Area 44-1, in the Fletcher's Meadow Secondary Plan) continuing through Block Plan Sub-Area 51-1, will provide an initial critical mass of housing, people and business necessary to promote transit ridership.

vi) Two and one half of the four Mixed-Use sites shown on Schedule SP 51(a) are located on the segment of the Transit Spine Collector Road within Sub-Area 51-1.

10.3 Modified Block Planning Process

10.3.1 Through a modified Block Planning process, there is the potential for increased efficiency through the early initiation of a streamlined Block Plan process oriented towards a single Stage final approval and increased effectiveness since duplication between Subdivision and Block Plan technical studies is avoided.

10.3.2 In accordance with the objective of pursuing a modified Block Plan process in the Mount Pleasant Secondary Plan Area, the following Block Plan component studies will be required:

i) Environmental Implementation Report;
ii) Growth Management/Staging and Sequencing/Core Servicing Agreement;
iii) Transportation Study that satisfies through an integrated process, as per section A.2.9 of the Municipal Class EA, Phases 3 and 4 for collector roads and all transportation infrastructure commensurate with block development and
iv) Community Design Guidelines.

10.3.3 The modified Block Plan approval process is predicated on the preparation of the following studies as may be determined by the City to be applicable at the time of preparing Subdivision Approval applications

i) Planning Justification Reports;
ii) Growth Management/Staging and Sequencing/Core Servicing Agreement;
iii) Stormwater Management Studies,
iv) Alternative Development Standards;
v) Noise Report;
vi) Environmental Site Assessment;
vii) Geotechnical Studies;
viii) Traffic Impact Study
ix) Zoning By-law; and,
x) Architectural Control Compliance Process as outlined in the Development Design Guidelines.

10.4 Design Objectives

10.4.1 The design objectives shall be in accordance with the applicable Sections of this Chapter and other relevant policies of the Official Plan which set out the general criteria for the development of both the public realm and private lands to create an attractive, safe and pedestrian friendly environment.

10.4.2 Development will be based on an interconnected system of public streets and pedestrian routes that facilitate continuous and direct movement throughout the Secondary Plan Area;

I8-6-76

10.4.3 Streets and buildings should be designed and developed to ensure attractive streetscapes, and to promote social interaction, transit usage and safety;

10.4.4 The layout of the streets, configuration of lots and siting of buildings shall ensure that:

i) There are a variety of frontage arrangements adjacent to primary public streets;

ii) Unobstructed road frontage adjacent to public open spaces will be encouraged subject to Section 10.2.7 of this Chapter;

iii) Streets and open spaces have an appropriate degree of continuity and enclosure, and opportunities are provided for the creation of significant views;

iv) Service and parking facilities are integrated into the design of buildings to minimize disruption to the safety and attractiveness of the adjacent public realm;

v) Pedestrian ease of access and enjoyment of public streets and other outdoor spaces are encouraged; and

vi) The safety and security for all persons in public places including streets, parks, and amenity areas are promoted through the design and siting of buildings, entrances, walkways, amenity and parking areas to provide visibility and opportunities for informal surveillance.

10.4.5 Development will reinforce the importance of public and institutional buildings in the community and enhance their role through design, location and orientation;

10.4.6 Development will be compatible with adjacent and neighbouring development.

10.4.7 It is the intent of this Chapter to establish a public edge through the placement of streets adjacent to the edges of watercourse corridors, and by ensuring that development shall have regard for the natural hazards, sensitivities and functions of these features. Where practical from a subdivision design and environmental standpoint, sections of the street network will be encouraged to locate next to corridor edges. These roads shall be designed in such a way to ensure that natural features are easily viewed from a public street. These streets shall be located on tableland in accordance with buffer and setback requirements that protect and enhance the features and functions of the corridors. Homes, parks, vistas, window roads and stormwater management facilities may be permitted adjacent to the corridors to a limited extent and where appropriate.

10.5 Community Structure

10.5.1 The community structure shall be in accordance with other relevant policies of the Official Plan, Development Design Guidelines and of this Chapter.

10.5.2 An integrated community structure with balanced land uses shall be created through the following measures:

I8-6-77

i) Design integrated and coordinated Block Plans in which the components of the Block Plan, as stated in Section 10.1.1, reinforce one another to achieve the design objectives;

ii) Promote Mixed-Use environments at major focal points in the community including City/Community gateways and Urban Parks/Town Squares;

iii) Identify Special Character Areas to give an image and character to the Community;

iv) Distribute land uses within the Block Plan so as to promote integration and compatibility of the various components;

v) Create smooth transitions or buffers, where required, to mitigate or resolve conflicts in land use; and,

vi) Incorporate existing natural and cultural features.

10.6 Open Space Network

10.6.1 The Mount Pleasant Open Space Study in conjunction with the policies of this Chapter and other relevant policies of the Official Plan and the North West Brampton Landscape Scale Analysis and Subwatershed Study is intended to guide the development of the open space network.

10.6.2 The Community Block Plan process will build on these guidelines. The open space component of the Community Block Plan process will:

i) Recommend a network of public parks, open spaces, linkages and roads to serve the community based on the assessment of anticipated population, the Natural Heritage System , and proposed public and community facilities;

ii) Provide recommendations on the size, location and configuration of parks, and community facilities;

iii) Link existing and proposed recreational open space with the Natural Heritage System to create a continuous, coordinated open space network extending through the community, as appropriate;

iv) Confirm the extent of continuous and unobstructed road frontage to parks and open space subject to the applicable provisions of this Chapter;

v) Use Roads and the Pedestrian/Bikeway Network to connect recreational open space, the Natural Heritage System , street network community facilities, and destinations of public interest;

vi) Connect the Natural Heritage System to open space, as appropriate;

vii) Promote community accessibility and movement through a network of pedestrian trails and bikeways adjacent to, or within the Natural Heritage System , in a sustainable and appropriate manner;

viii) Identify limits of all stormwater management features proposed within and outside of the Natural Heritage System ;

ix) Identify locations of landmark landscape features for detailed design consideration. Establish a design vision for parks, and community facilities; and,

x) Provide an implementation strategy.

10.7 Street Network

10.7.1 The street network shall be in accordance with the applicable sections of this Chapter and other relevant policies of the Official Plan.

10.7.2 The purpose of the street network component of the Community Block Plan Process is to ensure that the public realm is consistent in quality and design for all areas of the Secondary Plan. This part of the plan will address the following matters:

i) Establish that the Transit Spine Collector Road will act as the unifying element of the street network linking James Potter Road to McLaughlin Road.

ii) The establishment of a hierarchy of streets within the community and ensuring easy connectivity of the street network in order to facilitate easy movement and orientation through the community;

iii) The design of street patterns which create and reinforce major focal points within the community;

iv) The design of street network to reinforce pedestrian and bicycle activity through integration with the Open Space Network and citywide Pathways network;

v) The design of street alignments which facilitate accessibility and visibility to existing features and the Open Space Network;

vi) Guidelines for the relationship of buildings to street, the arrangement of buildings on lots, setbacks to the street and the placement of parking and garages;

vii) Alternatives to reverse frontage situations;

viii) The location and design treatment of landmark architectural features;

ix) Requirements for the mobility impaired, such as safety and security features at all bus stops, standards for the placement of street furniture, and sidewalk maintenance and design, including curb cuts so as to provide a continuous barrier free path to transit services; and,

x) Requirements for traffic calming measures.

I8-6-79

10.8 Streetscape

10.8.1 The streetscape component of the Block Plan process shall be in accordance with the applicable Sections of this Chapter and relevant policies of the Official Plan.

10.8.2 Typical street sections shall be developed at the Block Plan Stage to illustrate how the components of the streetscape combine to achieve a high quality environment. These shall illustrate:

i) Width of street right-of-way;
ii) Roadway pavement width;
iii) Boulevard widths, boulevard landscaping / tree locations;
iv) Pedestrian sidewalks;
v) Bicycle pathways, if applicable;
vi) Streetlight locations;
vii) Minimum building setbacks and projections; and,
viii) Relationship to garages.

10.8.3 Streetscape components such as trees, lighting, seating, multi-use trails and signage shall be planned, coordinated and designed to enhance the public domain, reinforce pedestrian scale spaces and promote the character and identity of the community.

10.9 Edges and Gateways

10.9.1 The edges and gateways shall be in accordance with relevant policies of the Official Plan and this Chapter.

10.9.2 Edges have a significant role in determining the interface with adjacent land uses and blocks. Along Arterial Roads, which are the primary edges of a community, a variety of street patterns will be encouraged including cul-de-sacs and service roads (window roads).

10.9.3 Gateway intersections usually occur at the intersection of public roads. At these locations the sense of entrance, arrival and movement shall be reinforced by the surrounding built form and site planning. Community image and identity should be conveyed through the detail design of the built form and entrance features.

10.9.4 Gateway intersections shall be coordinated with the City's Gateway Beautification Program.

10.10 Built Form

10.10.1 The Built form shall be in accordance with relevant policies of the Official Plan, Development Design Guidelines and this Chapter.

10.10.2 In order to achieve high quality streetscapes a superior standard of built form is required. In residential areas this shall include:

i) Diversity in lot widths, house forms and lot depths;
ii) Gradual transition of height, setback, scale and massing along individual streetscapes;
iii) Streetscape variety through alternatives in façade treatment, built form massing, roof lines and architecture;
iv) Innovative housing forms and housing types will be encouraged in the Medium Density Residential and Mixed-Use designations; and,

v) Garage placement.

11.0 COMMUNITY DESIGN GUIDELINES

11.1 Community Design Guidelines shall be prepared and approved by the City prior to Draft Plan of Subdivision Approval for any plan within the Secondary Plan or Block Plan Area 51-1 and 51-2. They represent a further refinement of the planning vision for the community as outlined in the Community Block Plan and shall include, but are not necessarily limited to, the following:

i) The general intended visual character of the area as viewed from the streets and other public open spaces including the design theme that will be reflected in a substantial number of the community components:

ii) The hierarchy of typical street edge treatments from major arterial roads to minor local streets including typical building orientations to the street, the style of street lighting and signage, landscape treatments, noise barriers and fencing, the placement of above ground utilities, mail boxes, bus stops and associated streetscape furniture such as benches and litter containers;

iii) The locations and generic design of all community and neighbourhood entry features, decorative centre medians, islands, roundabouts, meandering sidewalks, etc.;

iv) The locations of and the techniques for incorporating special visual features including view, vistas and landmarks;,

v) The intended building architecture including comprehensive design guidelines on the desired character of all types of buildings within the area, particularly as viewed from streets and other points of high public visibility. Also include a Priority Lot Plan in colour;

vi) Programming requirements, conceptual plans and recommended park names for all open space blocks;

vii) The Community Design Guidelines shall be concise and specific to the context of the area, reflecting the actual intent of the proponent. The content should build on the City-wide Development Design Guidelines and focus on what will be special and unique about the new community; and,

viii) A description of the intended relationship with the City-Wide Community Design Guidelines.

11.2 The Community Design Guidelines shall be in compliance with the Community Block Plan. The Guidelines shall be prepared with regard to the most up-to-date Terms of Reference supplied by and with regard for the current in-force City of Brampton Development Design Guidelines. These submissions shall be prepared by qualified architects and landscape architects.

11.3 Generally, the Community Design Guidelines shall reflect the boundaries of the Community Block Plans and may be submitted concurrently along with Community Block Plans.

I8-6-81

12.0 IMPLEMENTATION

12.1 General Provisions

12.1.1 The provisions of the Official Plan relating to implementation shall apply in regard to this Chapter, except as otherwise specifically set out herein.

12.1.2 The land use designations, and road network shown on Schedule SP51 (a) are schematic and may be adjusted in the Block Plan and development approval process. Minor variations of land use boundaries and the local road pattern shall not require an amendment to this Chapter, provided the intent of the Chapter is maintained.

12.1.3 The limits of the Natural Heritage System and other environmental designations have been determined based on the recommendations of the approved North West Brampton Landscape Scale Analysis and Subwatershed Study in accordance with the "Implementation Principles for the Subwatershed Study, November 24, 2009", attached as Appendix F to this Chapter, and will be refined based on an Environmental Implementation Report prepared to the satisfaction of the City of Brampton.

12.1.4 The location of park sites and sites for other community facilities shown on Schedule SP51 (a) have been selected without regard to property ownership. In order to ensure that property owners contribute equally towards the provision of community and infrastructure facilities such as schools, parks, and roads and road improvements, external services and stormwater management facilities, property owners shall be required to enter into a Cost Sharing Agreement prior to Draft Plan Approval. Such a cost sharing agreement shall provide for equitable distribution of cost (including lands) of the aforementioned community and common public facilities where such costs are not covered under the Development Charges.

12.1.5 During processing of development applications, City of Brampton regulations governing the issuance of topsoil stripping permits shall apply.

12.1.6 Approval of development applications shall be conditional upon commitments from the appropriate authorities and the proponents of development as to the timing and funding of the required water supply, sanitary sewer, road and transportation facilities. These works shall be provided for in Subdivision and Site Plan Agreements. Phasing of development, based on the completion of required external works and facilities, may be implemented as considered appropriate or necessary by the City of Brampton.

12.1.7 It is the policy of the City of Brampton to require an Applicant applying for approval under the Planning Act to provide studies as the City may deem to be appropriate in support of the application. Further, it is the policy of the City of Brampton, where it is the approval authority, in considering an Application to consult with governmental and other commenting agencies, authorities and/or consultants to determine whether an Application should be approved and to determine the appropriate conditions, if any, that should apply to the approval. Where matters are appealed to the Ontario Municipal Board (OMB), and

I8-6-82

the OMB becomes the approval authority, it is understood that the OMB's discretion is not fettered by the foregoing.

12.2 Growth Management

12.2.1 The intent of the City and the Region of Peel is that essential services will be provided in conjunction with the development of a Secondary Plan Area. In accordance with the policies of Section 2.4.2 of the Official Plan and the City of Brampton's Growth Management Program, the City may refuse approvals, or the Region of Peel may deem approvals premature, for any development for which adequate sewer and water services, stormwater management facilities, schools, roads or any other essential service are not available or committed.

12.2.2 Additional policies related to Growth Management may be adopted by Council including further amendments to this Chapter and proponents may be required to enter into phasing agreements with the City, the Region of Peel and other agencies to achieve a cost effective and functional sequence of development.

12.2.3 The growth management component of the Community Block Plan will ensure that growth and development is staged and sequenced in a manner that ensures coordination between the development that occurs and the infrastructure required to support that growth. This part of the plan will be undertaken in accordance with the City's growth management objectives and guidelines for the relevant Block Plan area as well as the overall City and will address the following matters:

i) Coordination of the planned Arterial and Collector Road network improvements with the level and distribution of development such that components of the transportation system required for any portion of the sub area are committed or operational prior to, or coincident with development;

ii) Provision of school sites within the various stages of development, including the initial stage, to reasonably accommodate the planned levels of growth;

iii) Provision of park sites at various stages of development including the initial stage, to reasonable accommodate the recreation needs of local residents.

iii) The efficient utilization of public investments in sanitary sewer and water supply infrastructure;

iv) Accommodations to allow the early and efficient delivery of transit service;

v) Appropriate staging of implementing the recommendations of the Environmental Implementation Report including channel and corridor remediation, restoration and enhancement, and construction of stormwater management facilities; and,

vi) Staging and sequencing issues associated with the delivery of essential community facilities and infrastructure.

12.2.4 To ensure conformity with the Provincial Growth Plan and the City's Growth Management objectives, Secondary Plan Area 51 shall be planned to achieve a population in the order of 35,500 persons and employment in the order of 4,600 jobs, resulting in a development design density of approximately 51-55 persons and jobs per hectare. The Block Plans will set out appropriate implementation measures to finalize persons and jobs per hectare design density target.

12.2.5 Block Plan Areas 51-1 and 51-2 shall be combined for the purpose of deriving an overall target for the Mount Pleasant Secondary Plan.

12.3 Small Holdings

12.3.1 Landowners of small holdings less than 8.0 hectares (20.0 acres) shall be encouraged to submit joint Subdivision Plans with adjacent owners in the interest of comprehensive planning and expediting their development proposals.

12.3.2 Development proposals for very small holdings of less than 1.6 hectares (4.0 acres) will be evaluated with reference to their land use designations on Schedule SP51 (a), but in most cases, not until Subdivision Plans for larger, adjacent landholdings are submitted for approval.

12.3.3 Provision shall be made in abutting plans of subdivision to ensure compatibility of new development with existing residential holdings and, where feasible, to provide for their ultimate redevelopment in accordance with this Chapter.

12.4 Cost Sharing

12.4.1 In addition to Development Charges, the City, where and as appropriate, shall require the use of area-specific development charge by-laws or front-ending agreements under *The Development Charges Act*, Developer Cost Sharing Agreements or other suitable arrangements, among landowners, in order to implement development of the Secondary Plan Area and fairly allocate related costs of development. However, the City will not negotiate or be party to such agreements but must be assured, and ascertain, that the document assigns cost sharing in a reasonable manner

12.4.2 The City shall require that a Developer Cost Sharing Agreement sufficient to ensure the equitable implementation of this Chapter is executed with all developers within any Draft Plan of Subdivision as signatory, and copies thereof provided to the City prior to the draft approval of any Subdivision Plans within the Secondary Plan area. After ascertaining that the Developer Cost Sharing Agreements deals with all pertinent matters equitably and can reasonably imposed on all developers in the Secondary Plan Area, the City will commit to doing so in each case through appropriate conditions of Subdivision or Development Approval.

12.4.3 It is anticipated that the Mount Pleasant Secondary Plan will benefit from the unique transit oriented development and community features of the Mount Pleasant Village Mobility Hub Plan Block Area (Sub-Area 44-1 in the Fletcher's Meadow Secondary Plan). Therefore, the development of all lands within the Mount Pleasant Secondary Plan will require Developer Cost Share Agreements that may include financial contributions to

I8-6-84

secure the early delivery of transit infrastructure, service and rider amenities, including, but not limited to:

i) Transit and Transportation

- Transit shelters
- Area 44-1 features, including on-street bus layover facility, sheltered passenger area, passenger information kiosks, bicycle storage lockers, limited parking
- 30' diesel-electric hybrid bus equipped with bike racks
- Transit signal priority and communications features for transit operations
- GO pedestrian tunnel upgrades within Area 44-1
- Multi-use pathway
- Hydro One network overhead line removal within Area 44-1

ii) Civic Square and Village Green within Area 44-1

- Reconstruction of historic CPR station building
- Public art
- Irrigation
- Canopy structures
- Water feature

iii) Other Enhanced Area 44-1 amenities

- Pedestrian-scale light standards
- Light pole mounted flower baskets
- Continuous trench (unit pavers and metal grates)
- Decorative paved cross-walks
- Decorative pavement on Mt. Pleasant Road
- Rail-themed masonry wall feature
- Entry medians and enhanced entry features

iv) Creditview Road/CNR grade separation (underpass)

12.4.4 All of the transit supportive infrastructure in Section 12.14.3 of this Chapter, shall be identified and confirmed in an Infrastructure Funding Strategy to be approved by the City prior to Block Plan Approval, and secured through a variety of measures to be determined by the City including (but not limited) to:

i) Conditions of development approval.

ii) Development Charges in accordance with the City's Development Charges By-law and practices.

iii) Cash-in-lieu of parkland, which funds shall be used for the acquisition of land to be used for Recreational Open Space Parks in accordance with the requirements of the Planning Act.

iv) Developer Cost Sharing Agreements.

v) Other mechanisms as may be approved by the City.

I8-6-85

12.4.5 Final Development Approvals (i.e. Plan of Subdivision Registration and/or Zoning By-law Approval) may be withheld until the Developer Cost Share Agreements in Section 12.14.3 of this Chapter are executed to the satisfaction of the City. For the purposes of this section, the City may grant final Development Approvals, provided that Developer Cost Sharing Agreements are executed by substantial landownership representing the provision of essential transit and facilities to properly service the Mount Pleasant Secondary Plan.

12.5 Alternative Development Standards

12.5.1 The application of Alternative Development Standards for roads and municipal infrastructure shall be considered for use in the Mount Pleasant Secondary Plan. This includes, but is not limited to, the application of public rear lane way based housing, modified right-of-way standards, cross walk construction and decorative treatments, pavement construction materials and stormwater management ponds. Operational and maintenance requirements and related costs arising from the implementation of Alternative Development Standards shall be identified, and addressed to the satisfaction of City Council, prior to the issuance of final Block Plan Approval. The Alternative Development Standards for roads within Secondary Plan Area 51 will involve a local road right-of-way width of 16.5 metres and a requirement for one sidewalk only adjacent to local roads, the locations of which will be determined at the Block Plan Stage. The Alternative Development Standards for roads within Secondary Plan Area 51 will involve a Minor Collector Road right of way width of 21.5 metres and a requirement for the construction of two (2) sidewalks, the locations of which will be determined at the Block Plan Stage.

12.6 Community Sustainability

12.6.1 The principle of sustainable development represents the foundation of the Official Plan as it guides Brampton's growth, and is the basis for the planning vision for Mount Pleasant. The processing of Block Plans and development applications shall have regard for the overall principles of sustainable development wherein the land use planning shall be undertaken to achieve a continual balance between the social and economic needs of the community and environmental conservation. This can include making wise use of non-renewable resources and striving to protect, enhance and restore the features of Natural Heritage System . It will be particularly important to coordinate the realignment, remediation and restoration of stream corridors and/or the enhancement and buffering of woodlands and wetlands across development applications and property boundaries, where practical and appropriate.

12.7 Environmental Assessment Act

Various infrastructure and facilities proposed and designated in this Chapter may be subject to Environmental Assessment Act requirements, and accordingly, should be regarded as tentative subject to the necessary Environmental Assessment approvals.

I8-6-86

12.8 Mount Pleasant Infrastructure Funding Strategy

The City shall require that the landowners within Block Plan Sub-area 51(1) and Sub-Area 51(2) enter into a cost sharing agreement in accordance with the Infrastructure Funding Strategy Memorandum of Understanding attached as Appendix G to this Plan that sets out the priority for infrastructure funding. Prior to block plan approval, confirmation shall be received from the Trustee that the landowners within Block Plan Sub-area 51(1) and Sub-Area 51(2) have entered into the applicable cost sharing agreements and are members in good standing.

13.0 INTERPRETATION

13.1 Although the specific shapes, sizes, locations and relative positions of land use, road and other designations on Schedule SP51 (a) are intended to indicate a desirable arrangement of these elements, they should be interpreted as being flexible provided that the intent of the Chapter is respected. This flexibility may be invoked by developers to achieve functional and design efficiency and by the City or other public agency to ensure implementation of the Chapter in an equitable manner relative to property lines and parcel sizes, provided that the basic integrity of the Chapter is respected. Specifically, this flexibility may include an adjustment to the shape of a designation, or an adjustment to its size, or to its absolute or relative location without further amendment to this Chapter, provided the City is satisfied of the following:

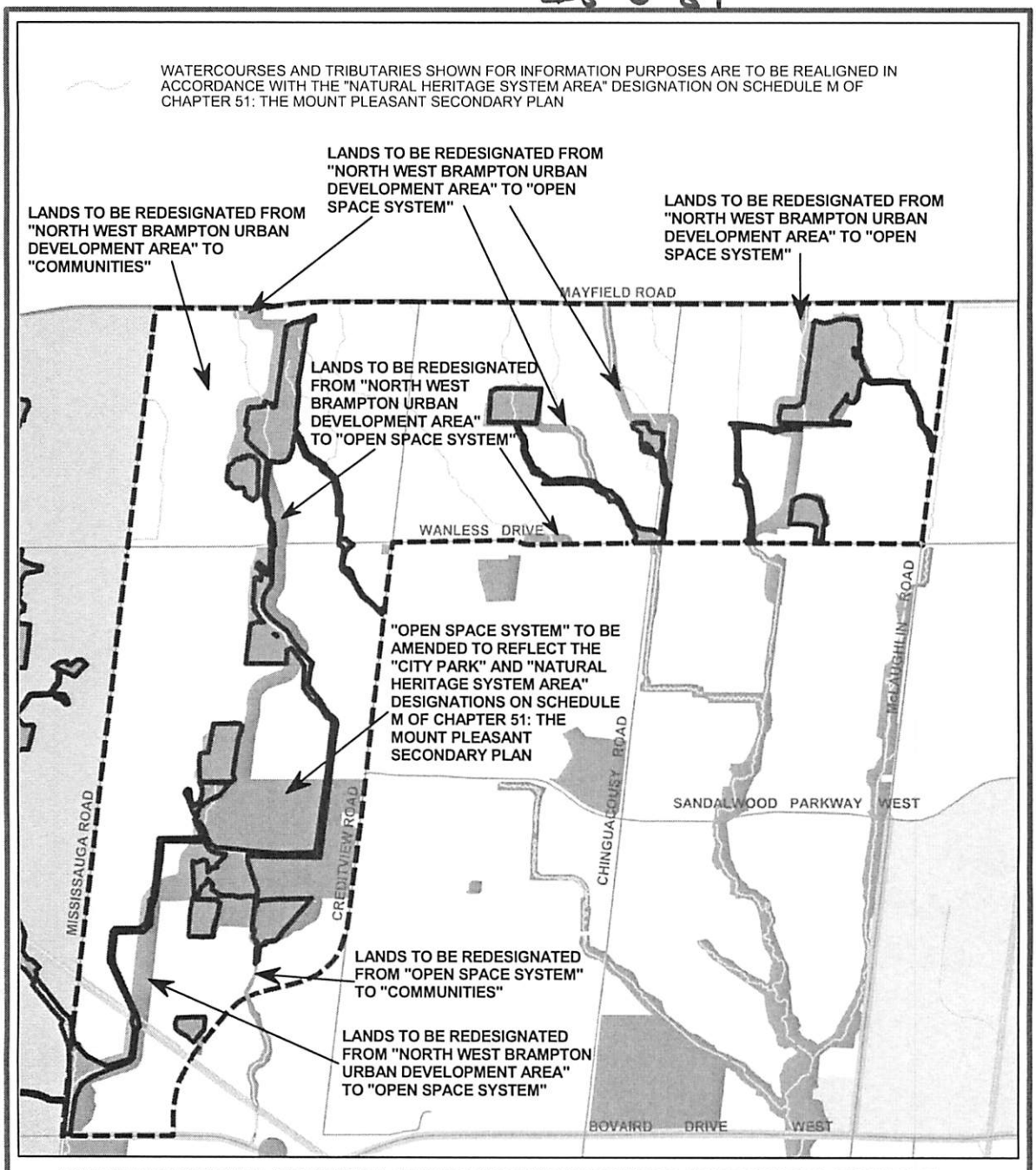
i) That the fundamental effectiveness of the intended uses would not be reduced;
ii) That the intent and integrity of the overall Plan is respected;
iii) That shortfalls or excesses are to be made up elsewhere in the Plan;
iv) That the function and centrality of services is maintained: and,
v) That the fundamental aspects of land use interrelationships are maintained.

13.2 The provisions of the Official Plan shall also apply to the interpretation of this Chapter."

Approved as to Content:

Adrian Smith, MCIP, RPP
Director, Planning & Land Development Services

I8-6-87



EXTRACT FROM SCHEDULE 1 (CITY CONCEPT) OF THE DOCUMENT KNOWN AS THE 2006 CITY OF BRAMPTON OFFICIAL PLAN

- LANDS SUBJECT TO THIS AMENDMENT
- APPEALED TO OMB
- NORTH WEST BRAMPTON URBAN DEVELOPMENT AREA
- COMMUNITIES
- OPEN SPACE SYSTEM
- EMPLOYMENT AREAS
- INTENSIFICATION CORRIDORS
- TRANSIT-SUPPORTIVE NODES

BRAMPTON Flower City
brampton.ca
PLANNING, DESIGN & DEVELOPMENT

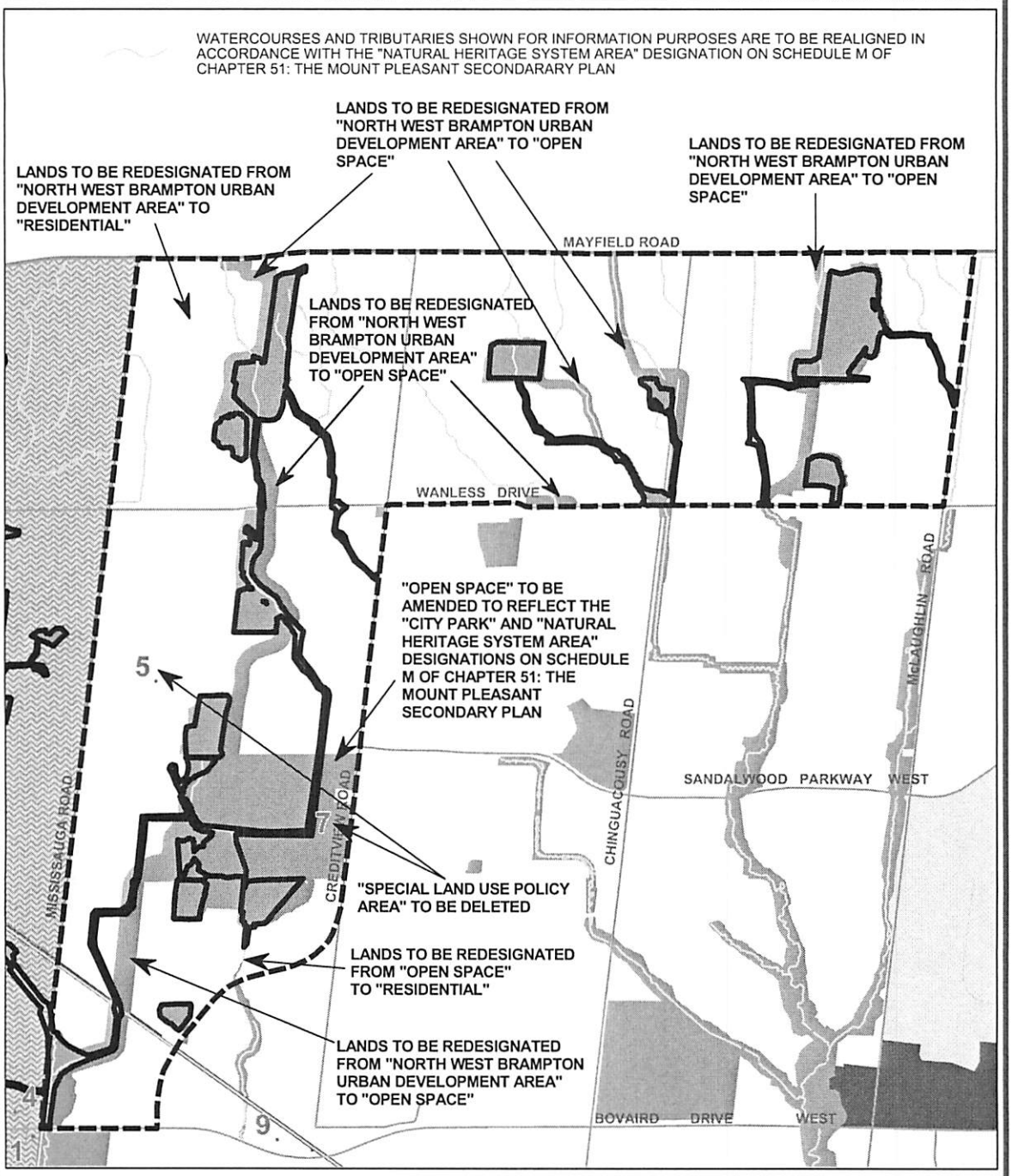
0 500 1000
Metres

File: SP51_OPA_SCHED_A Date: 2010/01/19

SCHEDULE A TO OFFICIAL PLAN AMENDMENT OP2006#_____

SCHEDULE 1 - CITY CONCEPT

I8-G-88



EXTRACT FROM SCHEDULE A(GENERAL LAND USE) OF THE DOCUMENT KNOWN AS THE 2006 CITY OF BRAMPTON OFFICIAL PLAN

- LANDS SUBJECT TO THIS AMENDMENT
- APPEALED TO THE OMB
- 1. SPECIAL LAND USE POLICY AREA
- RESIDENTIAL
- OPEN SPACE
- N-W BRAMPTON URBAN DEVELOPMENT AREA
- CORRIDOR PROTECTION AREA
- INDUSTRIAL
- BUSINESS CORRIDOR

BRAMPTON Flower City
brampton.ca
PLANNING, DESIGN & DEVELOPMENT

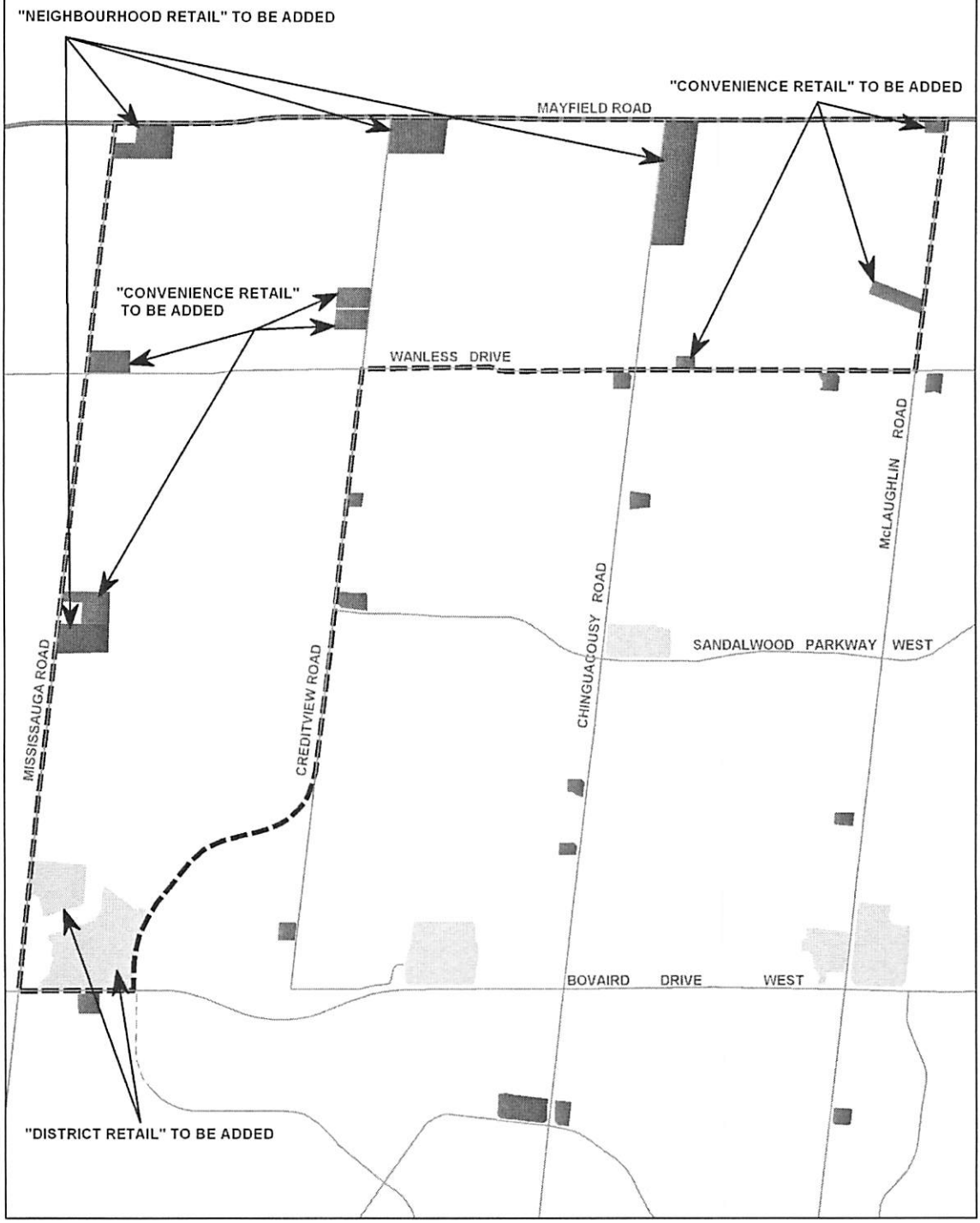
0 500 1000
Metres

File: SPA51_OPA_SCHED_B Date: 2010/01/19

SCHEDULE B TO OFFICIAL PLAN AMENDMENT OP2006#_____

SCHEDULE A - GENERAL LAND USE

I8-6-89



EXTRACT FROM SCHEDULE A2 (RETAIL STRUCTURE) OF THE DOCUMENT KNOWN AS THE 2006 CITY OF BRAMPTON OFFICIAL PLAN

LANDS SUBJECT TO THIS AMENDMENT
CONVENIENCE RETAIL
DISTRICT RETAIL
NEIGHBOURHOOD RETAIL

BRAMPTON Flower City
brampton.ca
PLANNING, DESIGN & DEVELOPMENT

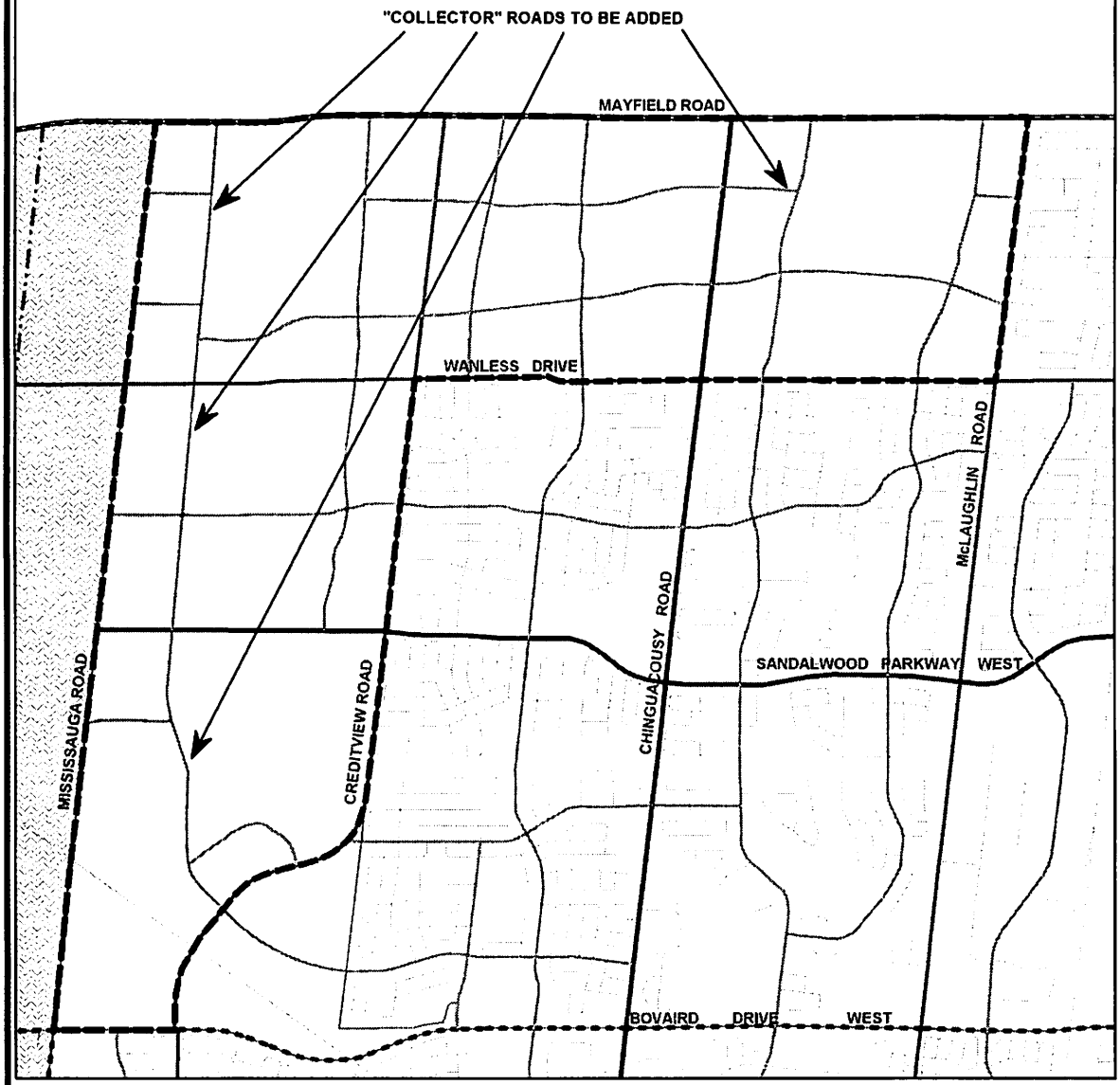
0 500 1000
Metres

File: SP51_OPA_SCHED_C Date: 2010/01/19

SCHEDULE C TO OFFICIAL PLAN AMENDMENT OP2006#_____

SCHEDULE A2 - RETAIL STRUCTURE

I8-6-90



EXTRACT FROM SCHEDULE B (CITY ROAD HIERARCHY) OF THE DOCUMENT KNOWN AS THE 2006 CITY OF BRAMPTON OFFICIAL PLAN

- LANDS SUBJECT TO THIS AMENDMENT
- MAJOR ARTERIAL (CITY)
- MAJOR ARTERIAL (REGIONAL)
- COLLECTOR
- MINOR ARTERIAL
- CORRIDOR PROTECTION AREA
- NORTH-SOUTH TRANSPORTATION CORRIDOR
- PROVINCIAL HIGHWAY
- PROPOSED PROVINCIAL HIGHWAY
- LOCAL ROAD
- PROPOSED LOCAL ROAD

BRAMPTON Flower City
brampton.ca
PLANNING, DESIGN & DEVELOPMENT

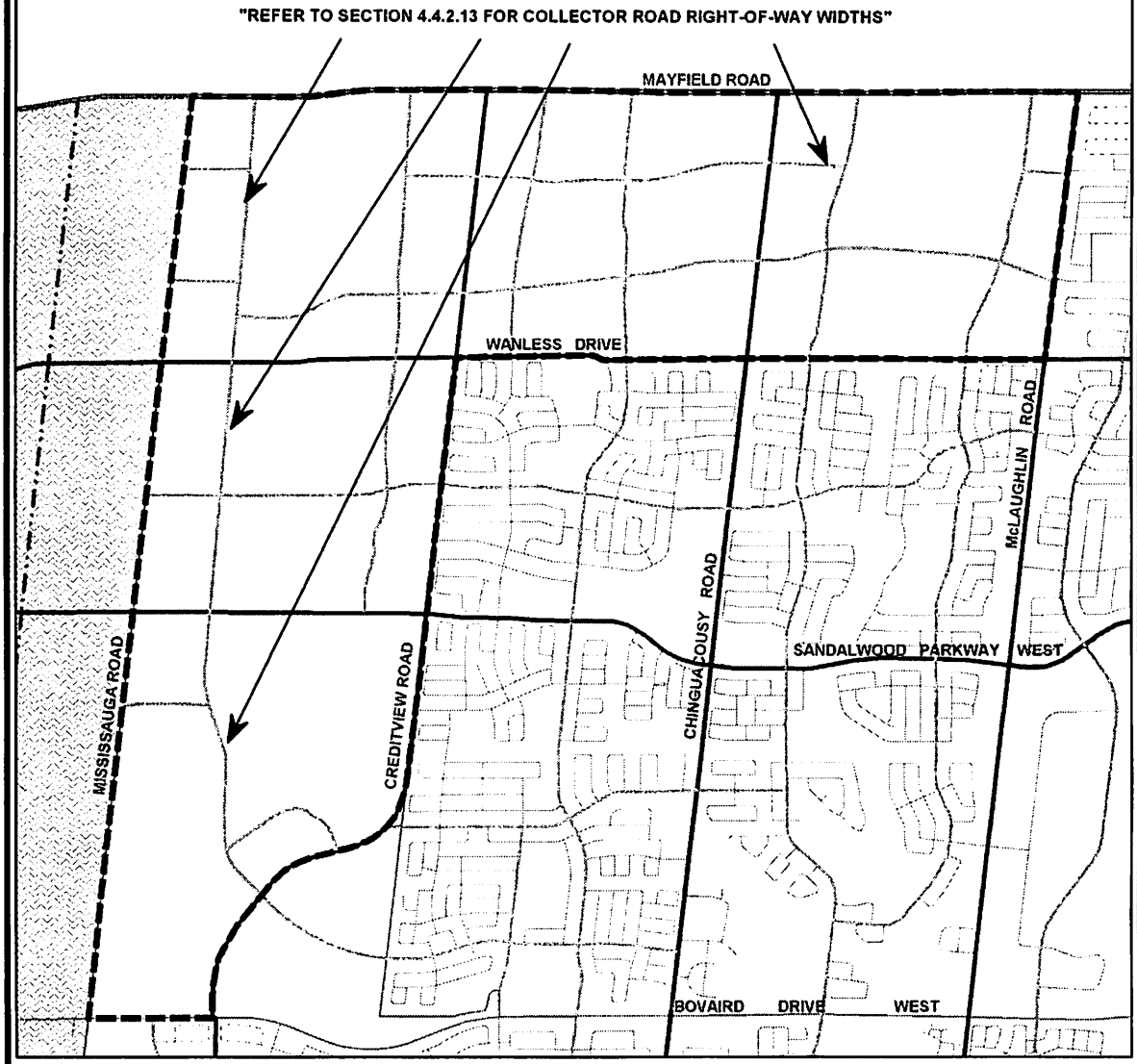
0 500 1000
Metres

File: SP51_OPA_SCHED_D Date: 2010/01/19

SCHEDULE D TO OFFICIAL PLAN AMENDMENT OP2006#_____

SCHEDULE B - CITY ROAD HIERARCHY

I8-6-91



EXTRACT FROM SCHEDULE B1 (CITY ROAD RIGHT-OF-WAY WIDTHS) OF THE DOCUMENT KNOWN AS THE 2006 CITY OF BRAMPTON OFFICIAL PLAN

- LANDS SUBJECT TO THIS AMENDMENT
- 40-100 METRES (131-328 FEET)
- 40-45 METRES (130-150 FEET)
- 36 METRES (120 FEET)
- 26-30 METRES (86-100 FEET)
- 23-26 METRES (76-86 FEET)
- CORRIDOR PROTECTION AREA
- PROPOSED PROVINCIAL HIGHWAY
- PROVINCIAL HIGHWAY
- MINOR PROPOSED ROAD
- MINOR ROAD

BRAMPTON Flower City
brampton.ca
PLANNING, DESIGN & DEVELOPMENT

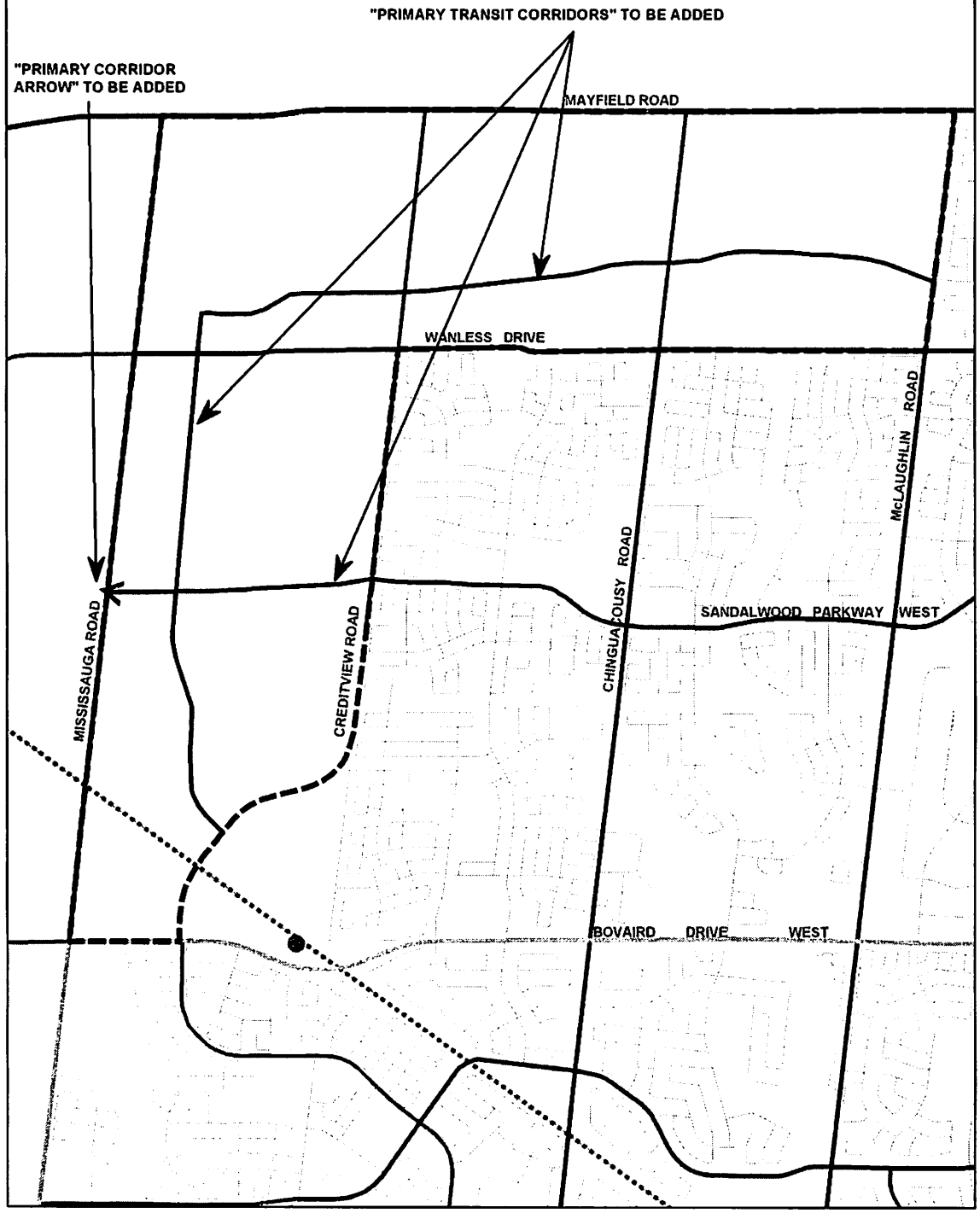
0 500 1000
Metres

File: SP51_OPA_SCHED_E Date: 2010/01/19

SCHEDULE E TO OFFICIAL PLAN
AMENDMENT OP2006#_____

SCHEDULE B1 - CITY ROAD RIGHT-OF-WAY WIDTHS

I8-6-92



EXTRACT FROM SCHEDULE C (TRANSIT NETWORK) OF THE DOCUMENT KNOWN AS THE 2006 CITY OF BRAMPTON OFFICIAL PLAN

LANDS SUBJECT TO THIS AMENDMENT
GO RAIL
PRIMARY TRANSIT CORRIDORS
GO RAIL STATIONS
BRT CORRIDORS
SECONDARY TRANSIT CORRIDORS

BRAMPTON Flower City
brampton.ca
PLANNING, DESIGN & DEVELOPMENT

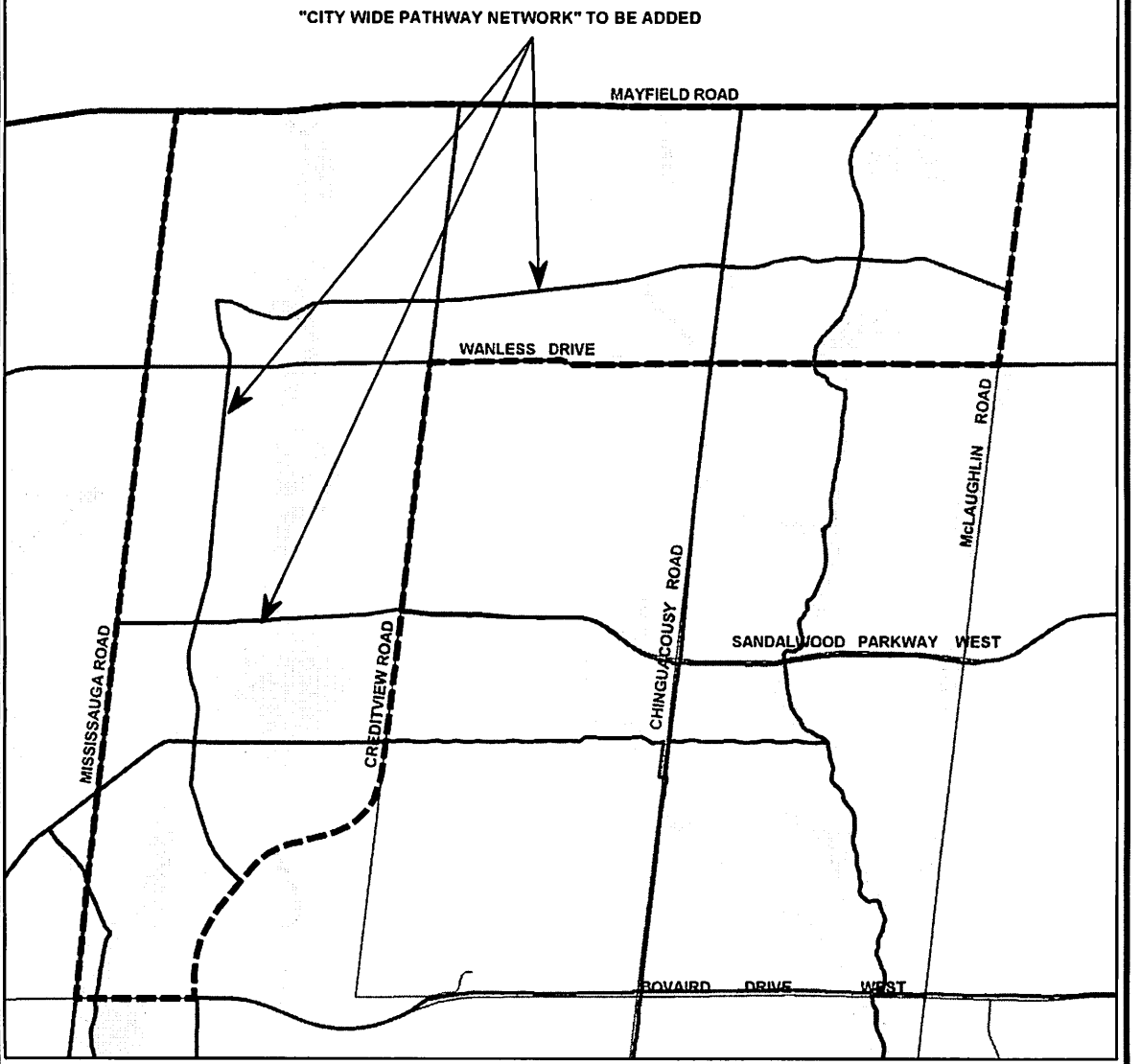
0 500 1000
Metres

File: SP51_OPA_SCHED_F Date: 2010/01/19

SCHEDULE F TO OFFICIAL PLAN AMENDMENT OP2006#_____

SCHEDULE C - TRANSIT NETWORK

I8-6-93



EXTRACT FROM SCHEDULE C1 (MAJOR PATHWAY NETWORK) OF THE DOCUMENT KNOWN AS THE 2006 CITY OF BRAMPTON OFFICIAL PLAN

LANDS SUBJECT TO THIS AMENDMENT

CITY WIDE PATHWAY NETWORK

OPEN SPACE IS SHOWN FOR CONTEXT

BRAMPTON
Flower City
brampton.ca
PLANNING, DESIGN & DEVELOPMENT

0 500 1000
Metres

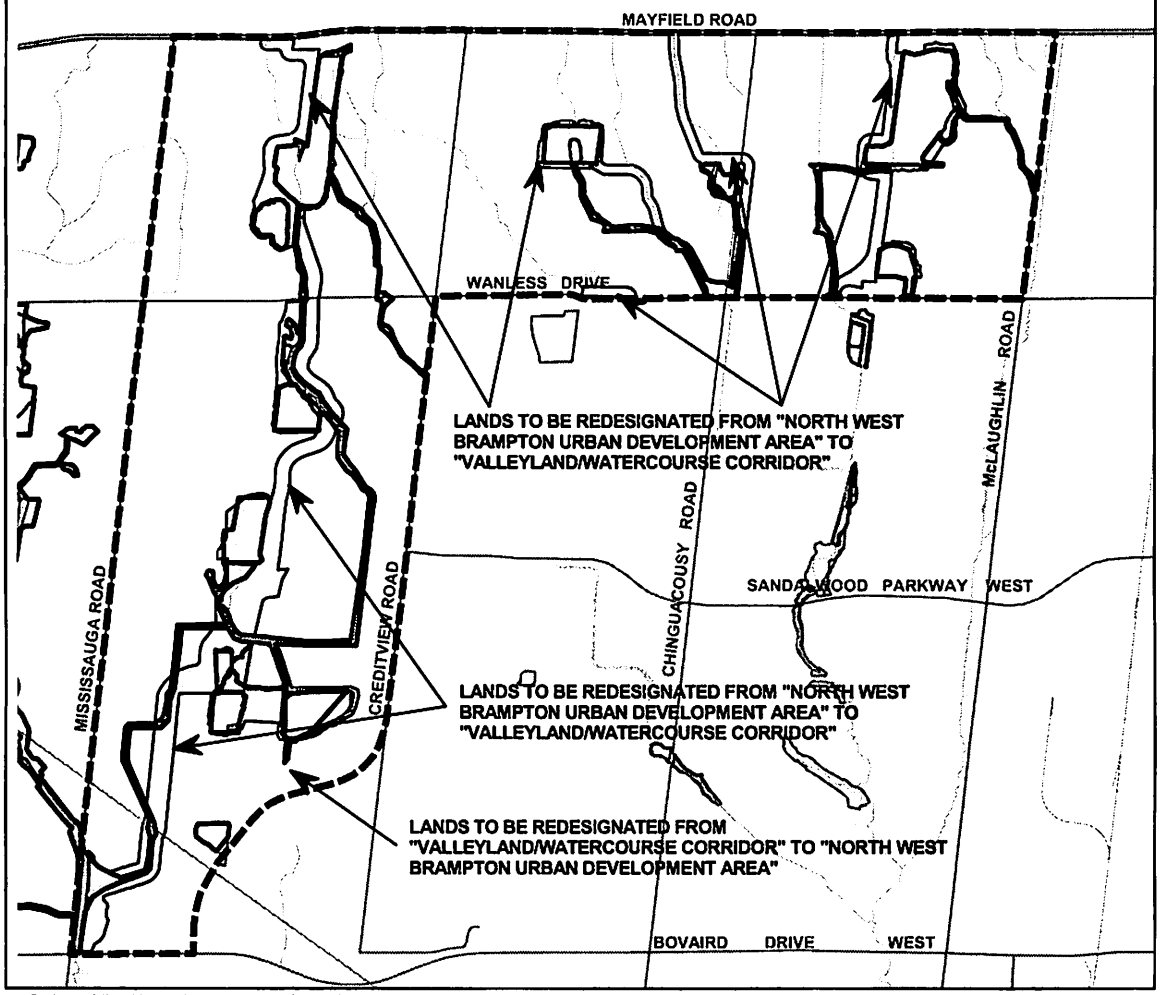
File SP51_OPA_SCHED_G Date: 2010/01/19

SCHEDULE G TO OFFICIAL PLAN AMENDMENT OP2006#_____

SCHEDULE C1 - MAJOR PATHWAY NETWORK

I8-6-94

WATERCOURSES AND TRIBUTARIES SHOWN FOR INFORMATION PURPOSES ARE TO BE REALIGNED IN ACCORDANCE WITH THE "NATURAL HERITAGE SYSTEM AREA" DESIGNATION ON SCHEDULE M OF CHAPTER 51: THE MOUNT PLEASANT SECONDARY PLAN



EXTRACT FROM SCHEDULE D (NATURAL HERITAGE FEATURES AND AREAS) OF THE DOCUMENT KNOWN AS THE 2006 CITY OF BRAMPTON OFFICIAL PLAN

- LANDS SUBJECT TO THIS AMENDMENT
- APPEALED TO OMB
- VALLEYLAND/WATERCOURSE CORRIDOR
- WOODLAND
- OTHER WETLAND

BRAMPTON Flower City
brampton.ca
PLANNING, DESIGN & DEVELOPMENT

0 500 1000
Metres

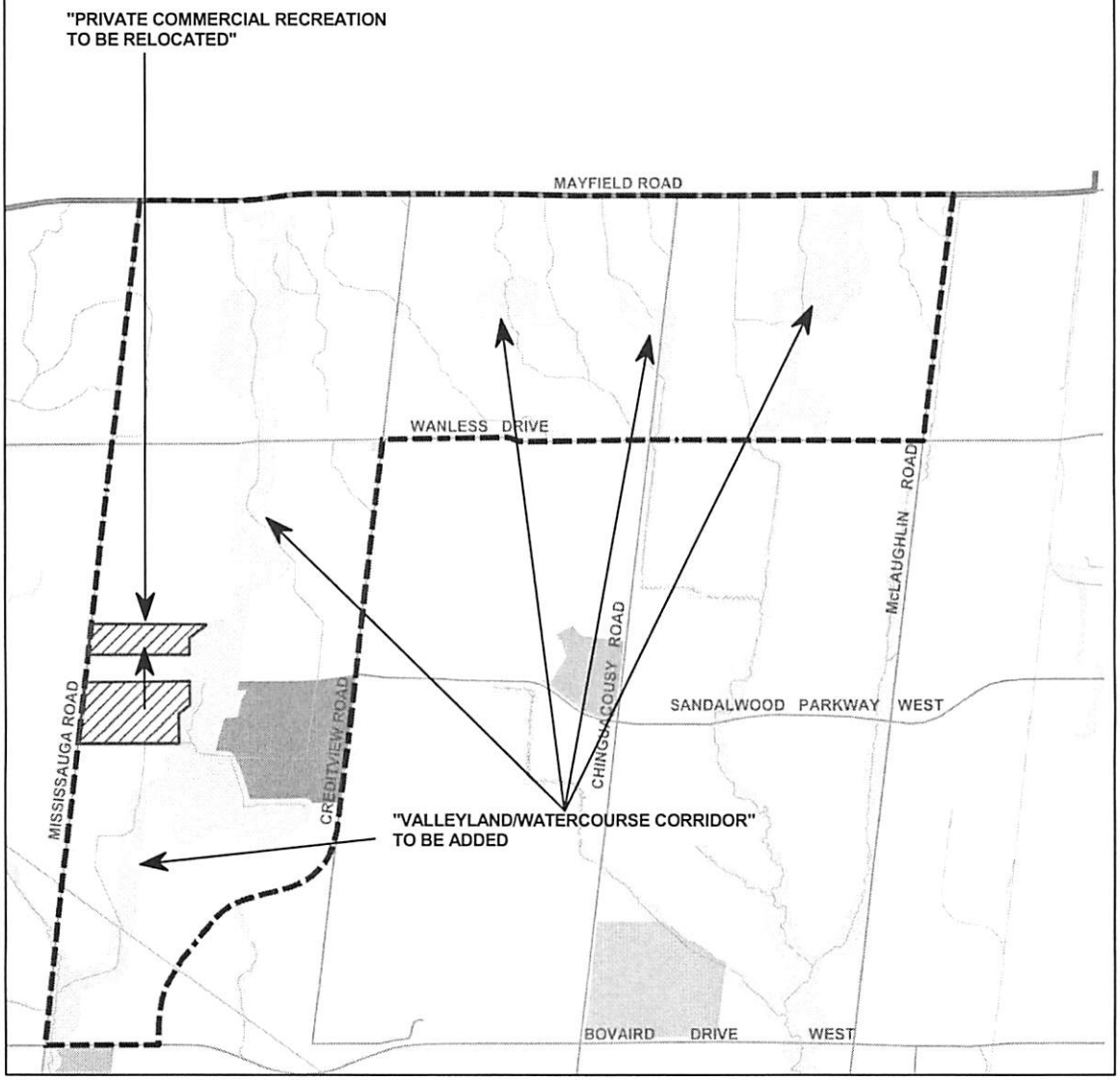
File: SP51 OPA SCHED H Date: 2010/01/19

SCHEDULE H TO OFFICIAL PLAN AMENDMENT OP2006# _____

SCHEDULE D - NATURAL HERITAGE FEATURES AND AREAS

I8-6-95

WATERCOURSES AND TRIBUTARIES SHOWN FOR INFORMATION PURPOSES ARE TO BE REALIGNED IN ACCORDANCE WITH THE "NATURAL HERITAGE SYSTEM AREA" DESIGNATION ON SCHEDULE M OF CHAPTER 51: THE MOUNT PLEASANT SECONDARY PLAN



EXTRACT FROM SCHEDULE E (MAJOR RECREATIONAL OPEN SPACE) OF THE DOCUMENT KNOWN AS THE 2006 CITY OF BRAMPTON OFFICIAL PLAN

LANDS SUBJECT TO THIS AMENDMENT	CITY WIDE PARK
VALLEYLAND/WATERCOURSE CORRIDOR	COMMUNITY PARK
PRIVATE COMMERCIAL RECREATION	CEMETERY

BRAMPTON
brampton.ca Flower City
PLANNING, DESIGN & DEVELOPMENT

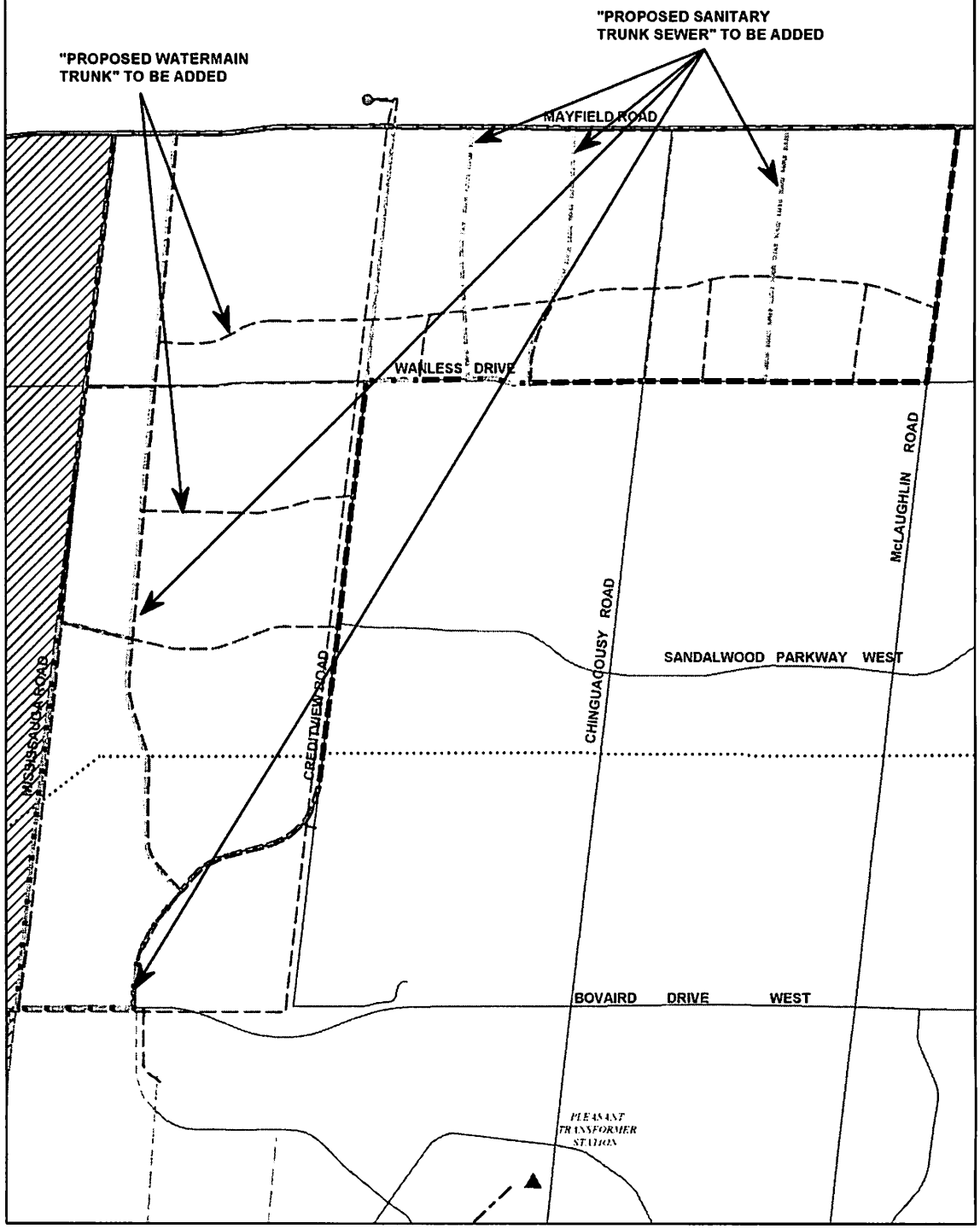
0 500 1000
Metres

File: SP51_OPA_SCHED_I Date: 2010/01/19

SCHEDULE I TO OFFICIAL PLAN AMENDMENT OP2006# _____

SCHEDULE E - MAJOR RECREATIONAL OPEN SPACE

I8-6-96



EXTRACT FROM SCHEDULE F (INFRASTRUCTURE, UTILITIES AND RESOURCES) OF THE DOCUMENT KNOWN AS THE 2006 CITY OF BRAMPTON OFFICIAL PLAN

BRAMPTON
Flower City
brampton.ca
PLANNING, DESIGN & DEVELOPMENT

0 500 1000
Metres

File: SP51_OPA_SCHED_J Date: 2010/01/19

SCHEDULE J TO OFFICIAL PLAN AMENDMENT OP2006#_____

SCHEDULE F - INFRASTRUCTURE, UTILITIES AND RESOURCES

I8-6-97



EXTRACT FROM SCHEDULE G (SECONDARY PLAN AREAS) OF THE DOCUMENT KNOWN AS THE 2006 CITY OF BRAMPTON OFFICIAL PLAN

LANDS SUBJECT TO THIS AMENDMENT

NEWER SECONDARY PLAN AREAS OR PORTIONS THEREOF SUBJECT TO THE NEW HOUSING MIX AND DENSITY CATEGORIES OF THE OFFICIAL PLAN

BRAMPTON
brampton.ca Flower City
PLANNING, DESIGN & DEVELOPMENT

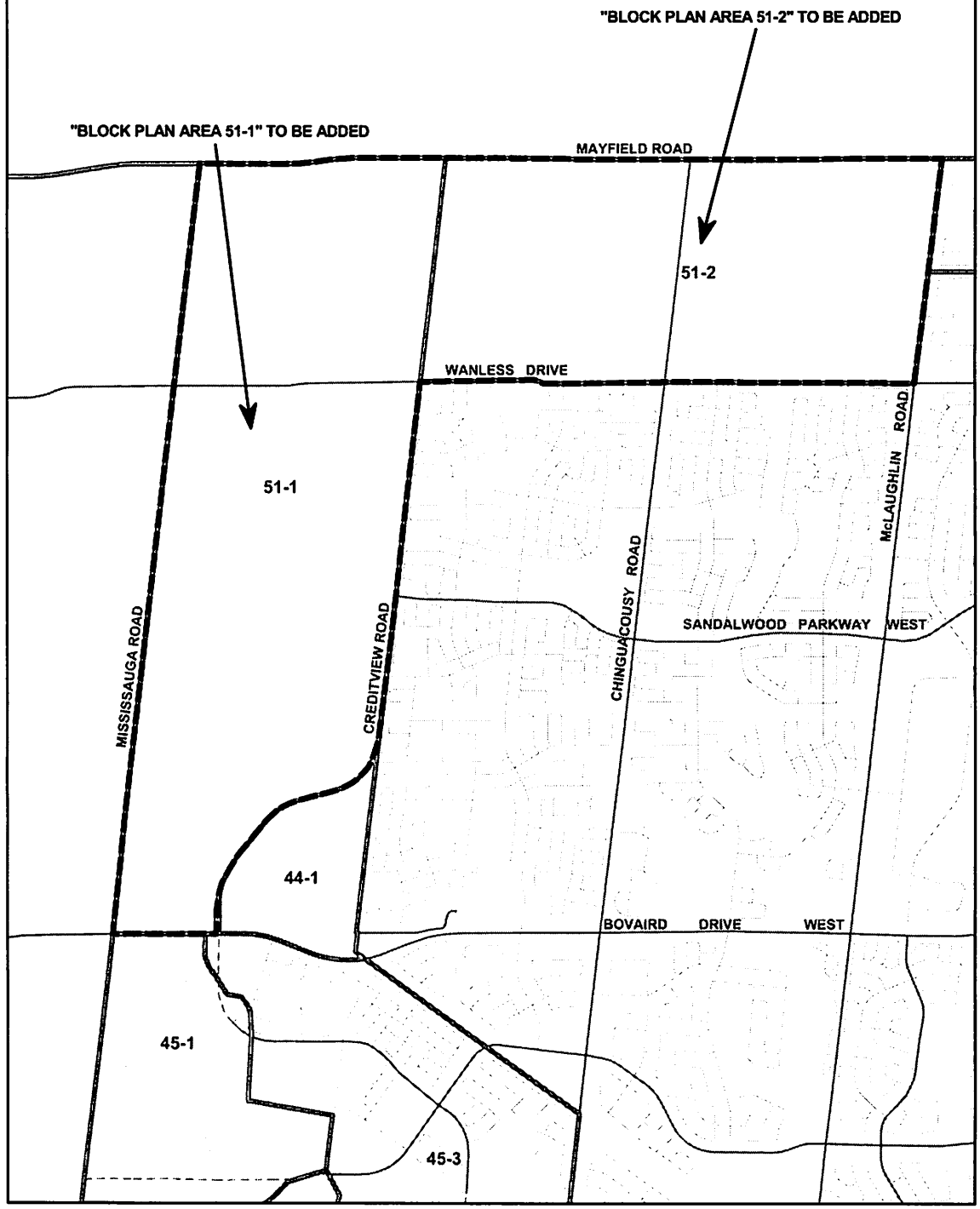
0 500 1000
Metres

File: SP51_OPA_SCHED_K Date: 2010/01/19

SCHEDULE K TO OFFICIAL PLAN AMENDMENT OP2006#_____

SCHEDULE G - SECONDARY PLAN AREAS

I8-6-98



EXTRACT FROM SCHEDULE H (COMMUNITY BLOCK PLAN AREAS) OF THE DOCUMENT KNOWN AS THE 2006 CITY OF BRAMPTON OFFICIAL PLAN

LANDS SUBJECT TO THIS AMENDMENT

BLOCK PLAN AREA

BRAMPTON
brampton.ca Flower City
PLANNING, DESIGN & DEVELOPMENT

0 500 1000
Metres

File: SP51_OPA_SCHED_L Date: 2010/01/19

SCHEDULE L TO OFFICIAL PLAN AMENDMENT OP2006#_____

SCHEDULE H - COMMUNITY BLOCK PLAN AREAS

I8-6-99



LEGEND

ROAD NETWORK

- Arterial Road
- Transit Spine Collector Road
- Collector Road
- Potential Connection

NATURAL HERITAGE SYSTEM

- Natural Heritage System Area

RESIDENTIAL

- Low/Medium Density
- Medium Density

INFRASTRUCTURE

- TransCanada Gas Pipeline
- CNR Rail Line
- Grade Separation
- LF GO Layover Facility
- SWM Stormwater Management Facility

INSTITUTIONAL

- K-5 Public Junior Elementary School Site
- 6-8 Public Senior Elementary School Site
- SE Separate Elementary School Site
- PS Public Secondary School Site
- SP Separate Secondary School Site
- W Place of Worship

RECREATIONAL OPEN SPACE

- CP City Park
- LP Local Park
- P Parkette
- T Town Square
- V Vest Pocket

RETAIL

- District Retail
- CR Convenience Retail
- NR Neighbourhood Retail
- MVC Motor Vehicle Commercial

OTHER

- HD Heritage Resource Designation under the Ontario Heritage Act
- HL Heritage Resource Listed on the City of Brampton Register of Heritage Properties
- Mixed Use Area
- Property Lines
- Norval Farm Supply Special Policy Area
- Peel Regional Police Association Special Policy Area
- Area Subject to this Amendment

NOTES:

1. The land use designations are conceptual only, and will be further refined through the completion of the block plan approval process.
2. The detailed design/alignment of the collector roads, and the Transit Spine Collector Road, are to be determined through the integrated EA process as part of the block amendment and subdivision approval process.
3. The Heritage Resource Designations on this schedule may be relocated or removed without the need for an amendment.
4. The Neighbourhood Park designations represent approximate locations which will be finalized through the Block Plan approval process. The final type of Neighbourhood Park (Local, Town Square, Parkette or Vest Pocket) as reflected in the policies of this plan, shall also be determined through the block plan process.

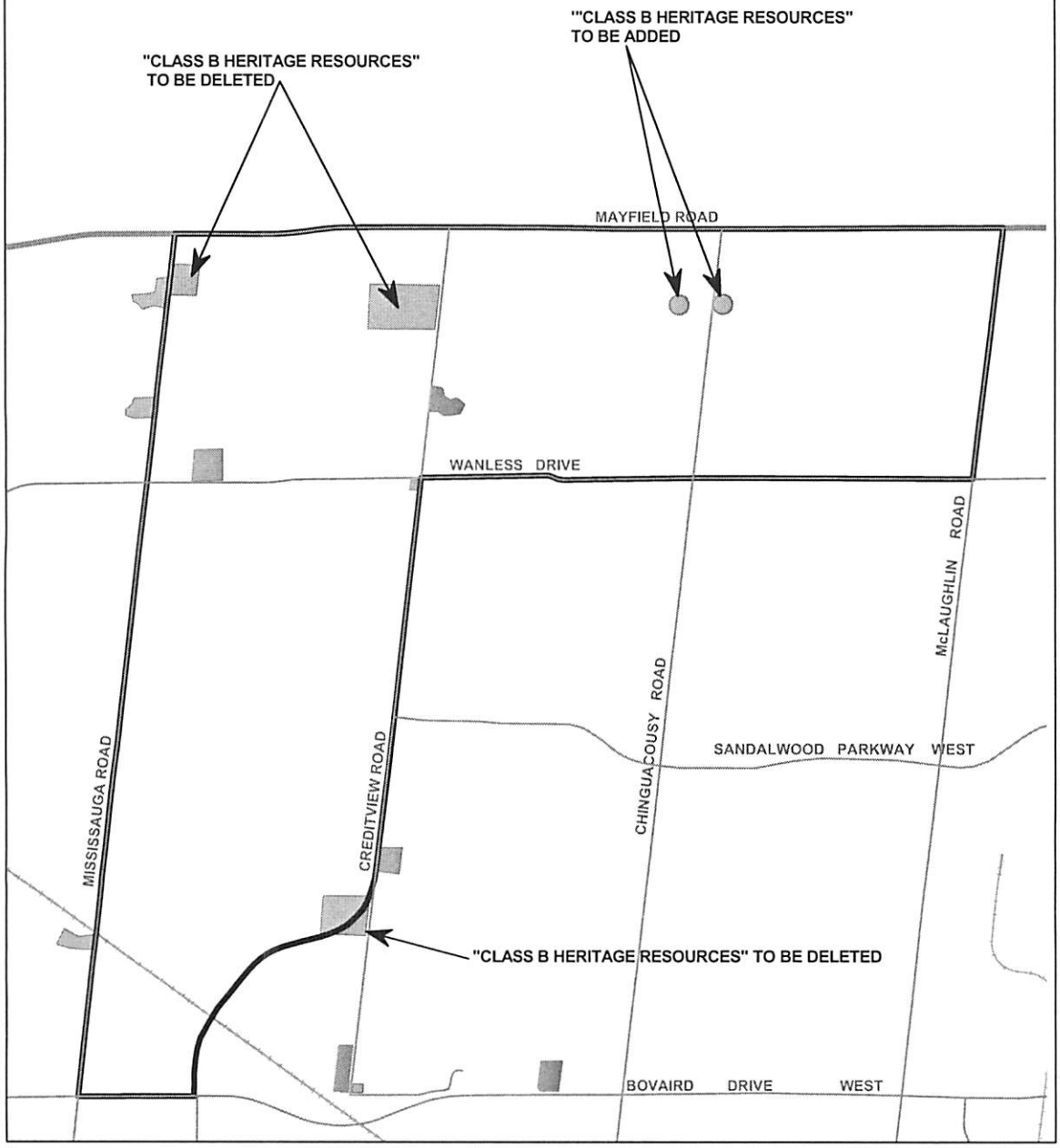
BRAMPTON
brampton.ca Flower City
PLANNING, DESIGN & DEVELOPMENT

0 500 1000
Metres

File: SP51_A_06032009 Date: 2010/01/08

SCHEDULE M TO OFFICIAL PLAN AMENDMENT OP2006#_____
Schedule SP 51 (a)
MOUNT PLEASANT SECONDARY
PLAN AREA No. 51

I8-6-100



EXTRACT FROM CULTURAL HERITAGE MAP OF THE DOCUMENT KNOWN AS THE 2006 CITY OF BRAMPTON OFFICIAL PLAN

LANDS SUBJECT TO THIS AMENDMENT

CLASS A HERITAGE RESOURCES

CLASS B HERITAGE RESOURCES

DESIGNATED HERITAGE RESOURCES UNDER THE ONTARIO HERITAGE ACT

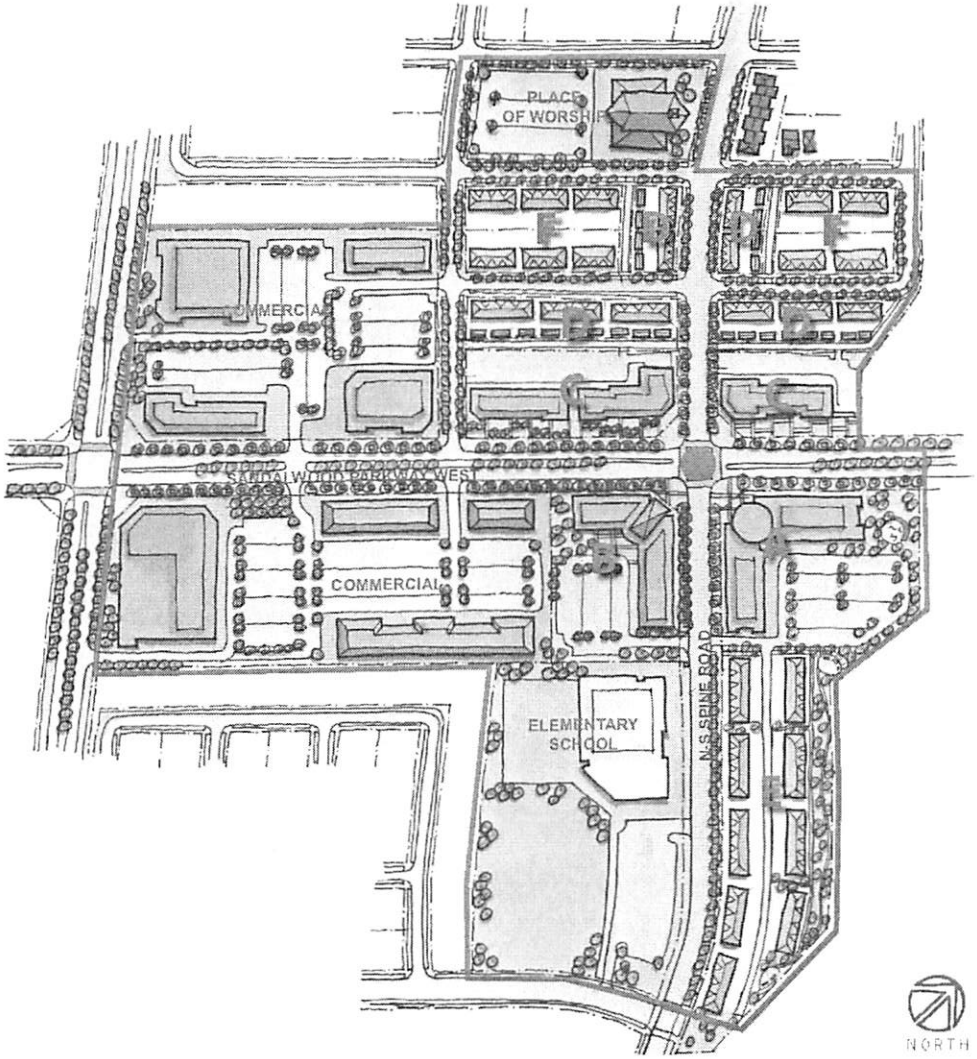
BRAMPTON Flower City
brampton.ca
PLANNING, DESIGN & DEVELOPMENT

0 500 1000
Metres

File: SP51 OPA CUL HER Date: 2010/01/19

APPENDIX A TO OFFICIAL PLAN AMENDMENT OP2006#_____

CULTURAL HERITAGE MAP



A 3-6 STOREY MID-RISE

B 3-6 STOREY MID-RISE w/SENIORS RESIDENCE OPTION

C 3-6 STOREY MID-RISE w/ POTENTIAL TO INCREASE TO 12-15 ST. w/ 3-4 ST. PODIUM

D LANE-BASED TOWNHOUSE

E CONDO BLOCK REAR LANE TOWNHOUSES w/ AMENITY OPEN SPACE

F FRONT-LOADED TOWNHOUSE

RECOMMENDATIONS:

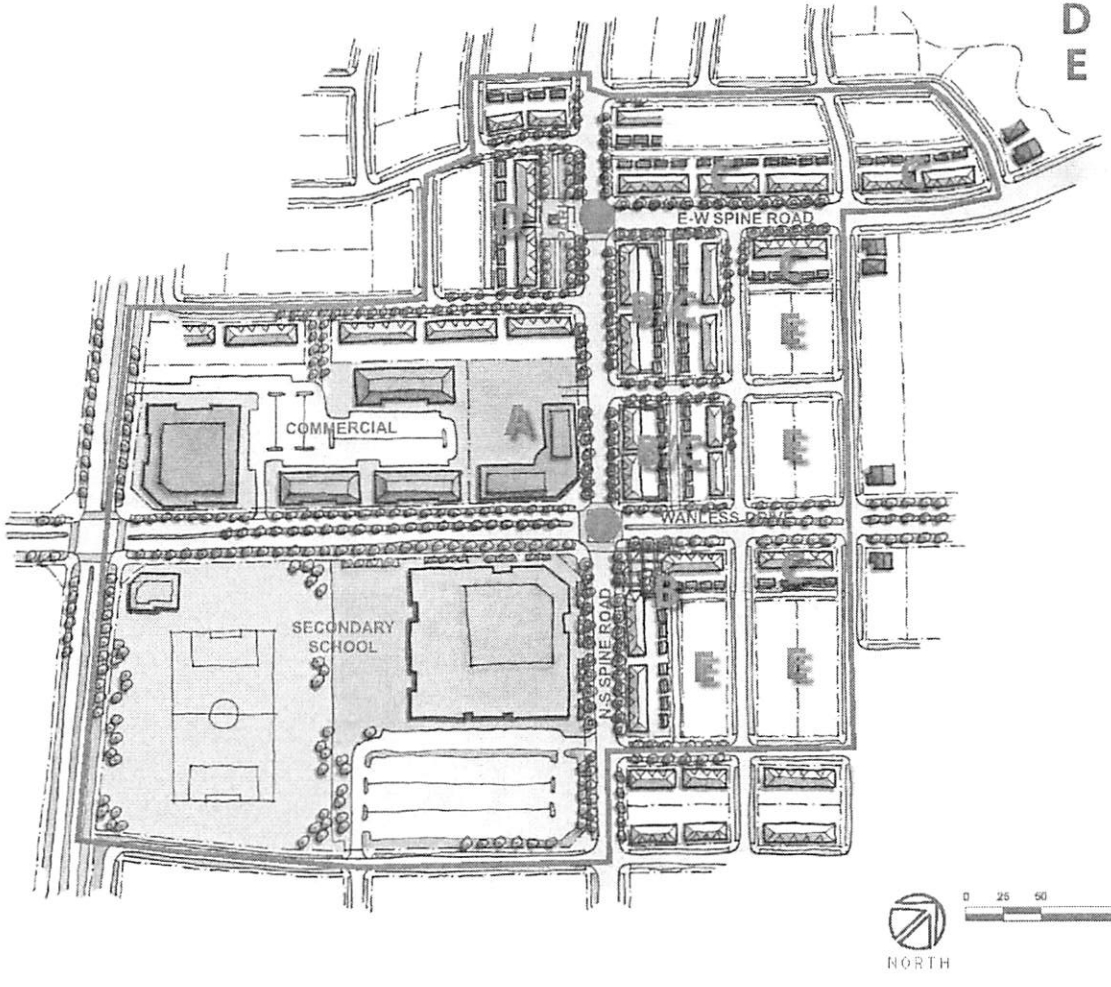
1. INTEGRATES 3-6 STOREY MID-RISE OPPORTUNITY WITH POTENTIAL FOR GREATER DENSITY AND GROUND FLOOR RETAIL/WORK SPACE.
2. PUBLICLY ACCESSIBLE / PRIVATELY OWNED URBAN OPEN SPACE AS A FORE-COURT TO MID-RISE BUILT FORM.
3. LANE-BASED TOWNHOUSE ENABLES POTENTIAL ADJACENT STREET PARKING.
4. ESTABLISH 'VILLAGE' CHARACTER FOR COMMERCIAL BLOCKS - MINIMUM BUILDING SETBACK / ACCESSIBLE FROM SIDEWALK AND STREET PARKING / NO DRIVE-THRU'S.
5. COMMERCIAL BLOCKS WITH MIXED-USE OPPORTUNITIES - RETAIL, OFFICE, SERVICE.
6. VEHICULAR ACCESS TO COMMERCIAL BLOCKS FROM MISSISSAUGA RD. AND SANDALWOOOD PKWY.
7. SCHOOL BUILDING ORIENTED TOWARDS NODE CORE, FOR CONTINUOUS BUILT FORM AT STREET EDGE.
8. INTEGRATE PLACE OF WORSHIP WITH STREET ORIENTED BUILT FORM.
9. ALTERNATIVE STREET / LANE CONFIGURATION - PROXIMITY TO INTERSECTION / TURNING MOVEMENTS / MAINTENANCE OPERATIONS.

18-6-101

BRAMPTON
brampton.ca Flower City
PLANNING, DESIGN & DEVELOPMENT

Date: 2010 01 11
File: AppendixB_MixedUse_Jan2010

Appendix B
Mixed Use Area 1 (Concept Site Plan)



A 3-6 STOREY MID-RISE w/ SENIORS RESIDENCE OPTION

B TOWNHOUSE w/LIVE-WORK OPPORTUNITY

C LANE-BASED TOWNHOUSE

D LANE-BASED TOWNHOUSE FRONTING ONTO URBAN PARK

E FRONT-LOADED TOWNHOUSE

RECOMMENDATIONS:

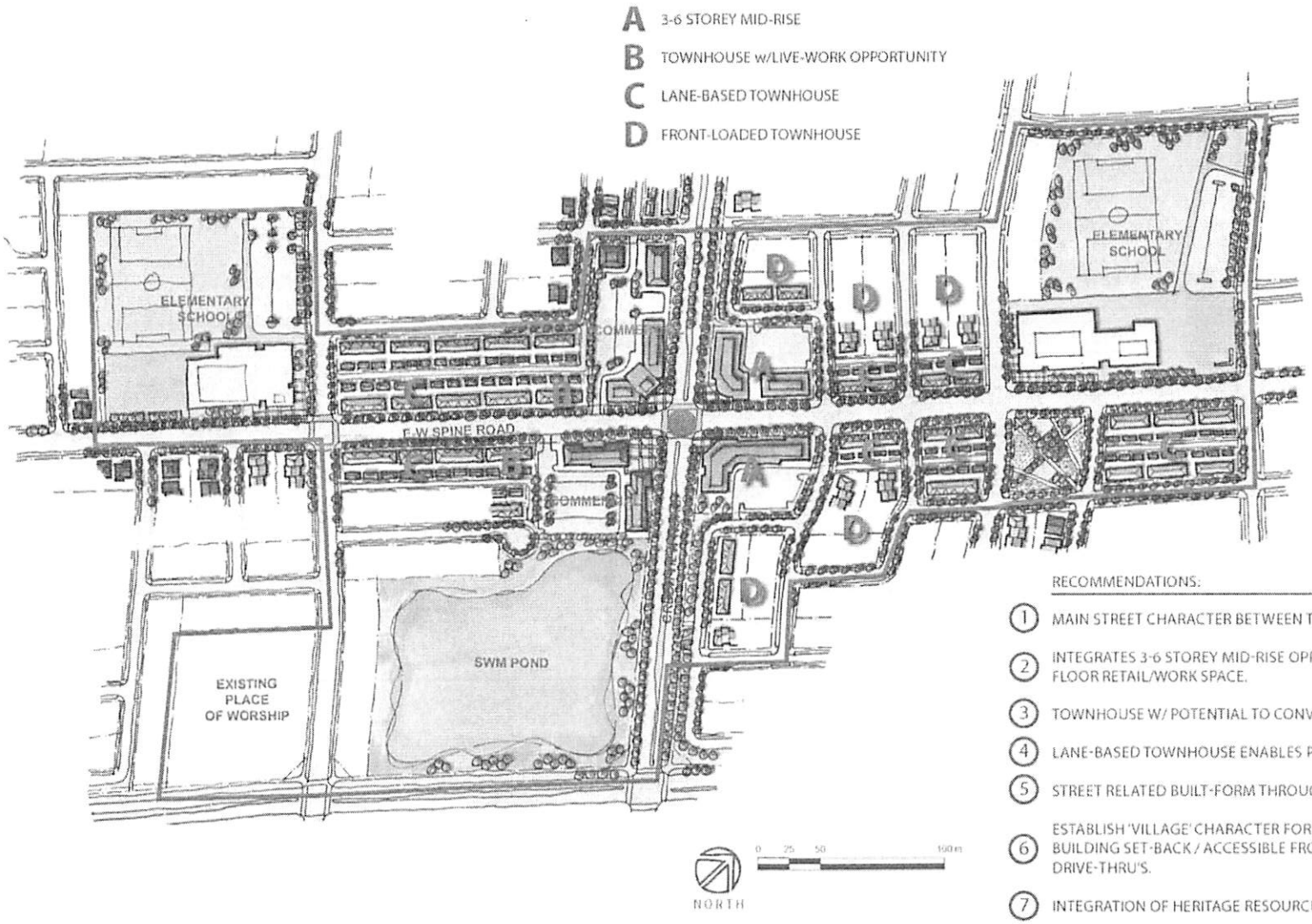
1. DUAL NODAL CENTRES WITH DISTINCTIVE CHARACTERS.
2. URBAN PARK AS VIEW TERMINUS.
3. INTEGRATES 3-6 STOREY MID-RISE OPPORTUNITY WITH POTENTIAL GROUND FLOOR RETAIL/WORK SPACE.
4. TOWNHOUSE WITH POTENTIAL TO CONVERT TO LIVE-WORK IN FUTURE.
5. LANE-BASED TOWNHOUSE ENABLES POTENTIAL ADJACENT STREET PARKING.
6. STREET RELATED BUILT FORM THROUGHOUT.
7. SCHOOL BUILDING ORIENTED TOWARDS INTERSECTION TO STRENGTHEN NODE CORE.
8. COMMERCIAL BLOCK WITH MIXED-USE OPPORTUNITIES - RETAIL, OFFICE, SERVICE.
9. COMMERCIAL BLOCK - MINIMUM BUILDING SET-BACK / ACCESSIBLE FROM SIDEWALK AND STREET PARKING / NO DRIVE-THRU'S.
10. VEHICULAR ACCESS TO COMMERCIAL BLOCK FROM MISSISSAUGA RD.
11. INTEGRATION OF EXISTING HERITAGE RESOURCE TO BE CONSIDERED.
12. ALTERNATIVE STREET / LANE CONFIGURATION - PROXIMITY TO INTERSECTION TURNING MOVEMENTS / MAINTENANCE OPERATIONS.

18-6-102

BRAMPTON
brampton.ca Flower City
PLANNING, DESIGN & DEVELOPMENT

Date: 2010 01 11
File: AppendixC_MixedUse_Jan2010

Appendix C
Mixed Use Area 2 (Concept Site Plan)



RECOMMENDATIONS:

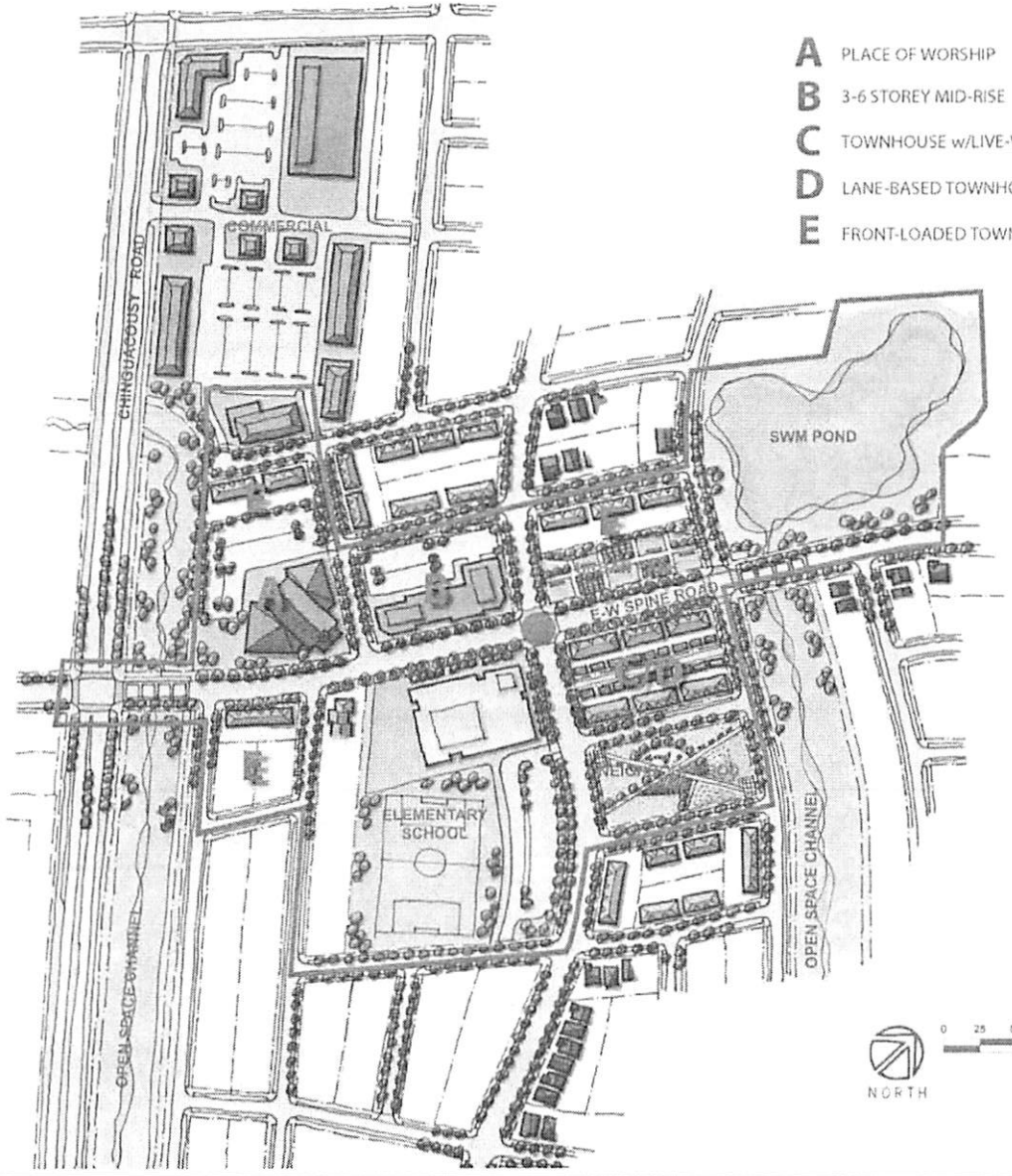
1. MAIN STREET CHARACTER BETWEEN THE TWO SCHOOL SITES.
2. INTEGRATES 3-6 STOREY MID-RISE OPPORTUNITY W/ POTENTIAL GROUND FLOOR RETAIL/WORK SPACE.
3. TOWNHOUSE W/ POTENTIAL TO CONVERT TO LIVE-WORK IN FUTURE.
4. LANE-BASED TOWNHOUSE ENABLES POTENTIAL ADJACENT STREET PARKING.
5. STREET RELATED BUILT-FORM THROUGHOUT.
6. ESTABLISH 'VILLAGE' CHARACTER FOR COMMERCIAL BLOCKS - MINIMUM BUILDING SET-BACK / ACCESSIBLE FROM SIDEWALK AND STREET PARKING / NO DRIVE-THRU'S.
7. INTEGRATION OF HERITAGE RESOURCES TO BE CONSIDERED.
8. ALTERNATIVE STREET / LANE CONFIGURATION - PROXIMITY TO INTERSECTION / TURNING MOVEMENTS / MAINTENANCE OPERATIONS.

I8-6-103

BRAMPTON
brampton.ca Flower City
PLANNING, DESIGN & DEVELOPMENT

Date: 2010 01 11
File: AppendixD_MixedUse_Jan2010

Appendix D
Mixed Use Area 3 (Concept Site Plan)



A PLACE OF WORSHIP

B 3-6 STOREY MID-RISE

C TOWNHOUSE w/LIVE-WORK OPPORTUNITY

D LANE-BASED TOWNHOUSE

E FRONT-LOADED TOWNHOUSE

RECOMMENDATIONS:

1. 'HAMLET' CHARACTER BETWEEN THE OPEN SPACE CHANNELS.
2. PLACE OF WORSHIP BUILT FORM ORIENTED TO STREET EDGE.
3. INTEGRATES 3-6 STOREY MID-RISE OPPORTUNITY WITH POTENTIAL GROUND FLOOR RETAIL/WORK SPACE.
4. URBAN PARK ORIENTED TO NODE CORE.
5. NEIGHBOURHOOD PARK INTEGRATED WITHIN NODE.
6. TOWNHOUSE WITH POTENTIAL TO CONVERT TO LIVE-WORK IN FUTURE.
7. LANE-BASED TOWNHOUSE ENABLES POTENTIAL ADJACENT STREET PARKING.
8. COMMERCIAL BLOCK W/ BUILT FORM ORIENTED TO LOCAL STREET INTERFACE FOR BETTER INTEGRATION WITH NODE AND PEDESTRIAN ACCESSIBILITY.
9. SCHOOL BUILDING ORIENTED TOWARDS INTERSECTION TO STRENGTHEN NODE CORE.
10. ALTERNATIVE STREET / LANE CONFIGURATION - PROXIMITY TO INTERSECTION / TURNING MOVEMENTS / MAINTENANCE OPERATIONS.

18-6-104

BRAMPTON Flower City
brampton.ca
PLANNING, DESIGN & DEVELOPMENT

Date: 2010 01 11
File: AppendixE_MixedUse_Jan2010

Appendix E
Mixed Use Area 4 (Concept Site Plan)

I8-6-105

MOUNT PLEASANT SECONDARY PLAN
APPENDIX F

IMPLEMENTATION PRINCIPLES FOR THE MOUNT PLEASANT SUBWATERSHED STUDY

November 24, 2009

This document forms an Appendix to the Mount Pleasant Secondary Plan and is to be read as part of the Mount Pleasant Secondary Plan and reflects agreements reached on October 29, 2009, November 10, 2009, November 17, 2009 and November 24, 2009 after meetings involving the City of Brampton, Credit Valley Conservation, Ministry of Natural Resources and the Mount Pleasant Landowners' Group. This Appendix is to be read in conjunction with attached Schedules A, B and C. It is the intention of the parties that this Appendix is to form an integral part of the Mount Pleasant Secondary Plan and that the items identified in the Appendix shall be fully incorporated into the Mount Pleasant Secondary Plan.

1. **Natural Heritage System** - The Secondary Plan Natural Heritage System (SPNHS) is shown on the attached Schedule A. It forms part of the Second Generation (2G) Land Use plan to be tested in the second round of the Mount Pleasant Subwatershed Study (SWS) Phase 2 impact assessments. It is expected that the Phase 2 impact assessment results will support the SPNHS (Schedule A). If so, no further SWS impact assessment is required and the SWS Phase 3 report will be prepared. However, if the SWS Phase 2 impact assessments recommend major changes to the SPNHS, additional rounds of testing will be completed as part of the SWS. NOTE: This document also refers to a "final Natural Heritage System (final NHS)" which will be reflected in the SWS and Environmental Implementation Reports (EIRs) and which may or may not be the SPNHS.

   The SPNHS includes the protection of woodlands and wetlands, channel relocation/realignment/lowering, restoration and wetland creation areas as shown on Schedule A. All areas outside of the final NHS are fully developable and not subject to any additional setbacks or restrictions. Within the SPNHS:

   a) Buffers are included in the SPNHS as shown on Schedule A. Grading in buffers is acceptable where necessary to maintain drainage/water balance to environmental features, to accommodate trails or Low Impact Development (LID) (e.g., dry swales, bioretention swales, etc.), or to accommodate minor activities related to mounding for topographic diversity, topsoil enhancement and/or adjacent site grading.

   b) Channel widths are shown on Schedule A. East Huttonville Creek widths are fixed subject to confirmation through the SWS Phase 2 impact assessment. Fletcher's Creek channel widths are minimums with minor refinements expected through the Environmental Implementation Report (EIR) process on the basis of the greater of: the fisheries setback; meander belt allowance; Regional Storm storage/conveyance requirements; and, 6 m top of bank setback (equivalent to provincial erosion allowance). Notwithstanding the above, a linkage between the large woodland south of Mayfield Drive west of McLaughlin Road southerly to the smaller woodland north of Wanless Drive will be 60m in total width including the

relocated Fletcher's Creek channel in this location, subject to hydrology and hydraulic requirements.

c) Within the East Huttonville portion of the SPNHS, the extent of habitat enhancement and wetland creation is to be implemented as per the concepts/principles illustrated on the Landowners' Group vignettes dated March 2009 (Schedule B attached) and includes other concepts such as natural channel design, habitat requirements for Redside Dace, etc. Comparable habitat enhancements will be implemented in the Fletcher's Creek subcatchments where channels are realigned and/or lowered. Implementation and additional design details will be established at the EIR stage (e.g., actual species for planting, size of plantings, phasing of development, etc.).

d) Buffers will be allowed to naturally regenerate except in areas where the buffer is disturbed and/or requires enhancement or mitigation (e.g. trails, LIDs, grading, etc.), in which case restoration plans will be prepared through the EIR process to the satisfaction of the City and also, in the case where regulatory approvals are required, to the satisfaction of CVC.

e) The City and Landowners' Group agree to add the area highlighted as Area H on Schedule A to form part of the SPNHS. Planting or restoration in this area will not be done by the City of Brampton or the Mount Pleasant Landowners' Group, but may be done by others and/or allowed to occur naturally.

f) Channel relocation and lowering is required to permit the development of the Mount Pleasant lands. It is expected to have minimal impact on the water table. The degree of lowering will be confirmed, refined or removed if needed following the completion of the SWS Phase 2 impact assessment.

g) Trails will be accommodated in appropriate areas in the SPNHS. Trail locations are to be confirmed through the EIRs.

h) The Ministry of Natural Resources will designate Provincially Significant Wetlands (PSWs) within the Mount Pleasant Secondary Plan area on the basis of the SPNHS (Schedule A) and will not preclude works, including site alteration, within PSWs specifically designed to enhance the wetland feature, wetland water balance, or required to implement the final NHS as refined through the EIRs.

i) The Mount Pleasant Secondary Plan and all future applications within the Secondary Plan will be evaluated on the basis of the agreed upon final NHS, the approved SWS and EIRs, and the policies and guidelines in effect as of the date of this document. This does not preclude the application of future new legislation and/or regulations and related implementation directions.

2. **Stormwater Management** – With respect to the Stormwater Management (SWM) concept which is to be further detailed through EIR work:

a) SWM facility locations/numbers are shown on Schedule A. Facility geometry is conceptual only; actual geometry, orientation, temperature mitigation measures and number of facilities will be determined through the EIRs.

b) SWM facilities are acceptable in outer portions (30m) of the 100m channel and outside of the stable top of slope in the SPNHS north of the CNR and south of the pipeline.

c) Regional Storm on-line storage is approved in principle subject to the SWS Phase 2 impact assessment.

d) LID requirements are to be met primarily through measures such as utilization of increased topsoil depths in appropriate locations. Other appropriate methods may also be determined through the SWS, EIR, and Block Plan processes, but require approval by the City in consultation with CVC. Subsequent to the Block Plan approval, further regulatory approvals may be required from the CVC to implement LID measures.

e) Drainage diversions as discussed on November 3, 2009 with Philips, CVC and the Mount Pleasant Landowners' Group representatives are to be modeled as a component of the SWS Phase 2 impact assessment. Provided that modeling results are acceptable, it will be approved in principle and further refined at the EIR stage to identify specific mitigation and SWM measures to be implemented.

f) On-site SWM (e.g., parking lot storage, rooftop storage) outside the final NHS is permissible.

3. **CFCP** – A Comprehensive Fisheries Compensation Plan (CFCP) will be completed and submitted for approval concurrent with the preparation of Phase 3 of the SWS and the EIRs during the Block Plan process. The CFCP will be a free-standing document with a separate submission and approval process.

4. **Drainage Density** – All drainage density requirements, as set out in the hierarchy by Parish Geomorphic have been met based on calculations presented in the Stonybrook letter dated July 27, 2009 and Parish Geomorphic's acceptance of same, but are subject to CVC's review/acceptance. Further assessment of drainage density calculations at the EIR stage is not necessary. However, further assessment at the EIR stage will address how and where the hierarchy of surface drainage features will be provided and will, as much as possible, use methods and locations of greatest benefit to the environment as identified in the hierarchy.

5. **Roads** – Schedule A conceptually illustrates the location of new road crossings of the SPNHS. Road crossings and designs will be confirmed through the Sandalwood Parkway Environmental Assessment and other Integrated Planning/Environmental Assessment(s), where necessary, to be completed as part of the Block Plan process. Spans for road crossings will be designed to address fluvial considerations including watercourse form and functions (not spanning meander belt) and accommodate conveyance and storage of Regional Storm flows, where appropriate, to provide flood free road crossings, and wildlife passage as appropriate. EIR work with respect to road designs shall address wildlife passage for large mammal movement where appropriate. Design considerations will include road signage, road speed, warning lights, fencing, clear passage and/or other measures to accommodate movement across roads.

6. **Implementation** – With respect to the design, approval and implementation of the final NHS:

a) Timelines for approval – See attached Schedule C (Work Plan and Schedule) regarding the nature and timing of approvals. All parties will use best efforts to work within this timeline to process development applications and permits

recognizing that an EIR will not be submitted until the SWS Phase 3 report is submitted. Should there be major issues with SWS Phase 2 impact assessment such as diversions or lowerings, Schedule C would have to be renegotiated.

b) Groundwater monitoring wells and piezometers, where they can be maintained after development, will be available to CVC for long term monitoring. All of the data collected by the Landowners' Group will also be provided as input to the CVC's long term monitoring program. Monitoring requirements will be set out in Phase 3 of the SWS.

c) The City will provide CVC all requisite data, methodologies, assumptions and modeling results from the SWS Phase 2 impact assessments of the SPNHS and subsequent versions of the SPNHS should they be necessary.

d) All parties will review the 2G Plan SWS Phase 2 impact assessment results upon release and will provide an immediate determination of whether the impacts are major or minor using an all agency workshop. Initial comments from all parties will be provided within 30 days following the workshop.

7. Permitting Requirements

a) In context of the urbanizing Mount Pleasant Secondary Plan area, the final NHS demonstrates an environmental benefit and will form the basis for all permitting requirements.

b) The final NHS will be implemented in a coordinated manner through several phases as defined through the Block Plan/EIR process. The final NHS will be conveyed to the City in several phases. Provided that plans of subdivision are consistent with approved EIRs, CVC will provide draft plan conditions, clearances and permits as soon as possible.

c) The implementation of the warm water fisheries window (i.e. July 1st to March 31st) shall be applied to all final NHS components including grading, channel realignment, lowering, crossings, restoration/enhancement and SWM for the portion of the East Huttonville Creek system lying to the north of the pipeline right-of-way, and for Fletcher's Creek (west, central and east). For the portion of the East Huttonville Creek lying between the pipeline right-of-way to the north and the limit of the Secondary Plan area to the south, the Redside Dace timing window shall be applied (July 1st to September 15th). Requests for extension(s) to the Redside Dace timing may be made and will be reviewed by MNR where an extension would reduce the overall construction period to minimize potential construction impacts to fish habitat.

d) Multiple, staged permits may be issued by the CVC (and MNR if needed) to accommodate implementation phasing of the final NHS prior to issuance of complete, final NHS permits. EIRs shall address final NHS implementation phasing.

I8-6-109

8. **Not Precedent Setting**

a) It is understood that the process for arriving at the Mount Pleasant Secondary Plan is not intended to set a precedent for CVC to follow. CVC will expect that future secondary planning initiatives will conform to prevailing City of Brampton Official Plan policies (i.e. that the Secondary Plan and related servicing and infrastructure plans will be directed by a substantially advanced comprehensive Subwatershed Study, to the satisfaction of CVC and the City, and an agreed upon Natural Heritage System). This does not preclude integrated Environmental Assessments.

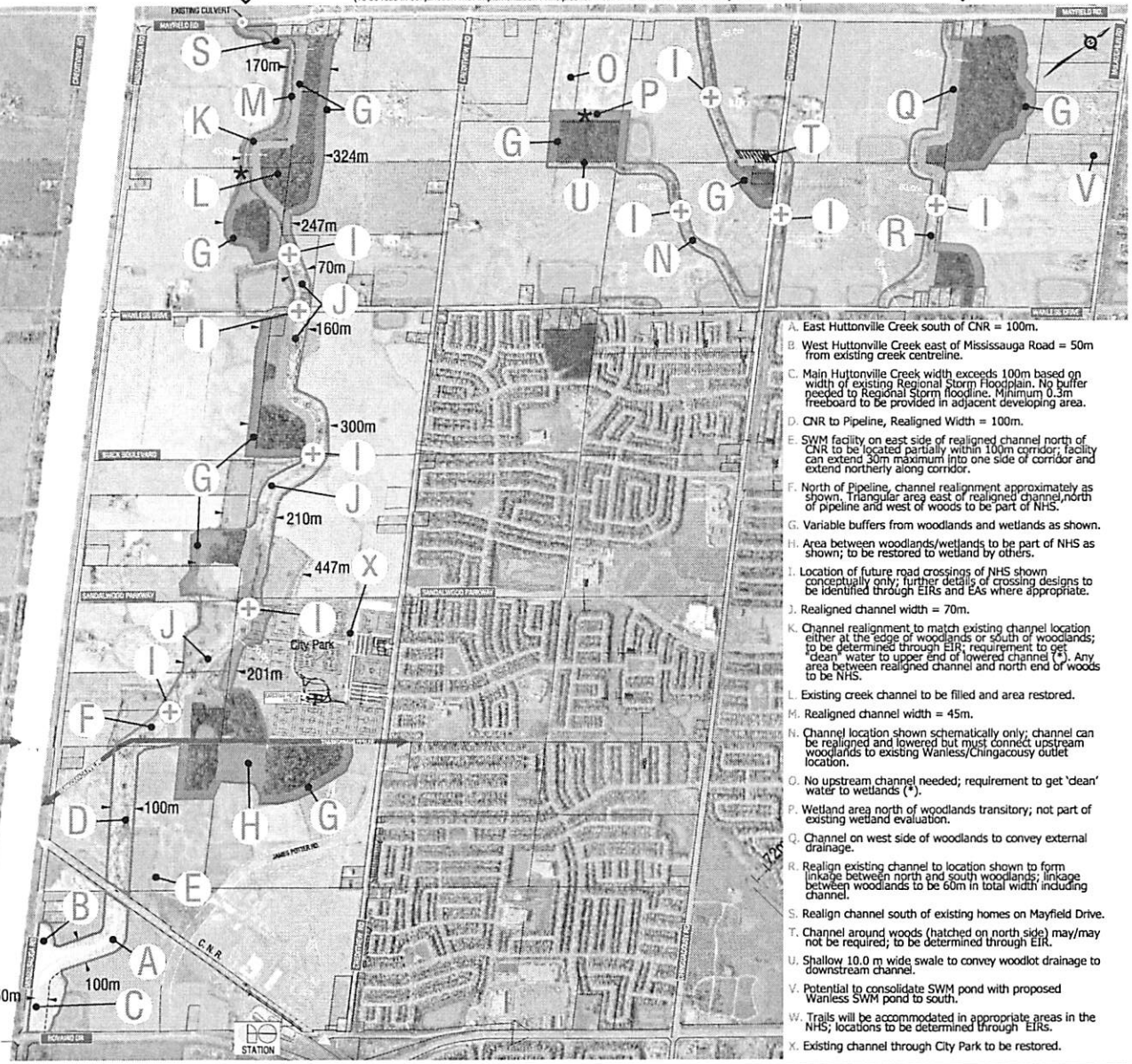
b) It is understood that the proposed characteristics and/or modifications to the natural heritage features and areas for this plan are based on specific characteristics of the Mount Pleasant Secondary Plan area. These include stream lowering, stream realignment, drainage diversion, buffer widths and modifications to wetlands and other natural features. It is understood that these modifications do not set a precedent for any future planning considerations and permitting requirements by CVC and that development areas must each be planned according to their own specific natural characteristics and features.

SCHEDULE A

(To be read in conjunction with Implementation Principles for Mount Pleasant Subwatershed Study dated Nov. 24/09)

EXISTING CONDITIONS





A. East Huttonville Creek south of CNR = 100m.

B. West Huttonville Creek east of Mississauga Road = 50m from existing creek centreline.

C. Main Huttonville Creek width exceeds 100m based on width of existing Regional Storm Floodplain. No buffer needed to Regional Storm floodline. Minimum 0.3m freeboard to be provided in adjacent developing area.

D. CNR to Pipeline, Realigned Width = 100m.

E. SWM facility on east side of realigned channel north of CNR to be located partially within 100m corridor; facility can extend 30m maximum into one side of corridor and extend northerly along corridor.

F. North of Pipeline, channel realignment approximately as shown. Triangular area east of realigned channel,north of pipeline and west of woods to be part of NHS.

G. Variable buffers from woodlands and wetlands as shown.

H. Area between woodlands/wetlands to be part of NHS as shown; to be restored to wetland by others.

I. Location of future road crossings of NHS shown conceptually only; further details of crossing designs to be identified through EIRs and EAs where appropriate.

J. Realigned channel width = 70m.

K. Channel realignment to match existing channel location either at the edge of woodlands or south of woodlands; to be determined through EIR; requirement to get 'dean' water to upper end of lowered channel (*). Any area between realigned channel and north end of woods to be NHS.

L. Existing creek channel to be filled and area restored.

M. Realigned channel width = 45m.

N. Channel location shown schematically only; channel can be realigned and lowered but must connect upstream woodlands to existing Wanless/Chingacousy outlet location.

O. No upstream channel needed; requirement to get 'dean' water to wetlands (*).

P. Wetland area north of woodlands transitory; not part of existing wetland evaluation.

Q. Channel on west side of woodlands to convey external drainage.

R. Realign existing channel to location shown to form linkage between north and south woodlands; linkage between woodlands to be 60m in total width including channel.

S. Realign channel south of existing homes on Mayfield Drive.

T. Channel around woods (hatched on north side) may/may not be required; to be determined through EIR.

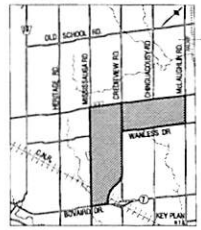
U. Shallow 10.0 m wide swale to convey woodlot drainage to downstream channel.

V. Potential to consolidate SWM pond with proposed Wanless SWM pond to south.

W. Trails will be accommodated in appropriate areas in the NHS; locations to be determined through EIRs.

X. Existing channel through City Park to be restored.

CITY OF BRAMPTON
PLANNING, DESIGN & DEVELOPMENT



LEGEND:

LINKAGE TO NORTH AS PER LSA

BUFFERS TO BE GREATER OF 10m FROM THE STAKED DRIPLINE OF WOODLANDS OR 20m FROM STAKED WETLAND BOUNDARY

5m FROM WOODLANDS / WETLANDS TO CHANNEL BLOCK

SWM PONDS

NONFOREST NATURAL AND CULTURAL VEGETATION COMMUNITIES. THESE COMMUNITIES CAN INCLUDE WETLAND AND UPLAND SYSTEMS

OPEN WATER WETLAND

WOODLAND RESTORATION

EXISTING WOODLAND

GRASSLAND RESTORATION

ROAD CROSSING

NHS RESTORATION BY OTHERS

BLOCK 51-1 NHS DEPICTS VIGNETTES DATED MARCH 2009

CITY OF BRAMPTON
PLANNING, DESIGN & DEVELOPMENT

PROJECT No.:	DATE:	SCALE:
U0-114	NOV. 24,2009	N.T.S.

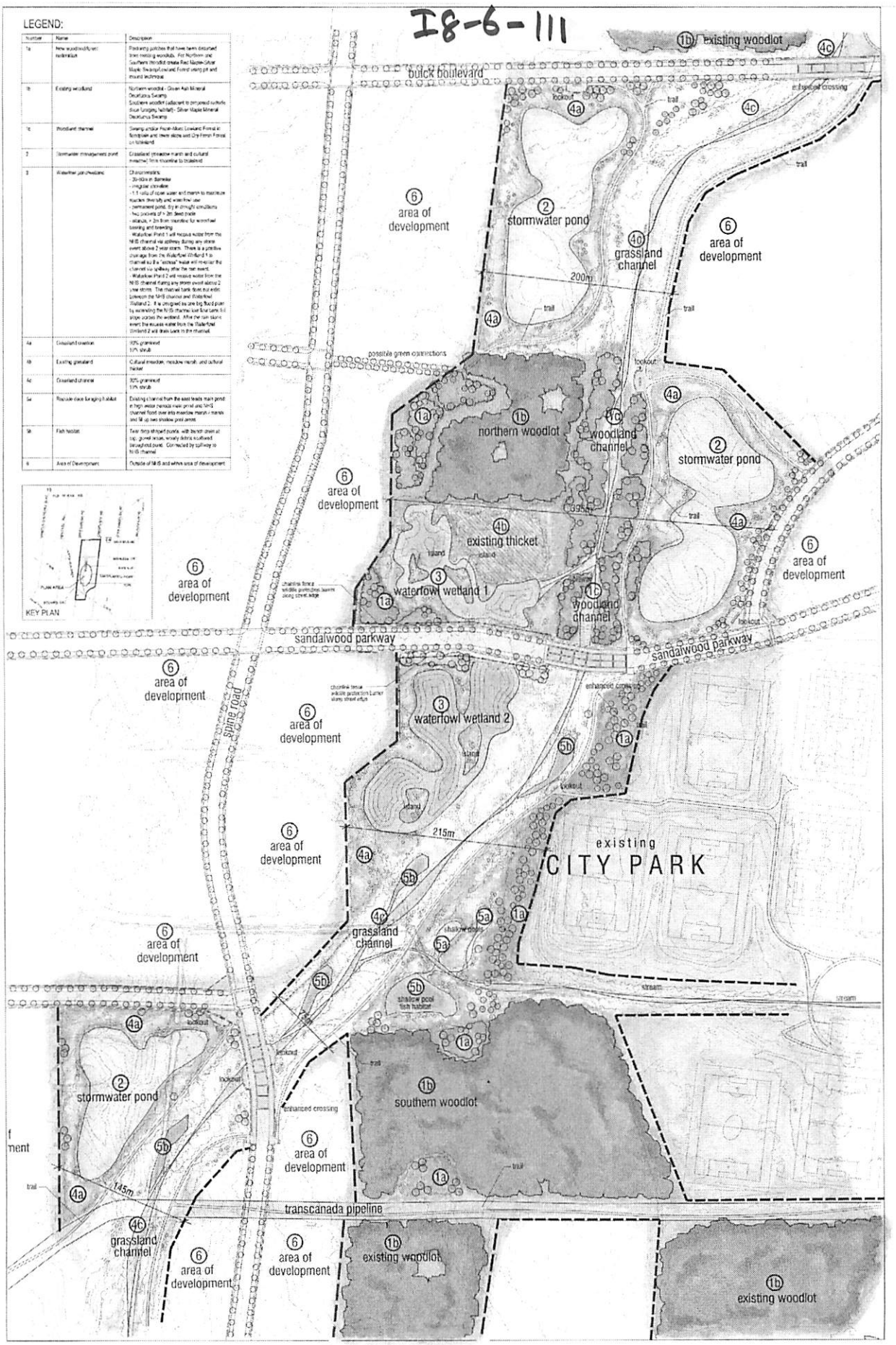
Mount Pleasant

SECONDARY PLAN NATURAL HERITAGE SYSTEM

Schedule A

F8-6-10

I8-6-111



Channel Alignment with NHS Restoration

Preliminary Conceptual Plan - Vignette Area 1

Mount Pleasant Landowners Group - Northwest Brampton

Date: Mar 19, 2009
Scale: 1:1500
File No: 1-08106

urbantech
STONYBROOK
SAVANTA

I8-6-112



LEGEND:

Number	Name	Description
1a	New woodlot/forest restoration	Reconnect woodlots to increase total woodlot length and area by restoring areas that were mechanically logged and converted to agricultural uses. Centennial and post-development drainage studies to determine whether Fresh-Moist Forest or Dry-Fresh Forest supported. Use pit and mound technique to create complex microtopography with upland species on mounds and wetland species in pits. Tree planting and natural seed dispersal from adjacent woodlots and areas of high squirrel populations (Mayfield woodlot).
1b	Existing woodland	Woodlot (small) - Located just south of Wanless Drive in a Fresh-Moist Ash Lowland Deciduous Forest. Woodlot (larger) - Disconnected from woodlot above and to the south is a Dry-Fresh Oak-Hardwood Deciduous Forest with a Green Ash Mineral Deciduous Swamp in the northeast corner.
4c	Grassland channel	90% graminoid 10% shrub
5b	Fish habitat	Teardrop shaped ponds, with inlets drawn at top, gravel weirs, velocity fabric scattered throughout pond. Connected by spillway to NHS channel.
6	Area of Development	Outside of NHS and within area of development



Channel Alignment with NHS Restoration

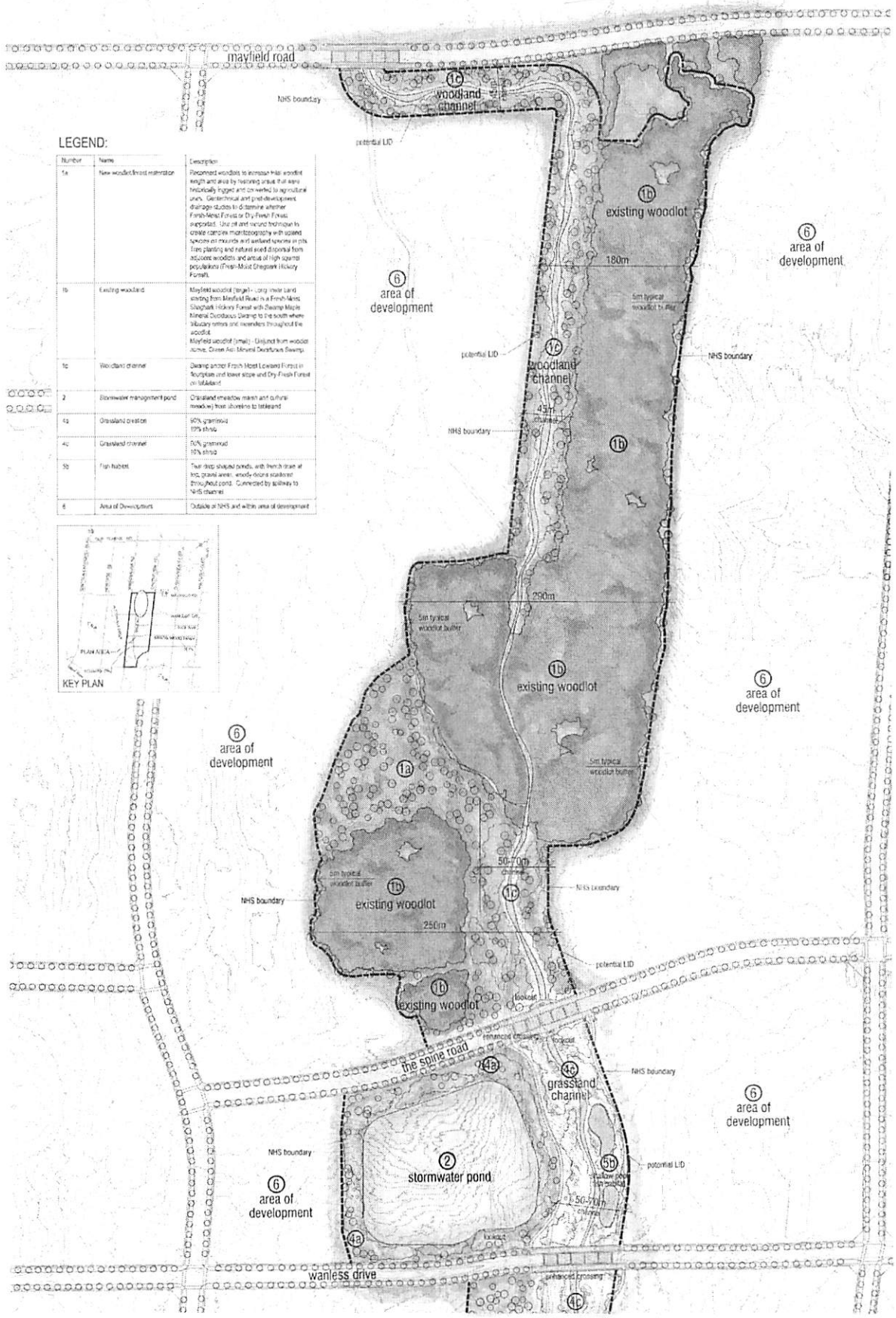
Preliminary Conceptual Plan - Vignette Area 2

Mount Pleasant Landowners Group - Northwest Brampton

Date: Mar. 19, 2009
Scale: 1:1500
Job No.: 1-08100

urbantech
STONYBROOK
SAVANTA

I8-6-113



Number	Name	Description
1a	New woodlot/forest restoration	Reconnect woodlots to increase total woodlot length and area by restoring areas that were historically logged and cultivated to agricultural uses. Geotechnical and groundwater drainage studies to determine whether Fresh-Moist Forest or Dry-Fresh Forest is appropriate. Use of and ground technique to create complex microtopography with upland species on mounds and wetland species in pits. Tree planting and natural seed dispersal from adjacent woodlots and areas of high squirrel populations (Fresh-Moist Sugarark Hickory Forest).
1b	Existing woodland	Mayfield woodlot (large) - Long linear band starting from Mayfield Road is a Fresh-Moist Sugarark Hickory Forest with Swamp Maple Mineral Deciduous Swamp to the south where tributary enters and meanders throughout the woodlot. Mayfield woodlot (small) - Distinct from woodlot above, Green Ash Mineral Deciduous Swamp.
1c	Woodland channel	Swamp and/or Fresh Moist Lowland Forest in floodplain and lower slope and Dry-Fresh Forest on tableland.
2	Stormwater management pond	Cropland/meadow, marsh and cultural meadow) from shoreline to tableland
4a	Grassland creation	90% graminoid 10% shrub
4c	Grassland channel	90% graminoid 10% shrub
5b	Fish habitat	Teardrop shaped ponds, with trench drain at top, gravel areas, woody debris scattered throughout pond. Connected by spillway to NHS channel
6	Area of Development	Outside of NHS and within area of development

Channel Alignment with NHS Restoration

Preliminary Conceptual Plan - Vignette Area 3

Mount Pleasant Landowners Group - Northwest Brampton

Date: Mar. 19, 2009
Scale: 1:1500
Job No. 1-08108

urbantech
STONYBROOK
SAVANTA
stlg

D8-6-114

SCHEDULE C

MOUNT PLEASANT SECONDARY PLAN AREA

WORK PLAN AND SCHEDULE
November 10, 2009

MALONE GIVEN PARSONS LTD.

MGP Project: 08-1867

Draft Submission Date | Task Completion Date | Key Date | Milestone Complete

MILESTONE/DETAILED TASKS	Target Date
01-00 Mount Pleasant Subwatershed Study	
01-01 Landscape Scale Analysis	
Draft Report Submission	September 2007
Commenting and Revision Period	Fall 07 - 08
Finalize Report	June 2010
01-02 SWS Phase 1 : Characterization	
Draft Report Submission	Dec 2007
01-03 SWS Phase 2: Impact Analysis and Testing	
Setting of Targets	May - July 2008
1st Round Testing	Feb - June 2009
1st Draft Report - Testing Results	June 2009
Review and Comment Period	May - Sept 2009
Workshop 1: MNR, CVC, DFO, CITY and LANDOWNERS	September 15 2009
Workshop 2: MNR, CVC, DFO, CITY and LANDOWNERS	Oct 6 - 7, 2009
NHS Proposed by MNR/CVC	October 7 2009
Review and refinement to Mount Pleasant Land Use Schedule	November 2009
2nd Round Testing	Nov - Jan 2010
Review of 2nd Round Testing Results	Jan - Feb 2009
01-04 SWS Phase 3: Management Strategy and Implementation	
Prepare Draft Phase 3 Report	Feb - April 2010
Review Period	May - June 2010
01-05 Prepare and Review SWS Final Report	June - Aug 2010
01-06 Approval of Final SWS	Aug - Sept 2010
APPROVAL OF MOUNT PLEASANT SUBWATERSHED STUDY	**September 2010**
02-00 Mount Pleasant Secondary Planning (OPA)	
02-01 Community Design Study	January 2009
02-02 Transportation Master Plan (Municipal EA)	June 2009
02-03 Master Open Space Study	August 2009
02-04 Retail/Commercial and Institutional Needs and Opportunities	October 2009
02-05 Infrastructure and Servicing Study	August 2009
02-06 Cultural Heritage Resource Study	October 2009
02-07 Alternative Development Standards Terms of Reference Document	July 2009
02-08 Fiscal and Economic Impact Analysis	October 2009
02-09 Land Use Schedule Preparations	
Brampton Point of Departure	January 2009
Draft Land Use Schedule	June 2009
Revised Final Land Use Schedule	October 2009
02-10 Prepare Draft Official Plan Amendment	June 2009
02-11 Report to Committee / Council on Draft OPA	June 2009
02-12 Statutory Public Meeting	June 2009
02-13 Review and Commenting Period on OPA and Secondary Plan	May - Oct 2009
02-14 Revisions to Draft OPA and Land Use Schedule	Sept - Nov 2009
02-15 Final Land Use Plan and OPA	November 2009
02-16 Recommendation to Planning and Development Committee	December 7 2009
02-17 Recommendation to City of Brampton Council	January 27 2010
APPROVAL OF SECONDARY PLAN AND OPA	**January 27 2010**
03-00 Conceptual Fisheries Compensation Plan (CFCP)	
03-01 Prepare Draft CFCP concurrent w SWS Ph3 and EIR	Dec - March 2010
03-02 Submit Draft CFCP	March 2010
03-03 Review and Commenting Period	April - May 2010
03-04 Prepare Final CFCP	June - Aug 2010
03-05 Approval of CFCP	Aug - Sept 2010
APPROVAL OF CONCEPTUAL FISHERIES COMPENSATION PLAN	**September 2010**
04-00 Block Plan Approval and EIR (OPA)	
04-01 Environmental Impact Report	
Submit Draft EIR	May 2010
Review Period	June - July 2010
Final Draft EIR	Aug - Sept 2010
Review Period	Oct - Nov 2010
Approval of Final EIR	December 2010
04-02 Transportation Study/The Spine Road &Collector Road Phases 3 and 4 EA	March 2010
04-03 Urban Design Guidelines / **Conceptual Trail Plan**	March 2010
04-04 Growth Management Staging and Sequencing/Core Servicing Agreement	March 2010
04-05 Prepare Block Plan and Official Plan Amendment	May - March 2010
04-06 Submit Block Plan and OPA Applications	March 2010
04-07 Consultation & Review with City, Agencies, Stakeholders and Public	Feb - Oct 2010
04-08 Informal Public Open House	May 2010
04-09 Statutory Public Meeting / EA PIC	September 2010
04-10 Planning Committee	November 2010
04-11 Council Approval of Block Plan and OPA	December 2010
APPROVAL OF BLOCK PLAN AND EIR	**December 2010**
05-00 Draft Plan of Subdivision and Zoning	
05-01 Functional Servicing and Stormwater Management Report	March 2010
05-02 Tree Inventory	March 2010
05-03 ADS Implementation Study (*if applicable)	March 2010
05-04 Cultural Heritage Report (*if applicable)	March 2010
05-05 Archaeological Study	March 2010
05-06 Acoustic Noise Report	March 2010
05-07 Preparation of Draft Plans	March 2010
05-08 Preparation of Zoning Bylaw	March 2010
05-09 Submit Draft Plans and ZBA Applications	March 2010
05-10 Consultation & Review with City, Agencies, Stakeholders and Public	Feb - Oct 2010
05-11 Preparation of Conditions for Draft Approval	May - Oct 2010
05-12 Statutory Public Meeting / EA PIC	September 2010
05-13 Planning Committee	November 2010
05-14 Council Approval of Draft Plans of Subdivisions and Zoning	December 2010
05-15 Satisfaction of Conditions	Jan - Nov 2011
05-16 Finalization of Subdivision Agreement	Fall 2011
05-17 Plan Registration	Fall 2011
APPROVAL OF DRAFT PLANS OF SUBDIVISION AND ZONING	**December 2010**
06-00 Municipal Class 1 Environmental Assessment	
06-01 Transportation Master Plan (Phase 1 and 2 Municipal EA)	
PIC #3	September 2008
Draft Master Plan	January 2009
Notice of Completion	June 2009
COMPLETION OF PHASE 1 AND 2 EA FOR ALL OF MOUNT PLEASANT	**July 2009**
06-02 James Potter Road ESR (Re-aligned Creditview) ESR	
Notice of Completion	September 2009
COMPLETION OF PHASE 3 & 4 EA REQUIREMENTS FOR JAMES POTTER RD	**November 2009**
06-03 Sandalwood Pkwy Extension & Creditview Rd Widening ESR	
Notice of Completion	December 2009
COMPLETION OF PHASE 3 & 4 EA REQUIREMENT SANDALWOOD & CREDITVIEW	**January 2010**
06-04 The Spine Road and Other Collector Road ESR	
Terms of Reference	October 2009
PIC #1	June 2010
Draft Transportation Study	March 2010
Notice of Completion	August 2010
COMPLETION OF PHASE 3 AND 4 EA REQUIREMENT SPINE AND COLLECTORS	**September 2010**

I8-6-115

Appendix G

INFRASTRUCTURE FUNDING STRATEGY
MEMORANDUM OF UNDERSTANDING

Recitals:

A. Development within the Mount Pleasant Village, being Block Plan 44-1 (the "Mount Pleasant Village") and the Mount Pleasant Community Secondary Plan ("Area 51") which is comprised of Block Plan 51-1 and Block Plan 51-2, is dependent upon the timely construction of public infrastructure and community facilities, the dedication of land for community purposes and the provision of public transportation services within the Mount Pleasant Village and Area 51.

B. A portion of the construction costs associated with the required public infrastructure and community facilities within the Mount Pleasant Village and Area 51 are to be funded through the Infrastructure Stimulus Fund ("ISF") established by the Government of Canada and the Province of Ontario, which funding source requires contributions by the City of Brampton (the "City"). The ISF funding arrangements among the Government of Canada, the Province of Ontario and the City of Brampton are the subject of an Infrastructure Stimulus Fund Contribution Agreement (the "ISF Agreement").

C. The ISF funding and construction arrangements are outlined in a Recommendation Report dated October 7, 2009 that was prepared by City staff and approved by the City's Council on November 9, 2009 (the "Staff Report"), a copy of which is attached as Schedule "A". The Staff Report confirms that the ISF program and related infrastructure will include improvements referred to as the Mount Pleasant Village Mobility Hub, Civic Square, CPR Heritage Station, Cultural Amenity Space and the Library Project (the "ISF Project") as well as the acquisition of three City buses. The Staff Report outlines the obligations of the owners within the Mount Pleasant Village and Area 51 to contribute to the ISF Project costs as well as the acquisition of three City buses.

D. In order to ensure the completion of the ISF Project as well as the acquisition of three City buses, the City and the participating landowners within the Mount Pleasant Village and Area 51 who are the signatories to this Memorandum of Understanding (the "Participating Owners") wish to confirm the following prior to the approval of the Mount Pleasant Community Secondary Plan (the "Secondary Plan"):

(1) The legal and funding arrangements for the ISF Project and related recoveries as well as the acquisition of three City buses;

(2) The legal and funding arrangements for additional public land and infrastructure that are required in order for the Mount Pleasant Village and Area 51 to develop as well as related recoveries; and

(3) Additional arrangements regarding the development of the Mount Pleasant Village and Area 51 to be addressed in the Secondary Plan or in separate legal arrangements to be entered into subsequent to the approval of the Secondary Plan.

E. In order for the Participating Owners to make the financial commitments that are described in Part I of this Memorandum of Understanding, it is necessary for the Participating Owners to also confirm the manner in which these costs will be shared among themselves. It is the express understanding of the Participating Owners that the City's only role in relation to the cost sharing obligations of the Participating Owners, as well as other landowners within Area 51 who seek to develop their land at a later date, is the imposition of a cost sharing agreement condition for development approvals in accordance with the cost sharing policies to be included in the Secondary Plan, as is set out in Part I of this Memorandum of Understanding. Part II of this Memorandum of Understanding confirms the manner in which the Participating Owners and other landowners within Area 51 will share the costs described in this Memorandum of Understanding. The City is not bound by, nor is it a party to any of the cost sharing provisions set out in Part II of this Memorandum of Understanding.

F. Confirmation that the developer cost sharing agreements for Block 51-1 and Block 51-2 contain appropriate provisions shall be provided by the trustee appointed by the Participating Owners for purposes of implementing this Memorandum of Understanding (the "MOU Trustee") as a condition of each block plan approval. Until the Participating Owners notify the City of a replacement individual or firm, the MOU Trustee shall be the law firm of Davies Howe Partners. After the MOU Trustee has provided this confirmation of compliance, the City shall impose a singular cost sharing agreement condition on development approvals requiring that landowners be in good standing pursuant to the applicable developer cost sharing agreement, as evidenced by a letter of confirmation issued by the trustee named in each of the Block 51-1 and Block 51-2 cost sharing agreements (the "CSA Trustee"), as required pursuant to the Secondary Plan. Until the Participating Owners notify the City of a replacement individual or firm, the CSA Trustee for each of Block 51-1 and Block 51-2 shall be the law firm of Davies Howe Partners.

The parties agree to be bound to the provisions contained in this Memorandum of Understanding as follows:

PART I

The terms contained in Part I of this Memorandum of Understanding will bind the City and the Participating Owners.

1. The ISF Project and Related Expenditures

(a) The Mount Pleasant Village Mobility Hub, Civic Square, Public Library and CPR Heritage Station, Cultural Amenity Space and Related Improvements as described in the Staff Report

(i) Description of the ISF Works

The completion of the Mount Pleasant Village Mobility Hub and Civic Square and the completion and/or restoration of the interior and façade of the CPR heritage station, cultural amenity space and public library to be constructed within the Mount Pleasant Village in connection with the ISF Project and as more particularly described in the Staff Report (the "ISF Works").

(ii) MPV Owner's commitments and landowner cost sharing –

(A) Hub Infrastructure Master Agreement

Mattamy (Credit River) Ltd., the owner of all land within the Mount Pleasant Village (the "MPV Owner") will enter into a Hub Infrastructure Master Agreement (the "Master Agreement") with the City following the approval of the Secondary Plan which details the MPV Owner's obligations respecting the ISF Project's front funding and construction, as well as the construction of related work that may be outside the scope of the ISF Project. The Master Agreement will reflect the terms of the Staff Report and this Memorandum of Understanding and will include a mechanism by which the MPV Owner will be reimbursed by the City for all front-ended ISF Project-related works that are eligible for ISF reimbursement/funding or other recovery.

(B) MPV Owner funding of the ISF Works and Related Projects

The MPV Owner will contribute the following financial contributions to the City towards the ISF Project costs:

(1) $6,000,000.00 of the ISF Works costs that is attributable to the City pursuant to the ISF Agreement, which amount is fully eligible for development charge credits (i.e., on a dollar for dollar basis);

(2) $666,667.00 for the CPR rail track feature wall and buffer planting which forms part of the ISF Project, none of which is eligible for a recovery of any kind;

(3) $1,000,000.00 as an initial payment towards the non-recoverable component of ISF Works that the MPV Owner will deliver to the City towards improvements to the CPR heritage station and cultural amenity space improvements, which amount shall be the subject of cost sharing among the MPV Owner and landowners within Block 51-1 and Block 51-2; and

(4) $1,800,000.00 as a further payment towards the cost of cultural amenity space improvements that are outside the scope of the ISF Project, as further described in the Staff Report. The MPV Owner will deliver to the City on or before the earlier of September 1, 2011 or the date the first plan of subdivision within Block 51-1 is registered, which amount shall be the subject of cost sharing among the MPV Owner and landowners within Block 51-1 and Block 51-2.

The timing of the payments contemplated in items (1), (2) and (3) above to be finally determined in accordance with the Master Agreement.

(C) Landowner cost sharing of ISF Works costs and related expenditures

Each landowner within Block 51-1 and Block 51-2 will reimburse the MPV Owner in accordance with a distinct cost sharing agreement between the landowners and the MPV Owner.

(b) Transfer of land within the Mount Pleasant Village to City for ISF Project and related Public Elementary School site

(i) Description of the land and related credits –

(A) The ISF Lands

The land to be transferred by the MPV Owner to the City for the Cultural Block, being Part 4 on a draft plan of survey attached as Schedule "C-1" (the "Reference Plan") has an estimated area of .7737 acres which will be the subject of a $386,850.00 development charge credit based upon a $500,000.00 per acre land value. The Transit Hub lands, being Parts 7 and 8 on the Reference Plan, has an estimated area of 1.2832 acres and will be the subject of a $641,600.00 development charge credit based upon a $500,000.00 per acre land value. The land to be transferred for the Civic Square, being Part 5 on the Reference Plan, has an estimated area of 1.7409 acres which will be the subject of a credit towards the MPV Owner's parkland dedication requirements pursuant to the *Planning* Act at the rate of $290,000.00 per acre for a total credit of $504,861.00. Parts 4, 5, 7 and 8 on the Reference Plan are collectively referred to as the "ISF Lands".

(B) The public elementary school site lands

The land to be transferred by the MPV Owner to the City for the joint use facility that will include a public elementary school and cultural amenity space that will house a public library, being Part 4 on a draft plan of survey attached as Schedule "C-2", has an estimated area of 4.77 acres. The public elementary school site will be transferred to the City based upon a value established pursuant to negotiations between the MPV Owner, the Peel District School Board and the City. The MPV Owner's obligation to transfer the public elementary school site to the City and the payment mechanism will be addressed in the Master Agreement. A distinct agreement will be entered into among the City, the Peel District School Board and the Brampton Library after the date of this Memorandum of Understanding that will address the principles related to the land assembly/ownership, design, development, construction, operations and maintenance agreements pertaining to the joint use building which will include the public elementary school.

(iii) MPV Owner's commitment to transfer

At the City's election, the MPV Owner will transfer the ISF Lands and related Public Elementary School site to the City either,

(A) within ten (10) business days of the City's request to do so, or

(B) coincident with the registration of a plan of subdivision for the Mount Pleasant Village,

but subject to the City's provision of pre-transfer confirmation to the MPV Owner as to the MPV Owner's entitlement to the credits set out in paragraph 1(b)(i) above.

(iv) Landowners' commitment to cost share partial value of ISF Lands

Each landowner within Block 51-1 and Block 51-2 will reimburse the MPV Owner in accordance with a distinct cost sharing agreement between the landowners and the MPV Owner.

(c) Public transportation buses

(i) Description of the buses

Three (3) 30-foot diesel-electric hybrid buses with bicycle racks, or similar buses as may be deemed appropriate by the Commissioner of Works and Transportation.

(ii) Landowner funding commitment

The MPV Owner and the landowners within each of Block 51-1 and 51-2 will provide funding to the City for the three (3) buses through a fixed total contribution of $2,000,000.00 according to the payment schedule described further in this paragraph. The cost will be shared among the Mount Pleasant Village, Block 51-1 and Block 51-2 based upon a distinct cost sharing agreement with the MPV Owner. Payment obligations will be triggered based upon registration of plans of subdivisions within Area 51 in the following stages;

(A) $666,667.00 – 3000 units,

(B) $666,667.00 – 6000units, and

(C) $666,667.00 – 9000 units.

The Participating Owners agree to the inclusion of this cost in the cost sharing agreements applicable within Block 51-1 and Block 51-2 which will incorporate the contribution to be made by the MPV Owner. The Participating Owners agree that the cost sharing agreements to be entered into for each of Block 51-1 and Block 51-2 will provide for the CSA Trustee to make the bus contribution payment to the City, inclusive of the MPV Owner's contribution, pursuant to provisions to be included in the Block 51-1 and 51-2 cost sharing agreements.

(d) City's commitments

(i) The City will provide the MPV Owner with a full development charge credit for:

(A) the $6,000,000.00 contributed towards the ISF Works pursuant to paragraph 1(a)(ii)(B)(1);

(B) the development charge credits available for ISF Land pursuant to paragraph 1(b)(i) which are estimated as $1,028,450.00 and will be subject to final adjustment based upon the land area of the ISF Lands actually transferred, multiplied by the fixed credit per acre, as applicable; and

The development charge credit will be applicable firstly to all components of the development charge excepting the roads component applicable to the Mount Pleasant Village, and any credit in excess of these components shall be applied secondly to the roads component of the development charge applicable in the Mount Pleasant Village as well as any additional credits available for James Potter Road pursuant to paragraph 2(c). A sample calculation regarding the application of development charge credits for the contributions described in this subparagraph 1(d)(i) is attached as Schedule "H". The development charge credits available pursuant to this paragraph shall be confirmed by the City prior to the registration of the MPV Owner's plan of subdivision.

(ii) the City will provide the MPV owner with a cash in lieu of parkland credit for the civic square component of the ISF Lands pursuant to paragraph 1(b)(i).

(iii) The City will require the funding for each bus at the time the City issues plan of subdivision registrations according to the thresholds set out in paragraph 1(c)(ii).

(iv) The City will require, as a condition of approval for the Block 51-2 block plan and all plans of subdivision or other land divisions or site plans within Block 51-1 and Block 51-2 that the CSA Trustee confirms that satisfactory arrangements have been made for the reimbursement of the MPV Owner for the costs described in paragraph 1(b)(iv).

2. James Potter Road and Underpass

(a) Description of the undertaking

The transfer of land and the construction of James Potter Road to the City's standards for an arterial road having generally a right of way width of 36 metres, inclusive of the underpass beneath the CPR tracks, adjacent to and extending beyond the Mount Pleasant Village in the location depicted on Schedule "D". The land to be transferred is referred to as the "James Potter Land" and the construction component is referred to as the "James Potter Works".

(b) Landowner commitments –

(i) MPV Owner – Transfer of James Potter Land to City and Construction of James Potter Works

The MPV Owner will transfer the James Potter Land to the City and will construct the James Potter Works in accordance with the Single Source Delivery Agreement to be entered into with the City after the date of this Memorandum of Understanding. The James Potter Land will be transferred to the City at no charge and, at the City's election, either,

(A) within thirty (30) business days of the City's request to do so, or

(B) coincident with the registration of a plan of subdivision for the Mount Pleasant Village,

but subject to the City's provision of pre-transfer confirmation to the MPV Owner as to the MPV Owner's entitlement to the credits set out in paragraph 2(c) below.

(ii) MPV Owner and Area 51 owners' funding obligations

(A) James Potter Land

The landowners within Area 51 will compensate the MPV Owner for their proportionate share of the James Potter Land at a fixed value of $6,450,496.00.

The Participating Owners agree to the inclusion of this cost in the cost sharing agreements applicable within Block 51-1 and Block 51-2, being a distinct cost sharing agreement with the MPV Owner. The cost will be apportioned among each of the Mount Pleasant Village, Block 51-1 and Block 51-2. Payments shall be made by landowners in Block 51-1 and Block 51-2 to the MPV Owner on or before each plan of subdivision, site plan or other land division is finally approved and a release is sought from the CSA Trustee prior to the registration of a plan of subdivision or other land division or site plan approval.

(B) James Potter Works

Non-recoverable costs

The landowners within Area 51 will share in the cost to construct the James Potter Works by contributing to the portion of the cost that is not subject to a development charge credit or recovery from the City.

The non-recoverable component of the James Potter Works costs will be apportioned among each of the Mount Pleasant Village, Block 51-1 and Block 51-2 in accordance with a distinct cost sharing agreement with the MPV Owner. Payments shall be owing by all landowners within Block 51-1 and Block 51-2 on or before each plan of subdivision or other land division is finally approved and a release is sought from the CSA Trustee. The Participating Owners agree to the inclusion of this cost in the cost sharing agreements applicable within Block 51-1 and Block 51-2 being a distinct cost sharing agreement with the MPV Owner.

Front-ending of recoverable costs

All landowners within Area 51 who proceed with development before the James Potter Works have been completed or all of the available development charge credits or recoveries are available, shall be entitled to assist in the front-ending of the costs associated with the James Potter Works. The Single

Source Delivery Agreement that the MPV Owner enters into with the City will allow for the pooling of development charge credits and recoveries among the MPV Owner and any other landowners within Area 51 who contribute to the funding of the James Potter Works, and any such assignments will be provided to the City by the CSA Trustee.

(c) City's commitment –

(i) Eligible development charge credits and recoveries

One hundred percent (100%) of the total cost of the underpass and 50% of the James Potter Road construction costs shall be subject to a development charge credit or recovery. With regard to the MPV Owner, any portion of the James Potter Works that is also part of the ISF Project and is eligible for development charge credits or recoveries will be implemented in conjunction with the recovery provisions contained in paragraph 1(d). A sample calculation regarding the application of development charge credits pursuant to paragraphs 1(d) and 2(c) are set out at Schedule "H". The City acknowledges that the recoverable portion of the James Potter Works is currently included in its 2011 capital forecast.

The total cost of the underpass and the James Potter Road construction costs shall be subject to development charge credit or recovery in accordance with the City's "*Corporate Guideline Regarding Arrangements to Allow Developers to Provide Single Source Delivery of Development Charge Funded Road Infrastructure*" as may be amended by City Council, including as amended by recommendation PDD142-2009 of the Planning, Design and Development Committee Meeting of June 15, 2009 approved by Council on June 24, 2009, prior to execution of the Single Source Delivery Agreement to be entered into with the City after the date of this Memorandum of Understanding (the Single Source Delivery Agreement).

(ii) Development charge credits and recoveries applicable to roads component of development charge

The MPV Owner and any Area 51 landowner that has contributed to the cost of the James Potter Works that is eligible for a development charge credit shall be entitled to the apply the credit towards the roads component of the development charge owing within the Mount Pleasant Village and Area 51, as applicable, until the credit entitlement is retired. Any such assignments of credits will be provided to the City by the CSA Trustee.

(iii) The City will require a condition of approval for the Block 51-2 block plan and all plans of subdivision or other land divisions or site plans within Block 51-1 and Block 51-2, that the CSA Trustee confirms that the developing owner(s) has/have made satisfactory arrangements in conjunction with the cost sharing of the James Potter Land and James Potter Works in compliance with the cost sharing policy contained in the Secondary Plan.

(iv) Security and Performance Bonds

The cost of all required works will be financially secured to the City's satisfaction, prior to the commencement of the works.

Details of the amount and form of security (letters of credit and/or performance bonds) will be set out in the Single Source Delivery Agreement to be entered into with the City after the date of this Memorandum of Understanding, and will include:

1. For the underpass component of the James Potter Works– A letter of credit for 10% of the value of the work and a performance bond (posted by either or a combination of the developer or contractor directly or through an assignment of a bond to the City, the particulars of which will be confirmed in the Single Source Delivery Agreement) for 100% of the work which will be held until the construction of the James Potter Works is complete. Once the James Potter Works are complete, the City will retain a performance bond/Letter of Credit until the maintenance period (and amount), as determined by the City's Commissioner of Works and Transportation, has expired.

2. For the road component of the James Potter Works - A letter of credit for 10% of the value of the work and a performance bond (posted by either/or a combination of the developer or contractor directly or through an assignment of a bond to the City, the particulars of which will be confirmed in the Single Source Delivery Agreement) for 50% of the work which will be held until the construction of the construction of the James Potter Works is complete. Once work the James Potter Works are complete, the City will retain a performance bond/Letter of Credit until the maintenance period (and amount), as determined by the Commissioner of Works and Transportation, has expired.

3. Sandalwood Parkway and the Spine Road

a. Description of the undertaking – The transfer of land and the construction of,

(i) Sandalwood Parkway within Block 51-1 to the City's standards for an arterial road having a right of way width of 36 metres, and

(ii) the Spine Road within Area 51 to the City's standard for a major collector road.

b. Landowner commitments – The Participating Owners within Area 51 and the MPV Owner will transfer and construct Sandalwood Parkway and the Spine Road in accordance with the required Municipal Class Environmental Assessment.

c. City's commitment – The City acknowledges that its capital budget forecast provides for development charge recoveries for Sandalwood Parkway in 2016 and the Spine Road in 2019. The City may, at its sole discretion, consider advancing the timing for the payment of recoveries to the Participating Owners within Area 51. Development charge recoveries will be available for 50% of the cost to construct Sandalwood Parkway within Block 51-1 and the Spine Road within Area 51.

4. Secondary Plan Provisions and Implementation Issues

a. Payment of cash-in-lieu of parkland obligations by the MPV Owner

The City will defer the obligation of the MPV Owner to remit any cash-in-lieu of parkland payments that are owing in relation to

development within the Mount Pleasant Village until the earlier of December 31, 2013 or the date the MPV Owner and any other front-ending owner within Area 51 are in receipt of all development charge credits and recoveries attributable to the James Potter Works.

b. Adherence to work program from implementation principles for the Mount Pleasant Subwatershed Study in the Secondary Plan

The City will exert its reasonable efforts to adhere to the work program appended to the implementation principles for the Mount Pleasant Subwatershed Study that have been agreed to among representatives of the City, the Credit Valley Conservation Authority and the Ministry of Natural Resources dated November 24, 2009, a copy of which is attached as Schedule "E". Accordingly, the City will exert its reasonable efforts to process and approve all draft plans of subdivision that are filed within the Mount Pleasant Village and Area 51 simultaneously with the applicable block plans and in accordance with the work program referenced above.

c. Allocation and permit issuance prior to completion of James Potter Works

The City confirms that land within the Mount Pleasant Village and Area 51 will receive allocation and/or exemption in accordance with the City's Growth Management and Development Allocation Program for at least 3000 units before it will require the James Potter Works to be constructed and operational. The City and the Participating Owners agree to monitor the road network to determine whether, and how many, building permits may be issued prior to the James Potter Works being constructed and operational.

Subject to the development charge credit provisions that are applicable to the MPV Owner pursuant to Section 1(d) (i), any permits released in advance of the construction of the James Potter Works will require the payment of all non-road components of the development charge for such permits. In addition, payment of, or security for, the road portion of the development charges shall then be payable, subject to a reduction for security or payment provided by the MPV Owner and/or any landowner within Area 51 for the James Potter Works prior to that date pursuant to Section 2(c) (iii) or otherwise in accordance with the Single Source Delivery Agreement. In the case of security provided for the roads component of the development charges payable, such security will only be released when the entitlement for equivalent credits for the James Potter Works has been confirmed by the City pursuant to the terms of the Single Source Delivery Agreement.

d. Heritage strategy

The City will include within the Secondary Plan a policy that requires the completion of a heritage resource assessment and a strategic implementation plan. Subject to Council approval of the heritage policy, as a component of the first block plan approval within Area 51, the policy will encompass the whole of Area 51 and may identify the cultural heritage resource having the highest priority. Landowners within Area 51 will participate in the cost of the assessment and implementation strategy.

e. Potential Reconfiguration of Creditview/ Sandalwood (Creditview) Park

In accordance with the implementation principles for the Mount Pleasant Subwatershed Study that have been agreed to among the Credit Valley Conservation Authority, the Ministry of Natural Resources and the City, the landowners within Block 51-1 will gratuitously transfer approximately 250 acres of natural heritage system land to the City. In addition, landowners within Block 51-1 will complete improvements to the natural heritage system and associated channel work which will result in the reduction of flooding and improved hydrogeology within the Creditview Park.

The transfer of natural heritage system land within Block 51-1 may result in the reduction of the Creditview Park area by approximately 2.8 hectares and, potentially, the loss of a lit soccer/lacrosse field. If it is necessary to relocate a lit soccer/lacrosse field, the landowners within Block 51-1 will gratuitously transfer land to the City having an approximate area of 1.3 hectares between the realigned Sandalwood Parkway and the northerly limit of Creditview Park as depicted on Schedule "F" to accommodate the redesign/redevelopment or relocation of the lost field to the satisfaction of the Commissioner of Community Services.

The Participating Owners in Block 51-1 agree that, if required, they will complete and at no cost to the City the reconfiguration/relocation of the lit soccer/lacrosse field or other alternative arrangement in a location and form to be determined pursuant to the City's standards existing as of the date of this Memorandum of Understanding, as well as a work plan and schedule approved by the City that will include the re-engineering of the swale feature within the Creditview Park.

Alternately, and at the City's election if the relocation of a lit soccer/lacrosse field is required, the Participating Owners in Block 51-1 will provide financial compensation to the City upon the receipt of a demand and in an amount stipulated by the City to

allow for the relocation or loss of the lit soccer/lacrosse field and the re-engineering of the swale within the Creditview Park, in accordance with the City's larger redevelopment plan for the park.

Should the relocation of a lit soccer/lacrosse field not be required but the City determines to acquire the 1.3 hectare parcel depicted on Schedule "F", the Participating Owners in Block 51-1 agree to transfer the land to the City which the City agrees will be eligible for a parkland credit pursuant to the *Planning Act*.

g. Local and collector road standard and sidewalk policy

In accordance with the Alternative Development Standard policies in the Mount Pleasant Secondary Plan, the City agrees to apply the alternative development standards for roads within Area 51. Within Area 51, the City will impose a local road cross section with a minimum 16.5 metre right of way and a requirement for one (1) sidewalk only adjacent to local roads, the locations of which will be determined at the block plan stage. The City will impose a minor collector road cross section with a 21.5 metres right of way which will require the construction of two (2) sidewalks. Based on additional secondary plan transportation work and a Municipal Class Environmental Assessment to be completed through the Block Planning process, the role and function of the Spine Road will be confirmed. The City acknowledges that the Participating Owners support a 24 metre right of way for the Spine Road within Area 51. The City will consider an alternative standard to the Spine Road, and may adopt and/or adapt its existing Spine Collector Alternative Development Standard that has been applied elsewhere in the City.

h. Storm pond standards

The City will consider alternative storm pond standards and will endeavour to adopt innovative storm pond standards, subject to the City's review and acceptance of the submission made by the professional engineering firm retained by the Participating Owners in Area 51, a copy of which is attached as Schedule "G".

g. Cost sharing policy

The City will include within the cost sharing policy of the Secondary Plan a reference to this Memorandum of Understanding and the requirement that all landowners within Area 51 comply with its terms and any subsequent agreements that are entered into to implement the provisions of the Memorandum of Understanding, in accordance with the cost sharing policy provisions of the Secondary Plan.

5. Execution Arrangements for Memorandum of Understanding

This Memorandum of Understanding may be executed by the City and the Participating Owners in counterpart and such counterpart execution shall have the same force and effect as if all parties hereto executed the same document.

6. The following schedules do not form part of this Appendix G, but nevertheless the final schedules are available from the Planning, Design and Development Department of the City of Brampton and form part of this Memorandum of Understanding:

Schedule "A"	Staff Recommendation Report
Schedule "B"	Intentionally Deleted
Schedule "C-1"	Reference Plan Depicting ISF Lands
Schedule "C-2"	Reference Plan Depicting Joint Use Facility Block within ISF Lands
Schedule "D"	James Potter Road Plan
Schedule "E"	Implementation principles for the Mount Pleasant Subwatershed Study
Schedule "F"	Creditview/Sandalwood Park – Land Configuration Plan
Schedule "G"	Participating Owners' Storm Pond Design Submission
Schedule "H"	Sample Development Charge Credit Calculation Applicable to MPV Owner

PART II

The terms contained in Part II of this Memorandum of Understanding will bind only the Participating Owners. The City is not party to, nor has it expressed any opinion regarding any term contained in Part II of this Memorandum of Understanding or Schedule thereto.

1. Landowner cost sharing of ISF Works costs and related expenditures

$2,800,000.00 of the MPV Owner's contribution towards the non-recoverable component of the ISF Works costs ($1,000,000.00) and costs for related works that are outside the scope of the ISF Project ($1,800,000.00) will be shared among the MPV Owner, Block 51-1 and Block 51-2 based upon the net developable area within each of these three

areas, as set out at Schedule "I", which sharing ratios shall not be subject to future adjustment.

On or before the date the first plan of subdivision is registered within Block 51-1, the Participating Owners in Block 51-1 will address the repayment of the proportionate sharing obligation of the $2,800,000.00 attributable to Block 51-1 as set out at Schedule "I", as well as any front-ending of the cost attributable to Block 51-2, in a distinct cost sharing agreement with the MPV Owner.

On or before the date the block plan for Block 51-2 is approved, the Participating Owners within Block 51-2 will remit to the MPV Owner the portion of the ISF Works contribution of $2,800,000.00 that is attributable to Block 51-2, as set out at Schedule "I".

The Participating Owners agree to the inclusion of the $2,800,000.00 ISF Works contribution on the basis of the cost sharing ratios set out above and in any other cost sharing arrangements or agreements applicable within Block 51-1 and Block 51-2 as set out at Schedule "I".

2. Landowner cost sharing of partial value of ISF Lands

Each landowner within Block 51-1 and Block 51-2 will reimburse the MPV Owner for its proportionate share of the difference between the credits made available by the City and the fair market value of the ISF Lands. The difference in value shall be fixed in the amount of $1,080,558.00 based upon the calculation set out at Schedule "I". The cost will be apportioned based upon the net developable area within each of the Mount Pleasant Village, Block 51-1 and Block 51-2 in accordance with Schedule "I" and the distribution among these three planning areas shall be fixed.

On or before the registration of the first plan of subdivision with in Block 51-1, the Participating Owners in Block 51-1 will address the payment of Block 51-1's proportionate sharing obligation for the $1,080,558.00 in non-recoverable ISF Land value, as set out at Schedule "I" as well as any front-ending obligations for the portion of the cost attributable to Block 51-2, in a distinct cost sharing agreement with the MPV Owner.

On or before the block plan for Block 51-2 is approved, the Participating Owners within Block 51-2 will remit to the MPV Owner the portion of the non-recoverable ISF Land value of $1,080,558.00 that is attributable to Block 51-2, as set out at Schedule "I".

The Participating Owners agree to the inclusion of this cost in the cost sharing agreements applicable within Block 51-1 and Block 51-2.

3. Landowner cost sharing of contribution to public transportation buses

The MPV Owner and all landowners within each of Block 51-1 and 51-2 will share in the fixed contribution of $2,000,000.00 towards the cost of three (3) City buses. The cost will be shared among the Mount Pleasant Village, Block 51-1 and Block 51-2 based upon the net developable area within each of these three planning areas, as set out at Schedule "I", which sharing ratios shall not be subject to future adjustment. Payment obligations will be triggered based upon the registration of plans of subdivision within Area 51 in the following stages;

(A) $666,667.00 – registration of 3000 residential units,

(B) $666,667.00 – registration of 6000 residential units, and

(C) $666,667.00 – registration of 9000 residential units.

Payment shall be owing by the MPV Owner and Participating Owners within each of Block 51-1 and Block 51-2 in the order of plan of subdivision registration and to the extent plans of subdivision have been registered within each planning area, it being the intention that the Participating Owners who develop land first will retire their obligation for all land within their respective planning areas, in total, before the obligation to contribute is triggered for Participating Owners within each planning area who develop subsequently. The Participating Owners agree to the inclusion of this cost in the cost sharing agreements applicable within Block 51-1 and Block 51-2.

4. Landowner cost sharing of James Potter Road land costs and James Potter Works

(A) James Potter Land

The landowners within Area 51 will compensate the MPV Owner for their proportionate share of the James Potter Land at a fixed value of $6,450,496.00. The cost will be apportioned among each of the Mount Pleasant Village, Block 51-1 and Block 51-2 in accordance with Schedule "I" and the distribution among these three planning areas shall be fixed.

Payments shall be made by landowners in Block 51-1 and Block 51-2 to the MPV Owner on or before each plan of subdivision, site plan or other land division is finally approved and a release is sought from the CSA Trustee for the subject cost sharing agreement. The Participating Owners agree to the inclusion of this cost in the cost sharing agreements applicable within Block 51-1 and Block 51-2.

Among landowners within each of Block 51-1 and Block 51-2, the James Potter land cost will be apportioned based upon the net developable area within each Participating Owner's land ownership, as compared to the

total net developable area within the applicable planning area. Payments shall be made by landowners in Block 51-1 and Block 51-2 to the MPV Owner on or before each plan of subdivision, site plan or other land division is finally approved and a release is sought from the CSA Trustee for the subject cost sharing agreement. The Participating Owners agree to the inclusion of this cost in the cost sharing agreements applicable within Block 51-1 and Block 51-2.

(B) James Potter Works

Non-recoverable costs

The landowners within Area 51 will share in the cost to construct the James Potter Works by contributing to the portion of the cost that is not subject to a development charge credit or recovery from the City. The non-recoverable component of the cost will be fixed in the amount of $1,692,277.00 and apportioned among each of the Mount Pleasant Village, Block 51-1 and Block 51-2 in accordance with Schedule "B". The distribution percentages among these three planning areas shall also be fixed.

Among landowners within each of Block 51-1 and Block 51-2, the non-recoverable portion of the James Potter Works cost will be apportioned based upon the net developable acreage within each land ownership as compared to the total net developable area with the applicable planning area. Payments shall be owing by all landowners within Block 51-1 and Block 51-2 on or before each plan of subdivision or other land division is finally approved and a release is sought from the CSA Trustee for the subject cost sharing agreement. The Participating Owners agree to the inclusion of this cost in the cost sharing agreements applicable within Block 51-1 and Block 51-2.

Front-ending of recoverable costs

All landowners within Area 51 who proceed with development before the James Potter Works have been completed or all of the available development charge credits or recoveries are available, shall be entitled to assist in the front-ending of the costs associated with the James Potter Works. The Single Source Delivery Agreement that the MPV Owner enters into with the City will allow for the pooling of development charge credits and recoveries among the MPV Owner and any other landowners within Area 51 who contribute to the funding of the James Potter Works.

Dated this 10th day of February, 2010.

----------END OF DOCUMENT ----------

I86-134

Appendix C: Mount Pleasant Village (Block Plan 44-1) and Mount Pleasant Secondary Plan (Area 51) - Including Block Plans 51-1 and 51-2 Infrastructure Funding Strategy Draft Memorandum of Understanding

I8-6-135

MOUNT PLEASANT VILLAGE (BLOCK PLAN 44-1) and MOUNT PLEASANT SECONDARY PLAN(AREA 51) – INCLUDING BLOCK PLANS 51-1 AND 51-2

INFRASTRUCTURE FUNDING STRATEGY MEMORANDUM OF UNDERSTANDING

Recitals:

A. Development within the Mount Pleasant Village, being Block Plan 44-1 (the "Mount Pleasant Village") and the Mount Pleasant Community Secondary Plan ("Area 51") which is comprised of Block Plan 51-1 and Block Plan 51-2, is dependent upon the timely construction of public infrastructure and community facilities, the dedication of land for community purposes and the provision of public transportation services within the Mount Pleasant Village and Area 51.

B. A portion of the construction costs associated with the required public infrastructure and community facilities within the Mount Pleasant Village and Area 51 are to be funded through the Infrastructure Stimulus Fund ("ISF") established by the Government of Canada and the Province of Ontario, which funding source requires contributions by the City of Brampton (the "City"). The ISF funding arrangements among the Government of Canada, the Province of Ontario and the City of Brampton are the subject of an Infrastructure Stimulus Fund Contribution Agreement (the "ISF Agreement").

C. The ISF funding and construction arrangements are outlined in a Recommendation Report dated October 7, 2009 that was prepared by City staff and approved by the City's Council on November 9, 2009 (the "Staff Report"), a copy of which is attached as Schedule "A". The Staff Report confirms that the ISF program and related infrastructure will include improvements referred to as the Mount Pleasant Village Mobility Hub, Civic Square, CPR Heritage Station, Cultural Amenity Space and the Library Project (the "ISF Project") as well as the acquisition of three City buses. The Staff Report outlines the obligations of the owners within the Mount Pleasant Village and Area 51 to contribute to the ISF Project costs as well as the acquisition of three City buses.

D. In order to ensure the completion of the ISF Project as well as the acquisition of three City buses, the City and the participating landowners within the Mount Pleasant Village and Area 51 who are the signatories to this Memorandum of Understanding (the "Participating Owners") wish to confirm

the following prior to the approval of the Mount Pleasant Community Secondary Plan (the "Secondary Plan"):

(1) The legal and funding arrangements for the ISF Project and related recoveries as well as the acquisition of three City buses;

(2) The legal and funding arrangements for additional public land and infrastructure that are required in order for the Mount Pleasant Village and Area 51 to develop as well as related recoveries; and

(3) Additional arrangements regarding the development of the Mount Pleasant Village and Area 51 to be addressed in the Secondary Plan or in separate legal arrangements to be entered into subsequent to the approval of the Secondary Plan.

E. In order for the Participating Owners to make the financial commitments that are described in Part I of this Memorandum of Understanding, it is necessary for the Participating Owners to also confirm the manner in which these costs will be shared among themselves. It is the express understanding of the Participating Owners that the City's only role in relation to the cost sharing obligations of the Participating Owners, as well as other landowners within Area 51 who seek to develop their land at a later date, is the imposition of a cost sharing agreement condition for development approvals in accordance with the cost sharing policies to be included in the Secondary Plan, as is set out in Part I of this Memorandum of Understanding. Part II of this Memorandum of Understanding confirms the manner in which the Participating Owners and other landowners within Area 51 will share the costs described in this Memorandum of Understanding. The City is not bound by, nor is it a party to any of the cost sharing provisions set out in Part II of this Memorandum of Understanding.

F. Confirmation that the developer cost sharing agreements for Block 51-1 and Block 51-2 contain appropriate provisions shall be provided by the trustee appointed by the Participating Owners for purposes of implementing this Memorandum of Understanding (the "MOU Trustee") as a condition of each block plan approval. Until the Participating Owners notify the City of a replacement individual or firm, the MOU Trustee shall be the law firm of Davies Howe Partners. After the MOU Trustee has provided this confirmation of compliance, the City shall impose a singular cost sharing agreement condition on development approvals requiring that landowners be in good standing pursuant to the applicable developer cost sharing agreement, as evidenced by a letter of confirmation issued by the trustee named in each of the Block 51-1 and Block 51-2 cost sharing agreements (the "CSA Trustee"), as required pursuant to the Secondary Plan. Until the Participating Owners notify the City of a replacement individual or firm, the

CSA Trustee for each of Block 51-1 and Block 51-2 shall be the law firm of Davies Howe Partners.

The parties agree to be bound to the provisions contained in this Memorandum of Understanding as follows:

PART I

The terms contained in Part I of this Memorandum of Understanding will bind the City and the Participating Owners.

1. The ISF Project and Related Expenditures

(a) The Mount Pleasant Village Mobility Hub, Civic Square, Public Library and CPR Heritage Station, Cultural Amenity Space and Related Improvements as described in the Staff Report

(i) Description of the ISF Works

The completion of the Mount Pleasant Village Mobility Hub and Civic Square and the completion and/or restoration of the interior and façade of the CPR heritage station, cultural amenity space and public library to be constructed within the Mount Pleasant Village in connection with the ISF Project and as more particularly described in the Staff Report (the "ISF Works").

(ii) MPV Owner's commitments and landowner cost sharing –

(A) Hub Infrastructure Master Agreement

Mattamy (Credit River) Ltd., the owner of all land within the Mount Pleasant Village (the "MPV Owner") will enter into a Hub Infrastructure Master Agreement (the "Master Agreement") with the City following the approval of the Secondary Plan which details the MPV Owner's obligations respecting the ISF Project's front funding and construction, as well as the construction of related work that may be outside the scope of the ISF Project. The Master Agreement will reflect the terms of the Staff Report and this Memorandum of Understanding and will include a mechanism by which the MPV Owner will be reimbursed by the City for all front-ended ISF Project-related works that are eligible for ISF reimbursement/funding or other recovery.

(B) MPV Owner funding of the ISF Works and Related Projects

The MPV Owner will contribute the following financial contributions to the City towards the ISF Project costs:

(1) $6,000,000.00 of the ISF Works costs that is attributable to the City pursuant to the ISF Agreement, which amount is fully eligible for development charge credits (i.e., on a dollar for dollar basis);

(2) $666,667.00 for the CPR rail track feature wall and buffer planting which forms part of the ISF Project, none of which is eligible for a recovery of any kind;

(3) $1,000,000.00 as an initial payment towards the non-recoverable component of ISF Works that the MPV Owner will deliver to the City towards improvements to the CPR heritage station and cultural amenity space improvements, which amount shall be the subject of cost sharing among the MPV Owner and landowners within Block 51-1 and Block 51-2; and

(4) $1,800,000.00 as a further payment towards the cost of cultural amenity space improvements that are outside the scope of the ISF Project, as further described in the Staff Report. The MPV Owner will deliver to the City on or before the earlier of September 1, 2011 or the date the first plan of subdivision within Block 51-1 is registered, which amount shall be the subject of cost sharing among the MPV Owner and landowners within Block 51-1 and Block 51-2.

The timing of the payments contemplated in items (1), (2) and (3) above to be finally determined in accordance with the Master Agreement.

(C) Landowner cost sharing of ISF Works costs and related expenditures

Each landowner within Block 51-1 and Block 51-2 will reimburse the MPV Owner in accordance with a distinct

cost sharing agreement between the landowners and the MPV Owner.

(b) Transfer of land within the Mount Pleasant Village to City for ISF Project and related Public Elementary School site

(i) Description of the land and related credits –

(A) The ISF Lands

The land to be transferred by the MPV Owner to the City for the Cultural Block, being Part 4 on a draft plan of survey attached as Schedule "C-1" (the "Reference Plan") has an estimated area of .7737 acres which will be the subject of a $386,850.00 development charge credit based upon a $500,000.00 per acre land value. The Transit Hub lands, being Parts 7 and 8 on the Reference Plan, has an estimated area of 1.2832 acres and will be the subject of a $641,600.00 development charge credit based upon a $500,000.00 per acre land value. The land to be transferred for the Civic Square, being Part 5 on the Reference Plan, has an estimated area of 1.7409 acres which will be the subject of a credit towards the MPV Owner's parkland dedication requirements pursuant to the *Planning* Act at the rate of $290,000.00 per acre for a total credit of $504,861.00. Parts 4, 5, 7 and 8 on the Reference Plan are collectively referred to as the "ISF Lands".

(B) The public elementary school site lands

The land to be transferred by the MPV Owner to the City for the joint use facility that will include a public elementary school and cultural amenity space that will house a public library, being Part 4 on a draft plan of survey attached as Schedule "C-2", has an estimated area of 4.77 acres. The public elementary school site will be transferred to the City based upon a value established pursuant to negotiations between the MPV Owner, the Peel District School Board and the City. The MPV Owner's obligation to transfer the public elementary school site to the City and the payment mechanism will be addressed in the Master Agreement. A distinct agreement will be entered into among the City, the Peel District School Board and the Brampton Library after the date of this Memorandum of Understanding that will address the principles related to the land assembly/ownership, design, development, construction, operations and maintenance agreements

pertaining to the joint use building which will include the public elementary school.

(iii) MPV Owner's commitment to transfer

At the City's election, the MPV Owner will transfer the ISF Lands and related Public Elementary School site to the City either,

(A) within ten (10) business days of the City's request to do so, or

(B) coincident with the registration of a plan of subdivision for the Mount Pleasant Village,

but subject to the City's provision of pre-transfer confirmation to the MPV Owner as to the MPV Owner's entitlement to the credits set out in paragraph 1(b)(i) above.

(iv) Landowners' commitment to cost share partial value of ISF Lands

Each landowner within Block 51-1 and Block 51-2 will reimburse the MPV Owner in accordance with a distinct cost sharing agreement between the landowners and the MPV Owner.

(c) Public transportation buses

(i) Description of the buses

Three (3) 30-foot diesel-electric hybrid buses with bicycle racks, or similar buses as may be deemed appropriate by the Commissioner of Works and Transportation.

(ii) Landowner funding commitment

The MPV Owner and the landowners within each of Block 51-1 and 51-2 will provide funding to the City for the three (3) buses through a fixed total contribution of $2,000,000.00 according to the payment schedule described further in this paragraph. The cost will be shared among the Mount Pleasant Village, Block 51-1 and Block 51-2 based upon a distinct cost sharing agreement with the MPV Owner. Payment obligations will be

triggered based upon registration of plans of subdivisions within Area 51 in the following stages;

(A) $666,667.00 – 3000 units,

(B) $666,667.00 – 6000units, and

(C) $666,667.00 – 9000 units.

The Participating Owners agree to the inclusion of this cost in the cost sharing agreements applicable within Block 51-1 and Block 51-2 which will incorporate the contribution to be made by the MPV Owner. The Participating Owners agree that the cost sharing agreements to be entered into for each of Block 51-1 and Block 51-2 will provide for the CSA Trustee to make the bus contribution payment to the City, inclusive of the MPV Owner's contribution, pursuant to provisions to be included in the Block 51-1 and 51-2 cost sharing agreements.

(d) City's commitments

(i) The City will provide the MPV Owner with a full development charge credit for:

(A) the $6,000,000.00 contributed towards the ISF Works pursuant to paragraph 1(a)(ii)(B)(1);

(B) the development charge credits available for ISF Land pursuant to paragraph 1(b)(i) which are estimated as $1,028,450.00 and will be subject to final adjustment based upon the land area of the ISF Lands actually transferred, multiplied by the fixed credit per acre, as applicable; and

The development charge credit will be applicable firstly to all components of the development charge excepting the roads component applicable to the Mount Pleasant Village, and any credit in excess of these components shall be applied secondly to the roads component of the development charge applicable in the Mount Pleasant Village as well as any additional credits available for James Potter Road pursuant to paragraph 2(c). A sample calculation regarding the application of development charge credits for the contributions described in this subparagraph 1(d)(i) is attached as Schedule "H". The development charge credits available pursuant to this

paragraph shall be confirmed by the City prior to the registration of the MPV Owner's plan of subdivision.

(ii) the City will provide the MPV owner with a cash in lieu of parkland credit for the civic square component of the ISF Lands pursuant to paragraph 1(b)(i).

(iii) The City will require the funding for each bus at the time the City issues plan of subdivision registrations according to the thresholds set out in paragraph 1(c)(ii).

(iv) The City will require, as a condition of approval for the Block 51-2 block plan and all plans of subdivision or other land divisions or site plans within Block 51-1 and Block 51-2 that the CSA Trustee confirms that satisfactory arrangements have been made for the reimbursement of the MPV Owner for the costs described in paragraph 1(b)(iv).

2. James Potter Road and Underpass

(a) Description of the undertaking

The transfer of land and the construction of James Potter Road to the City's standards for an arterial road having generally a right of way width of 36 metres, inclusive of the underpass beneath the CPR tracks, adjacent to and extending beyond the Mount Pleasant Village in the location depicted on Schedule "D". The land to be transferred is referred to as the "James Potter Land" and the construction component is referred to as the "James Potter Works".

(b) Landowner commitments –

(i) MPV Owner – Transfer of James Potter Land to City and Construction of James Potter Works

The MPV Owner will transfer the James Potter Land to the City and will construct the James Potter Works in accordance with the Single Source Delivery Agreement to be entered into with the City after the date of this Memorandum of Understanding. The James Potter Land will be transferred to the City at no charge and, at the City's election, either,

(A) within thirty (30) business days of the City's request to do so, or

(B) coincident with the registration of a plan of subdivision for the Mount Pleasant Village,

but subject to the City's provision of pre-transfer confirmation to the MPV Owner as to the MPV Owner's entitlement to the credits set out in paragraph 2(c) below.

(ii) MPV Owner and Area 51 owners' funding obligations

(A) James Potter Land

The landowners within Area 51 will compensate the MPV Owner for their proportionate share of the James Potter Land at a fixed value of $6,450,496.00.

The Participating Owners agree to the inclusion of this cost in the cost sharing agreements applicable within Block 51-1 and Block 51-2, being a distinct cost sharing agreement with the MPV Owner. The cost will be apportioned among each of the Mount Pleasant Village, Block 51-1 and Block 51-2. Payments shall be made by landowners in Block 51-1 and Block 51-2 to the MPV Owner on or before each plan of subdivision, site plan or other land division is finally approved and a release is sought from the CSA Trustee prior to the registration of a plan of subdivision or other land division or site plan approval.

(B) James Potter Works

Non-recoverable costs

The landowners within Area 51 will share in the cost to construct the James Potter Works by contributing to the portion of the cost that is not subject to a development charge credit or recovery from the City.

The non-recoverable component of the James Potter Works costs will be apportioned among each of the Mount Pleasant Village, Block 51-1 and Block 51-2 in accordance with a distinct cost sharing agreement with the MPV Owner. Payments shall be owing by all landowners within Block 51-1 and Block 51-2 on or before each plan of subdivision or other land division is finally approved and a release is sought from the CSA Trustee. The Participating Owners agree to the

inclusion of this cost in the cost sharing agreements applicable within Block 51-1 and Block 51-2 being a distinct cost sharing agreement with the MPV Owner.

Front-ending of recoverable costs

All landowners within Area 51 who proceed with development before the James Potter Works have been completed or all of the available development charge credits or recoveries are available, shall be entitled to assist in the front-ending of the costs associated with the James Potter Works. The Single Source Delivery Agreement that the MPV Owner enters into with the City will allow for the pooling of development charge credits and recoveries among the MPV Owner and any other landowners within Area 51 who contribute to the funding of the James Potter Works, and any such assignments will be provided to the City by the CSA Trustee.

(c) City's commitment –

(i) Eligible development charge credits and recoveries

One hundred percent (100%) of the total cost of the underpass and 50% of the James Potter Road construction costs shall be subject to a development charge credit or recovery. With regard to the MPV Owner, any portion of the James Potter Works that is also part of the ISF Project and is eligible for development charge credits or recoveries will be implemented in conjunction with the recovery provisions contained in paragraph 1(d). A sample calculation regarding the application of development charge credits pursuant to paragraphs 1(d) and 2(c) are set out at Schedule "H". The City acknowledges that the recoverable portion of the James Potter Works is currently included in its 2011 capital forecast.

The total cost of the underpass and the James Potter Road construction costs shall be subject to development charge credit or recovery in accordance with the City's "*Corporate Guideline Regarding Arrangements to Allow Developers to Provide Single Source Delivery of Development Charge Funded Road Infrastructure*" as

may be amended by City Council, including as amended by recommendation PDD142-2009 of the Planning, Design and Development Committee Meeting of June 15, 2009 approved by Council on June 24, 2009, prior to execution of the Single Source Delivery Agreement to be entered into with the City after the date of this Memorandum of Understanding (the Single Source Delivery Agreement).

(ii) Development charge credits and recoveries applicable to roads component of development charge

The MPV Owner and any Area 51 landowner that has contributed to the cost of the James Potter Works that is eligible for a development charge credit shall be entitled to the apply the credit towards the roads component of the development charge owing within the Mount Pleasant Village and Area 51, as applicable, until the credit entitlement is retired. Any such assignments of credits will be provided to the City by the CSA Trustee.

(iii) The City will require a condition of approval for the Block 51-2 block plan and all plans of subdivision or other land divisions or site plans within Block 51-1 and Block 51-2, that the CSA Trustee confirms that the developing owner(s) has/have made satisfactory arrangements in conjunction with the cost sharing of the James Potter Land and James Potter Works in compliance with the cost sharing policy contained in the Secondary Plan.

(iv) Security and Performance Bonds

The cost of all required works will be financially secured to the City's satisfaction, prior to the commencement of the works.

Details of the amount and form of security (letters of credit and/or performance bonds) will be set out in the Single Source Delivery Agreement to be entered into with the City after the date of this Memorandum of Understanding, and will include:

1. For the underpass component of the James Potter Works– A letter of credit for 10% of the value of the work and a performance bond (posted by either or a

combination of the developer or contractor directly or through an assignment of a bond to the City, the particulars of which will be confirmed in the Single Source Delivery Agreement) for 100% of the work which will be held until the construction of the James Potter Works is complete. Once the James Potter Works are complete, the City will retain a performance bond/Letter of Credit until the maintenance period (and amount), as determined by the City's Commissioner of Works and Transportation, has expired.

2. For the road component of the James Potter Works - A letter of credit for 10% of the value of the work and a performance bond (posted by either/or a combination of the developer or contractor directly or through an assignment of a bond to the City, the particulars of which will be confirmed in the Single Source Delivery Agreement) for 50% of the work which will be held until the construction of the construction of the James Potter Works is complete. Once work the James Potter Works are complete, the City will retain a performance bond/Letter of Credit until the maintenance period (and amount), as determined by the Commissioner of Works and Transportation, has expired.

3. Sandalwood Parkway and the Spine Road

a. Description of the undertaking – The transfer of land and the construction of,

(i) Sandalwood Parkway within Block 51-1 to the City's standards for an arterial road having a right of way width of 36 metres, and

(ii) the Spine Road within Area 51 to the City's standard for a major collector road.

b. Landowner commitments – The Participating Owners within Area 51 and the MPV Owner will transfer and construct Sandalwood Parkway and the Spine Road in accordance with the required Municipal Class Environmental Assessment.

c. City's commitment – The City acknowledges that its capital budget forecast provides for development charge recoveries for Sandalwood Parkway in 2016 and the Spine Road in 2019. The City may, at its sole discretion, consider advancing the timing for the payment of recoveries to the Participating Owners within Area 51. Development charge recoveries will be available for 50% of the cost to construct Sandalwood Parkway within Block 51-1 and the Spine Road within Area 51.

4. Secondary Plan Provisions and Implementation Issues

a. Payment of cash-in-lieu of parkland obligations by the MPV Owner

The City will defer the obligation of the MPV Owner to remit any cash-in-lieu of parkland payments that are owing in relation to development within the Mount Pleasant Village until the earlier of December 31, 2013 or the date the MPV Owner and any other front-ending owner within Area 51 are in receipt of all development charge credits and recoveries attributable to the James Potter Works.

b. Adherence to work program from implementation principles for the Mount Pleasant Subwatershed Study in the Secondary Plan

The City will exert its reasonable efforts to adhere to the work program appended to the implementation principles for the Mount Pleasant Subwatershed Study that have been agreed to among representatives of the City, the Credit Valley Conservation Authority and the Ministry of Natural Resources dated November 24, 2009, a copy of which is attached as Schedule "E". Accordingly, the City will exert its reasonable efforts to process and approve all draft plans of subdivision that are filed within the Mount Pleasant Village and Area 51 simultaneously with the applicable block plans and in accordance with the work program referenced above.

c. Allocation and permit issuance prior to completion of James Potter Works

The City confirms that land within the Mount Pleasant Village and Area 51 will receive allocation and/or exemption in accordance with the City's Growth Management and Development Allocation Program for at least 3000 units before it will require the James Potter Works to be constructed and operational. The City and the Participating Owners agree to monitor the road network to determine whether, and how many, building permits may be issued prior to the James Potter Works being constructed and operational.

Subject to the development charge credit provisions that are applicable to the MPV Owner pursuant to Section 1(d) (i), any permits released in advance of the construction of the James Potter Works will require the payment of all non-road components of the development charge for such permits. In addition, payment of, or security for, the road portion of the development charges shall then be payable, subject to a reduction for security or payment provided by the MPV Owner and/or any landowner within Area 51 for the James Potter Works prior to that date pursuant to Section 2(c) (iii) or otherwise in accordance with the Single Source Delivery Agreement. In the case of security provided for the roads component of the development charges payable, such security will only be released when the entitlement for equivalent credits for the James Potter Works has been confirmed by the City pursuant to the terms of the Single Source Delivery Agreement.

d. Heritage strategy

The City will include within the Secondary Plan a policy that requires the completion of a heritage resource assessment and a strategic implementation plan. Subject to Council approval of the heritage policy, as a component of the first block plan approval within Area 51, the policy will encompass the whole of Area 51 and may identify the cultural heritage resource having the highest priority. Landowners within Area 51 will participate in the cost of the assessment and implementation strategy.

e. Potential Reconfiguration of Creditview/ Sandalwood (Creditview) Park

In accordance with the implementation principles for the Mount Pleasant Subwatershed Study that have been agreed to among the Credit Valley Conservation Authority, the Ministry of Natural Resources and the City, the landowners within Block 51-1 will gratuitously transfer approximately 250 acres of natural heritage system land to the City. In addition, landowners within Block 51-1 will complete improvements to the natural heritage system and associated channel work which will result in the reduction of flooding and improved hydrogeology within the Creditview Park.

The transfer of natural heritage system land within Block 51-1 may result in the reduction of the Creditview Park area by approximately 2.8 hectares and, potentially, the loss of a lit soccer/lacrosse field. If it is necessary to relocate a lit soccer/lacrosse field, the landowners within Block 51-1 will gratuitously transfer land to the City having an approximate area of 1.3 hectares between the realigned Sandalwood

Parkway and the northerly limit of Creditview Park as depicted on Schedule "F" to accommodate the redesign/redevelopment or relocation of the lost field to the satisfaction of the Commissioner of Community Services.

The Participating Owners in Block 51-1 agree that, if required, they will complete and at no cost to the City the reconfiguration/relocation of the lit soccer/lacrosse field or other alternative arrangement in a location and form to be determined pursuant to the City's standards existing as of the date of this Memorandum of Understanding, as well as a work plan and schedule approved by the City that will include the re-engineering of the swale feature within the Creditview Park.

Alternately, and at the City's election if the relocation of a lit soccer/lacrosse field is required, the Participating Owners in Block 51-1 will provide financial compensation to the City upon the receipt of a demand and in an amount stipulated by the City to allow for the relocation or loss of the lit soccer/lacrosse field and the re-engineering of the swale within the Creditview Park, in accordance with the City's larger redevelopment plan for the park.

Should the relocation of a lit soccer/lacrosse field not be required but the City determines to acquire the 1.3 hectare parcel depicted on Schedule "F", the Participating Owners in Block 51-1 agree to transfer the land to the City which the City agrees will be eligible for a parkland credit pursuant to the *Planning Act*.

g. Local and collector road standard and sidewalk policy

In accordance with the Alternative Development Standard policies in the Mount Pleasant Secondary Plan, the City agrees to apply the alternative development standards for roads within Area 51. Within Area 51, the City will impose a local road cross section with a minimum 16.5 metre right of way and a requirement for one (1) sidewalk only adjacent to local roads, the locations of which will be determined at the block plan stage. The City will impose a minor collector road cross section with a 21.5 metres right of way which will require the construction of two (2) sidewalks. Based on additional secondary plan transportation work and a Municipal Class Environmental Assessment to be completed through the Block Planning process, the role and function of the Spine Road will be confirmed. The City acknowledges that the Participating Owners support a 24 metre right of way for the Spine Road within Area 51. The City will consider an alternative standard to the Spine Road, and

may adopt and/or adapt its existing Spine Collector Alternative Development Standard that has been applied elsewhere in the City.

h. Storm pond standards

The City will consider alternative storm pond standards and will endeavour to adopt innovative storm pond standards, subject to the City's review and acceptance of the submission made by the professional engineering firm retained by the Participating Owners in Area 51, a copy of which is attached as Schedule "G".

g. Cost sharing policy

The City will include within the cost sharing policy of the Secondary Plan a reference to this Memorandum of Understanding and the requirement that all landowners within Area 51 comply with its terms and any subsequent agreements that are entered into to implement the provisions of the Memorandum of Understanding, in accordance with the cost sharing policy provisions of the Secondary Plan.

5. Execution Arrangements for Memorandum of Understanding

This Memorandum of Understanding may be executed by the City and the Participating Owners in counterpart and such counterpart execution shall have the same force and effect as if all parties hereto executed the same document.

6. The following schedules are attached to, and form part of, this Memorandum of Understanding:

Schedule "A"	Staff Recommendation Report
Schedule "B"	Intentionally Deleted
Schedule "C-1"	Reference Plan Depicting ISF Lands
Schedule "C-2"	Reference Plan Depicting Joint Use Facility Block within ISF Lands
Schedule "D"	James Potter Road Plan
Schedule "E"	Implementation principles for the Mount Pleasant Subwatershed Study
Schedule "F"	Creditview/Sandalwood Park – Land Configuration Plan

Schedule "G"	Participating Owners' Storm Pond Design Submission
Schedule "H"	Sample Development Charge Credit Calculation Applicable to MPV Owner

PART II

The terms contained in Part II of this Memorandum of Understanding will bind only the Participating Owners. The City is not party to, nor has it expressed any opinion regarding any term contained in Part II of this Memorandum of Understanding or Schedule thereto.

1. Landowner cost sharing of ISF Works costs and related expenditures

   $2,800,000.00 of the MPV Owner's contribution towards the non-recoverable component of the ISF Works costs ($1,000,000.00) and costs for related works that are outside the scope of the ISF Project ($1,800,000.00) will be shared among the MPV Owner, Block 51-1 and Block 51-2 based upon the net developable area within each of these three areas, as set out at Schedule "I", which sharing ratios shall not be subject to future adjustment.

   On or before the date the first plan of subdivision is registered within Block 51-1, the Participating Owners in Block 51-1 will address the repayment of the proportionate sharing obligation of the $2,800,000.00 attributable to Block 51-1 as set out at Schedule "I", as well as any front-ending of the cost attributable to Block 51-2, in a distinct cost sharing agreement with the MPV Owner.

   On or before the date the block plan for Block 51-2 is approved, the Participating Owners within Block 51-2 will remit to the MPV Owner the portion of the ISF Works contribution of $2,800,000.00 that is attributable to Block 51-2, as set out at Schedule "I".

   The Participating Owners agree to the inclusion of the $2,800,000.00 ISF Works contribution on the basis of the cost sharing ratios set out above and in any other cost sharing arrangements or agreements applicable within Block 51-1 and Block 51-2 as set out at Schedule "I".

2. Landowner cost sharing of partial value of ISF Lands

   Each landowner within Block 51-1 and Block 51-2 will reimburse the MPV Owner for its proportionate share of the difference between the credits made available by the City and the fair market value of the ISF Lands. The difference in value shall be fixed in the amount of $1,080,558.00 based upon

the calculation set out at Schedule "I". The cost will be apportioned based upon the net developable area within each of the Mount Pleasant Village, Block 51-1 and Block 51-2 in accordance with Schedule "I" and the distribution among these three planning areas shall be fixed.

On or before the registration of the first plan of subdivision with in Block 51-1, the Participating Owners in Block 51-1 will address the payment of Block 51-1's proportionate sharing obligation for the $1,080,558.00 in non-recoverable ISF Land value, as set out at Schedule "I" as well as any front-ending obligations for the portion of the cost attributable to Block 51-2, in a distinct cost sharing agreement with the MPV Owner.

On or before the block plan for Block 51-2 is approved, the Participating Owners within Block 51-2 will remit to the MPV Owner the portion of the non-recoverable ISF Land value of $1,080,558.00 that is attributable to Block 51-2, as set out at Schedule "I".

The Participating Owners agree to the inclusion of this cost in the cost sharing agreements applicable within Block 51-1 and Block 51-2.

3. Landowner cost sharing of contribution to public transportation buses

The MPV Owner and all landowners within each of Block 51-1 and 51-2 will share in the fixed contribution of $2,000,000.00 towards the cost of three (3) City buses. The cost will be shared among the Mount Pleasant Village, Block 51-1 and Block 51-2 based upon the net developable area within each of these three planning areas, as set out at Schedule "I", which sharing ratios shall not be subject to future adjustment. Payment obligations will be triggered based upon the registration of plans of subdivision within Area 51 in the following stages;

(A) $666,667.00 – registration of 3000 residential units,

(B) $666,667.00 – registration of 6000 residential units, and

(C) $666,667.00 – registration of 9000 residential units.

Payment shall be owing by the MPV Owner and Participating Owners within each of Block 51-1 and Block 51-2 in the order of plan of subdivision registration and to the extent plans of subdivision have been registered within each planning area, it being the intention that the Participating Owners who develop land first will retire their obligation for all land within their respective planning areas, in total, before the obligation to contribute is triggered for Participating Owners within each planning area who develop subsequently. The Participating Owners agree to the inclusion of this cost in the cost sharing agreements applicable within Block 51-1 and Block 51-2.

4. Landowner cost sharing of James Potter Road land costs and James Potter Works

(A) James Potter Land

The landowners within Area 51 will compensate the MPV Owner for their proportionate share of the James Potter Land at a fixed value of $6,450,496.00. The cost will be apportioned among each of the Mount Pleasant Village, Block 51-1 and Block 51-2 in accordance with Schedule "I" and the distribution among these three planning areas shall be fixed.

Payments shall be made by landowners in Block 51-1 and Block 51-2 to the MPV Owner on or before each plan of subdivision, site plan or other land division is finally approved and a release is sought from the CSA Trustee for the subject cost sharing agreement. The Participating Owners agree to the inclusion of this cost in the cost sharing agreements applicable within Block 51-1 and Block 51-2.

Among landowners within each of Block 51-1 and Block 51-2, the James Potter land cost will be apportioned based upon the net developable area within each Participating Owner's land ownership, as compared to the total net developable area within the applicable planning area. Payments shall be made by landowners in Block 51-1 and Block 51-2 to the MPV Owner on or before each plan of subdivision, site plan or other land division is finally approved and a release is sought from the CSA Trustee for the subject cost sharing agreement. The Participating Owners agree to the inclusion of this cost in the cost sharing agreements applicable within Block 51-1 and Block 51-2.

(B) James Potter Works

Non-recoverable costs

The landowners within Area 51 will share in the cost to construct the James Potter Works by contributing to the portion of the cost that is not subject to a development charge credit or recovery from the City. The non-recoverable component of the cost will be fixed in the amount of $1,692,277.00 and apportioned among each of the Mount Pleasant Village, Block 51-1 and Block 51-2 in accordance with Schedule "B". The distribution percentages among these three planning areas shall also be fixed.

Among landowners within each of Block 51-1 and Block 51-2, the non-recoverable portion of the James Potter Works cost will be apportioned based upon the net developable acreage within each land ownership as compared to the total net developable area with the applicable planning area. Payments shall be owing by all landowners within Block 51-1 and Block 51-2 on or

before each plan of subdivision or other land division is finally approved and a release is sought from the CSA Trustee for the subject cost sharing agreement. The Participating Owners agree to the inclusion of this cost in the cost sharing agreements applicable within Block 51-1 and Block 51-2.

Front-ending of recoverable costs

All landowners within Area 51 who proceed with development before the James Potter Works have been completed or all of the available development charge credits or recoveries are available, shall be entitled to assist in the front-ending of the costs associated with the James Potter Works. The Single Source Delivery Agreement that the MPV Owner enters into with the City will allow for the pooling of development charge credits and recoveries among the MPV Owner and any other landowners within Area 51 who contribute to the funding of the James Potter Works.

Dated this 10th day of February, 2010.

----------END OF DOCUMENT ----------

I8-6-155

1367933 ONTARIO INC.

Per: _____

Per: _____

I/we have authority to bind the corporation

2044831 ONTARIO INC.

Per: _____

Per: _____

I/we have authority to bind the corporation

NORTHWEST BRAMPTON INVESTMENTS INC.

Per: _____

Per: _____

I/we have authority to bind the corporation

NORTHWEST BRAMPTON DEVELOPMENTS INC.

Per: _____

Per: _____

I/we have authority to bind the corporation

I8-6-156

WALNESS DEVELOPMENTS INC.

Per: _____

Per: _____

I/we have authority to bind the corporation

I8-6-157

AMBER FIELDS LTD.

Per:_____

Per:_____

I/we have authority to bind the corporation

I8-6-158

ASHWID DEVELOPMENTS INC.

Per:_____

Per:_____

I/we have authority to bind the corporation

I 8-6-159

CREDITVIEWMAYFIELD CORP.

Per:_____

Per:_____

I/we have authority to bind the corporation

I8-6-160

FANSHORE INVESTMENTS INC.

Per:_____

Per:_____

I/we have authority to bind the corporation

GOLD PARK ROUNTREE DEVELOPERS INC.

Per:_____

Per:_____

I/we have authority to bind the corporation

IB-6-161

MATTAMY (CREDIT RIVER) LTD.

Per:_____

Per:_____

I/we have authority to bind the corporation

MATTAMY (WANLESS) LIMITED

Per:_____

Per:_____

I/we have authority to bind the corporation

I8-6-162

PARADISE HOMES NORTH WEST INC.

Per:_____

Per:_____

I/we have authority to bind the corporation

PARADISE HOMES NW INC.

Per:_____

Per:_____

I/we have authority to bind the corporation

I8-6-163

PL VENTURES INC.

Per:_____

Per:_____

I/we have authority to bind the corporation

I8-6-164

PRIMONT HOMES
(MOUNT PLEASANT I) INC.

Per:_____

Per:_____

I/we have authority to bind the corporation

PRIMONT HOMES
(MOUNT PLEASANT II) INC.

Per:_____

Per:_____

I/we have authority to bind the corporation

I8-6-165

ROSSMA DEVELOPMENTS INC.

Per:_____

Per:_____

I/we have authority to bind the corporation

I8-6-166

SABRO DEVELOPMENTS INC.

Per:_____

Per:_____

I/we have authority to bind the corporation

I8-6-167

EMPIRE COMMUNITIES (MOUNT PLEASANT) INC.

Per:_____

Per:_____

I/we have authority to bind the corporation

I8-6-168

CORPORATION OF THE CITY OF BRAMPTON

Per: _____
City Manager

Per: _____
Commissioner of Finance and Treasurer

Schedule "A"

Flower City
brampton.ca

Brampton

I8-6-169

Report
City Council

Date: October 7, 2009

File: F66 SF (GRAN)

Subject: **RECOMMENDATION REPORT,** Mount Pleasant Village Mobility Hub Infrastructure Stimulus Funding Strategy

Contact: David Waters, Manager, Land Use Policy (905-874-2074)
Karyn Poad, Policy Planner (905-874-3480)

OVERVIEW:

- **Mount Pleasant Village Mobility Hub and Chinguacousy Park projects were recently accepted for funding in the amount of $31.7 million under the Federal Government's Infrastructure Stimulus Fund.**
- **The project must be completed by March 2011 to qualify for full funding under the program.**
- **On June 24, 2009, Council approved the necessary budget measures to spend $47.5 million on the two approved projects (Mount Pleasant Village and Chinguacousy Park), with a decision on funding sources for the City's 1/3 of the project cost deferred for later consideration.**
- **This report discusses the Mount Pleasant Village Mobility Hub and requests a budget amendment to cover the previously approved project costs.**
- **Of the total funding amount, Mount Pleasant Village Mobility Hub will receive $7.6 million from each of the Federal and Provincial Governments to a total of $15.2 million. The remaining balance of the project will be covered by the City of Brampton.**
- **Funding sources to cover Brampton's contribution include Development Charges and land owner/developer contributions.**
- **Staff have reviewed options and initiated discussion with landowners of the Village and the adjacent Mount Pleasant Secondary Plan for funding the City's portion of the Stimulus Fund contribution.**
- **This report outlines the current cost estimates of the infrastructure elements eligible for the Infrastructure Stimulus fund and recommends a strategic approach for financing the City's portion of the funding within the March 2011 construction window.**

I8-6-170

RECOMMENDATIONS:

1. THAT the staff report dated October 7, 2009 entitled "Recommendation Report, Mount Pleasant Village Mobility Hub Infrastructure Stimulus Funding Strategy" and attachments (File: F66 SF (GRAN)) be received;

2. THAT staff be authorized to execute agreements to convey to the City and/or acquire interests in the land for the Mobility Hub to satisfy the requirements of the Infrastructure Stimulus Fund Contribution Agreement;

3. THAT staff be directed to proceed with administering, funding and entering into necessary agreements approved as to content by the City Manager and Commissioner of Finance and approved as to form by the City Solicitor in order to meet the City obligation regarding its portion of the Federal Provincial Infrastructure Stimulus Fund for the Mount Pleasant Mobility Hub as outlined in this report and on the basis of the following:

    a) That specific items within the Mobility Hub are development charge eligible;
    b) That elements of the project are cost shared amongst the Landowners in Mount Pleasant Village, and the Mount Pleasant Secondary Plan.
    c) That Mattamy Homes on behalf of the Mount Pleasant Village and Mount Pleasant Secondary Plan landowners front end the financing of the project on the basis that they receive 100% Development Charge credit for Mount Pleasant Village and Block Plan 1 of Area 51, for the DC eligible portion of the municipal costs associated with the infrastructure stimulus funded projects (approximately 500 units);
    d) That the CP Heritage Station is restored and designed to incorporate a cultural amenity space which could accommodate a library;
    e) That discussion continue with the Peel District School Board over a possible joint use and cost share agreement for cultural amenity space and the library; and,
    f) That the operating impacts of the library will be phased in over several years.

4. THAT the previously approved Mount Pleasant Village capital project budget be amended to recognize the following funding sources:
    a) $1,666,667 from Developer Contributions
    b) $6,000,000 from Development Charge Reserve Funds
    c) $7,666,667 from Provincial Stimulus Funding
    d) $7,666,667 from Federal Stimulus Funding

I8-6-171

5. THAT the Mount Pleasant Village capital project budget also be amended to include costs in the amount of $7,000,000 that are not eligible for Infrastructure Stimulus Funding, with the following funding sources:
    a) $5,278,000 from Developer Contributions
    b) $1,722,000 from Development Charge Reserve Funds

6. THAT staff be authorized to enter into further negotiations and into agreement approved as to content by the City Manager and Commissioner of Finance and as to form by the City Solicitor with the Mount Pleasant Village and Area 51 landowners to fund the non-DC eligible developer funded elements of the Mount Pleasant Mobility Hub included in this report (approximately $6.94 million).

BACKGROUND:

In January 2009, the Federal Government tabled its 2009 budget which included funding public infrastructure as part of an economic stimulus plan in response to the current economic situation. Ontario municipalities were eligible to submit applications under the Infrastructure Stimulus Fund for new infrastructure, rehabilitation and retrofit projects. The City of Brampton was successful in receiving funding for two project applications: Mount Pleasant Village Mobility Hub and Chinguacousy Park.

The Mount Pleasant Village Mobility Hub project was awarded $23.0 million. Of that, 1/3 ($7.6 million) of the grant will be provided by the Federal Government, 1/3 ($7.6 million) provided by the Province of Ontario and the balance could be funded by the City through Development Charges, tax based capital funding or cost sharing amongst the landowners in the Village and in the adjacent Mount Pleasant Secondary Plan.

CURRENT SITUATION:

On June 24, 2009, Council received a report from Finance staff regarding an update on Brampton's applications under the Federal/Provincial Infrastructure Stimulus Fund. Staff recommended amending the City's budget to include the total cost of the Mount Pleasant Village Mobility Hub and Chinguacousy Park projects approved for funding by the Federal/Provincial Infrastructure Stimulus Fund. Pursuant to Council resolution C175-2009, staff was directed to report back to Council with the necessary budget amendments to fund the City's portion of the project costs (see Appendix A). Furthermore, Council resolution C216-2009 authorized the City Manager and Commissioner of Finance to approve and execute any required agreements related to approved projects as part of the Infrastructure Stimulus Fund (ISF) program (see Appendix B).

The purposes of this report are to:

- Describe the funding approach under consideration by staff to fund the City's portion of the project cost for Mount Pleasant Village; and,

I8-6-172

- Propose an amendment to the City's capital budget to cover funding sources for the City's cost of the Mount Pleasant Village Mobility Hub project, as well as the costs ineligible for ISF funding which were not identified in the previous report.

PLANNING CONTEXT:

The Mount Pleasant Village Mobility Hub Block Plan comprises an area of 60 hectares (148 acres) located between Creditview Road to the east, the future extension of James Potter Road to the west, and Bovaird Drive to the south (see Figure 1). Council adopted OP2006-21 in March 2009 that implements a block plan for a transit oriented community focused around the Mount Pleasant GO Station. This area encompasses the Mount Pleasant Village Mobility Hub and includes transit, cultural and civic design items that are eligible under the Infrastructure Stimulus Fund.

The planning vision for Mount Pleasant Village includes a land use concept that encourages intensification, mixed uses, increased densities and a multi-modal transit hub facility. Key elements and design of the Mount Pleasant Village Mobility Hub include a transit spine road with frequent bus service and associated transit based features such as bus layovers, shelters and services for passengers, pedestrians and cyclists. The facility will encourage alternative travel modes as well as intermodal connections to North West Brampton. The Hub facility will have transit communications and an Intelligent Transportation System (ITS).

Proposed within the centre of the Village are a Civic Square and Village Green which will provide a public amenity space that promotes pedestrian interaction and links the community to the multi-modal facility. Furthermore, as part of the concept plan, an elementary school and library facility are proposed. The CPR Heritage Station, a cultural amenity space designed to accommodate a library, has also been incorporated within the Mount Pleasant Village Mobility Hub funded through the Federal Government's Stimulus Grant program. Images of Mount Pleasant Village are attached hereto as Appendix C.

The Mount Pleasant Secondary Plan Area 51 consists of about 870 hectares and represents the first phase of development within the North West Brampton Urban Development Area. As illustrated on Figure 1, Area 51 is bounded by Mayfield Road to the north, Mississauga Road to the west, Bovaird Drive to the south. The Mount Pleasant Village Mobility Hub is south of Area 51, and represents the foundation for the planning of Mount Pleasant Secondary Plan as a transit oriented community.

The City is currently planning the Mount Pleasant Secondary Plan as a mixed-use pedestrian friendly community with a variety of housing types and densities, including a series of mixed use nodes along the transit spine collector road. Mount Pleasant Secondary Plan is being planned to exceed the Growth Plan density target for Greenfield areas. A statutory public meeting to present the draft Official Plan Amendment was held

on June 15, 2009. At this time, it is expected that a final Official Plan Amendment will be brought to Council for adoption before the end of 2009.

FUNDING APPROACH:

The Federal and Provincial governments have agreed to provide $7.6 million (1/3) each of the $23 million cost, with the City contributing the remaining 1/3 cost of the project. The options for funding the City's portion of the project costs include Development Charges and cost sharing amongst the Land Owners within the Village and the adjacent Mount Pleasant Secondary Plan. In addition, other costs such as land and elements that exceed the $23 million envelope will not be eligible for stimulus funding.

The items eligible for funding under the Stimulus Fund include the Mount Pleasant Mobility Hub facility, associated transit infrastructure, design features of the transit spine collector road and associated design elements that are eligible under the grant program. Also included is the restoration of the CPR Heritage Station that is designed as a cultural amenity space that could accommodate a library within the mobility hub. The proposed library will be advanced over the DC timing. Furthermore, a portion of the costs of the cultural amenity space and library will be shared amongst the landowners, and through the Infrastructure grant. Discussion is ongoing with the Peel District School Board regarding a joint use agreement. The construction and operations of the Library will be staged to phase in the operating impacts over several years. There would also be a financial impact from bringing a second library space into operation sooner than forecast. These costs are anticipated to be mitigated through closing the temporary library at Creditview Road and Sandalwood Parkway and through a phased/staged build up to achieve full library operations over several years. Also, included in the project are a Civic Square and Village Green which are eligible under the Federal/Provincial Stimulus Fund.

Ineligible items include decorative features throughout the Village and Mount Pleasant Secondary Plan, electric hybrid buses, entry medians, entry features and land costs for the transit facility and civic square. Staff are discussing with the landowners in Mount Pleasant Village and Area 51 to cost share the funds needed to deliver the balance of the urban design elements identified by the planning vision for the Village that are not covered by the Stimulus fund in order to meet the March 31, 2011 construction deadline.

Based on staff evaluation of these options, the following table summarizes the key sources of the City's $7.6 million contribution. A more detailed table is provided in Appendix C. The costs for the project will be adjusted as detailed design progresses.

I8-6-174

	Estimated Municipal Funding Contribution						Federal Stimulus Funding Contribution	Provincial Stimulus Funding Contribution	Total Funding
	City (Tax)	MPV Block Plan Contribution	Block Plan 1 Contribution	Block Plan 2 Contribution	City DC Contribution	City/ Developer Funding Contribution			
Mount Pleasant Mobility Hub	$0	$666,667	$0	$0	$3,733,333	$4,400,000	$4,400,000	$4,400,000	$13,200,000
Civic Square & Cultural Amenity Space	$0	$60,000	$550,000	$390,000	$2,266,667	$3,266,667	$3,266,667	$3,266,667	$9,800,000
Total Eligible for Stimulus Funding	$0	$726,667	$550,000	$390,000	$6,000,000	$7,666,667	$7,666,667	$7,666,667	$23,000,000
Other MPV Costs (Ineligible for Stimulus Funds)	$0	$316,680	$2,902,900	$2,058,420	$1,722,000	$7,000,000	$0	$0	$7,000,000
Grand Total Funding	$0	$1,043,347	$3,452,900	$2,448,420	$7,722,000	$14,666,667	$7,666,667	$7,666,667	$30,000,000

At this time, the total project cost is estimated at $30 million. Of that, $7.6 million will be funded by the Federal and Provincial government each as part of the grant. Key elements of the funding strategy to cover the remaining balance of $14.7 million are discussed below.

Development Charges

Elements of Mount Pleasant Village that the City's portion can be funded through Development Charges include the Civic Square and Village Green, the Mobility Hub facility, and transit infrastructure. The City's portion of related design features including landscaping, GO Transit tunnels and rail track feature walls may also be funded through Development Charges.

Landowner Cost Sharing

The City has prepared a draft cost sharing arrangement involving the landowners within the Village and Mount Pleasant Secondary Plan for consideration. Appendix D presents the proposed cost sharing scenario for the Village and Mount Pleasant Secondary Plan Area 51 which is based on a proposed density target of 75 people and jobs per hectare for the Village, and approximately 58 people and jobs per hectare for both Block Plan 1 and Block Plan 2 of the Mount Pleasant Secondary Plan. Based on the draft arrangement, the amount per unit is estimated to be in the order of $750/unit for Mount Pleasant Village and $500/unit for Area 51. Mount Pleasant Village is comprised of approximately 1,412 units and within Area 51 7,194 units and 4,877 units are projected for Block Plan Areas 1 and 2, respectively.

Joint Agreement with School Board (Peel District School Board)

Staff are currently discussing with representatives from the Peel District School Board (PDSB) the possibility of a joint use/cost share agreement of the library/cultural amenity space. Assuming the PDSB consents to a joint use agreement, the City's portion of the cost of the library/cultural amenity space could potentially be reduced.

Project Timing and Development Charge Credits

The Infrastructure Stimulus Fund has imposed a construction deadline of March 31, 2011. Therefore, it is absolutely critical that the project time lines are met and the Mobility Hub is

completed by this date. To achieve this, staff is recommending that Mattamy Homes (the predominant landowner in the Village) manage the timing and construction of the Mobility Hub and associated features (except for the transit infrastructure portion of the project) as part of a special agreement linked to the subdivision development process. Under this agreement, Mattamy and staff will ensure that a transparent, competitive bid process is followed for all procurements. Given the current economic climate and the Development Charge accounts being in a negative balance, Mattamy has agreed to front end the cost of development provided that it is repaid in the form of full DC credits. Mattamy and Block Plan 1 in Area 51 will receive 100% DC credit until the balance is paid off (approximately 500 units out of the 8,606 units would pay for the approximate $9 million in front ending). The City's DC By-laws permit 100% DC credit subject to an agreement between the City and the owner under Section 38 of the DC Act.

The City will be responsible for procuring the transit infrastructure and will fund the City share of this portion of the project directly from DCs.

Infrastructure Stimulus Fund Contribution Agreement

A funding agreement was provided by the Province in September. Outlined within the agreement are key principles that the City must adhere to including timing of construction and claim deadlines, competitive bid process and land ownership requirements.

The agreement stipulates a stringent timeline for construction. The project completion date is March 31, 2011. Under the terms of the contribution agreement, any costs incurred after the project completion date are not reimbursable. The agreement requires that the project shall begin within sixty (60) days of the construction start date listed on the grant application of October 15, 2009.

The City must also ensure that the acquisition and management of its equipment, services and supplies including any construction be obtained through a competitive transparent process. Mattamy has agreed to ensure construction tendering is achieved through a transparent bid process.

The agreement requires that the City owns the lands or has a lease with a term that expires no earlier than five years following project completion on which the Infrastructure construction is taking place. Therefore, the City must acquire or lease the Mount Pleasant Mobility hub lands prior to the registration of the subdivision. Remaining requirements set out in the subdivision registration agreement will remain the responsibility of Mattamy. Staff is seeking Council's direction to execute agreements to convey to the City and/or acquire interests in the lands prior to registration.

CONCLUSION

A funding agreement was provided by the Province in September. Staff is seeking direction to proceed with administering, funding and entering into necessary agreements to meet the City obligation regarding its portion of the Federal Provincial Infrastructure

I8-6-176

Stimulus Fund for the Mount Pleasant Village Mobility Hub on the basis of the funding approach recommended herein. Furthermore, staff is seeking direction to execute agreements to acquire ownership of the lands for the Mobility Hub in order to meet the requirements of the Infrastructure Stimulus Funding Contribution Agreement.

Respectfully submitted,

Original Signed By

Adrian J. Smith, MCIP, RPP
Director, Planning & Land
Development Services

Original Signed By

John Corbett, MCIP, RPP
Commissioner, Planning, Design and
Development Department

Original Signed By

Mo Lewis
Commissioner, Finance & Treasurer

Authored By: Karyn Poad, Policy Planner

Attachments:
Appendix A: June 24, 2009 Council Resolution
Appendix B: September 9, 2009 Council Resolution
Appendix C: Images of Mount Pleasant Village
Appendix D: Mount Pleasant Village Cost Share Estimates

I8-6-177

Appendix A

June 24, 2009 Council Resolution

Flower City
brampton.ca

Corporate Services

I8-6-178

Date: July 31, 2009

To: M. Lewis B. Eskelson J. Lowery

From: L. Mailer

Council passed the following resolution at its meeting of June 24, 2009:

C175-2009

1. That the report from M. Lewis, Commissioner of Finance and City Treasurer, dated June 19, 2009, to the Council Meeting of re: **Federal/Provincial Infrastructure Stimulus Funding,** be received; and

2. That the City's capital budget be amended to include $47,492,000 representing the total cost of the Mount Pleasant Mobility Hub and Chinguacousy Park projects approved for funding under the Federal/Provincial Infrastructure Stimulus Fund and that staff be directed to finalize project details, cash flow requirements and funding sources and report back to Council regarding the budget amendments necessary to fund the City's portion of the project costs.

Earl Evans
Deputy City Clerk, City Clerk's Office
Tel: 905-874-2115; Fax: 905-874-2119
earl.evans@city.brampton.on.ca

(CL-I6-3)

I8-6-179

Appendix B

September 9, 2009 Council Resolution

I8-6-180

Flower City
brampton.ca

Brampton

...COPY

City Clerk
City of Brampton

September 9 20 09

Corporate Services Department

The following recommendation of the Committee of Council Meeting of September 2, 2009 was approved by the Council of the Corporation of the City of Brampton on September 9, 2009, pursuant to Resolution C216-2009 and Confirming By-law 283-2009:

CW204-2009

1. That the presentation by Ted Baker, Landscape Architect, Baker Turner Inc. (BTI), and Brian Rutherford, Director of Community Development and Service Plans, Community Services, to the Committee of Council Meeting of September 2, 2009, re: **Chinguacousy Park Project Update** be received, and the Chinguacousy Park Concept Implementation Plan be endorsed as presented; and,

2. That the report from J. Lowery, Commissioner of Community Services, and M. Lewis, Commissioner of Finance, dated August 26, 2009, to the Committee of Council Meeting of September 2, 2009, re: **Update on Brampton's Applications Under the Infrastructure Stimulus Fund (ISF), Recreation Infrastructure Canada (RInC) Program in Ontario and Ontario Recreation (Ontario REC) Program** (File F65) be received; and,

3. That the City's 2009 Capital Budget be amended to include $14,035,250 representing the total cost of the nine City of Brampton projects approved for funding under the Recreation Infrastructure Canada (RInC) Program and the Ontario Recreation (Ontario REC) Program and that staff be directed to finalize project details, cash flow requirements and funding sources and report back to Council regarding any budget amendments necessary to fund the City's portion of the project costs; and,

4. That the City Manager and Commissioner of Finance be authorized to approve and execute any required agreements relating to approved projects as part of the Infrastructure Stimulus Fund (ISF) Program or the Recreation Infrastructure Canada Program (RInC) and the Ontario Recreation (Ontario REC) Program, including, but not limited to, contribution agreements with the provincial government and any other agreements and documents deemed necessary for the implementation of the approved projects, with such agreements based on terms and conditions approved by the Commissioner and in a form acceptable to the City Solicitor; and,

5. That the procurement Council approval requirements of Purchasing By-law 193-2007 relating to the ISF and RInC/REC infrastructure projects be waived and delegated to the City Manager, Commissioner and the Treasurer or Deputy Treasurer.

I8-6-181

Appendix C

Images of Mount Pleasant Village



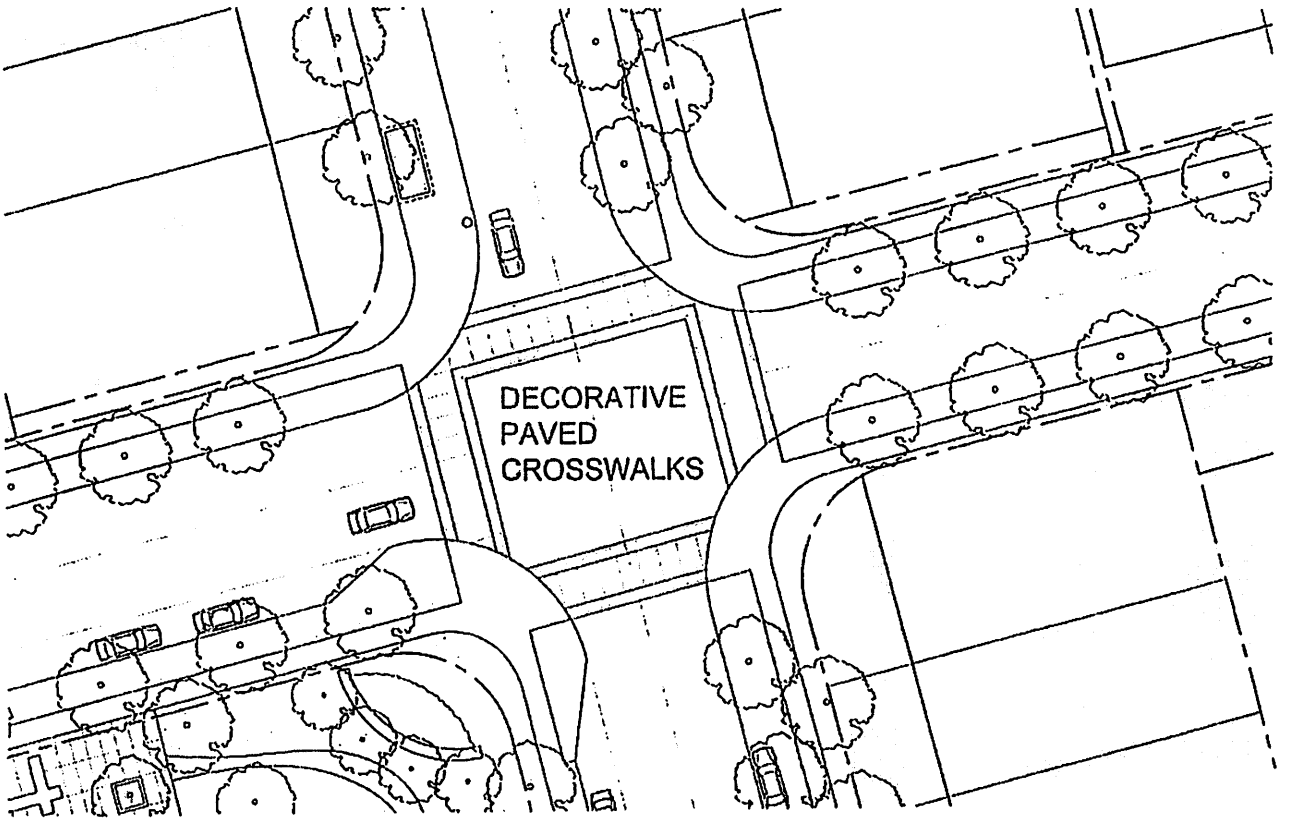
Bus transit stop at GO Station concept

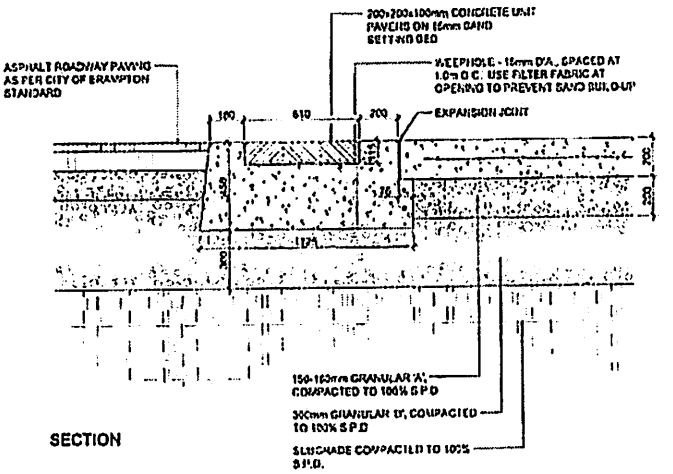
18-6-82

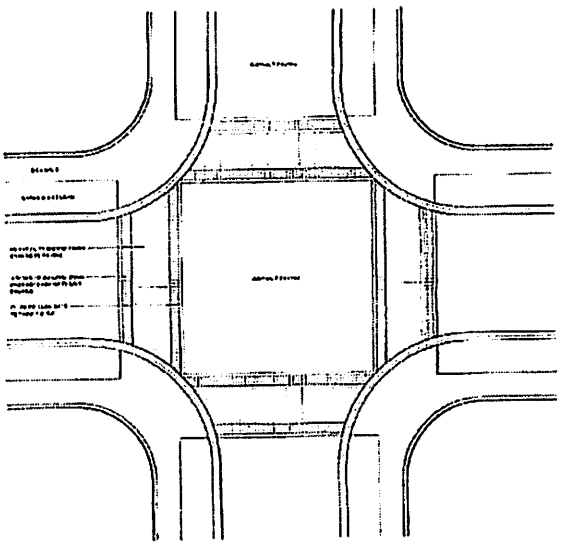


CN Rail feature wall concept

I8-6-163



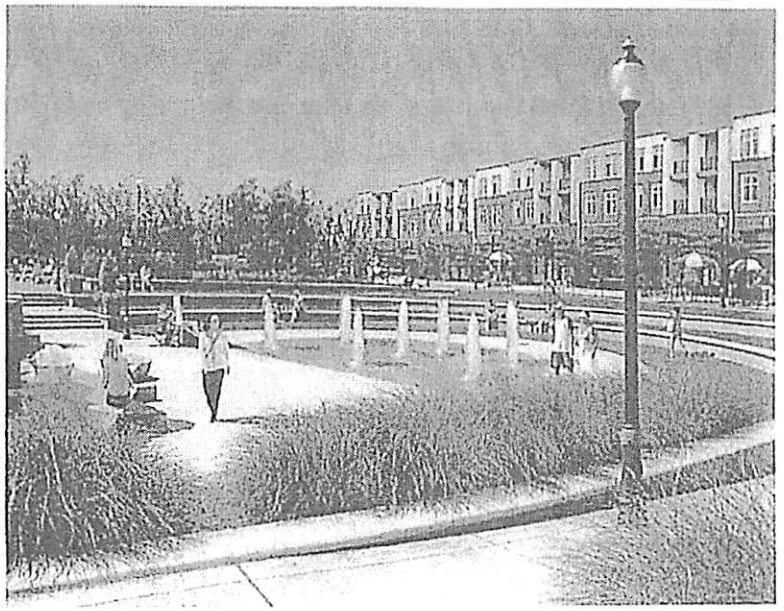


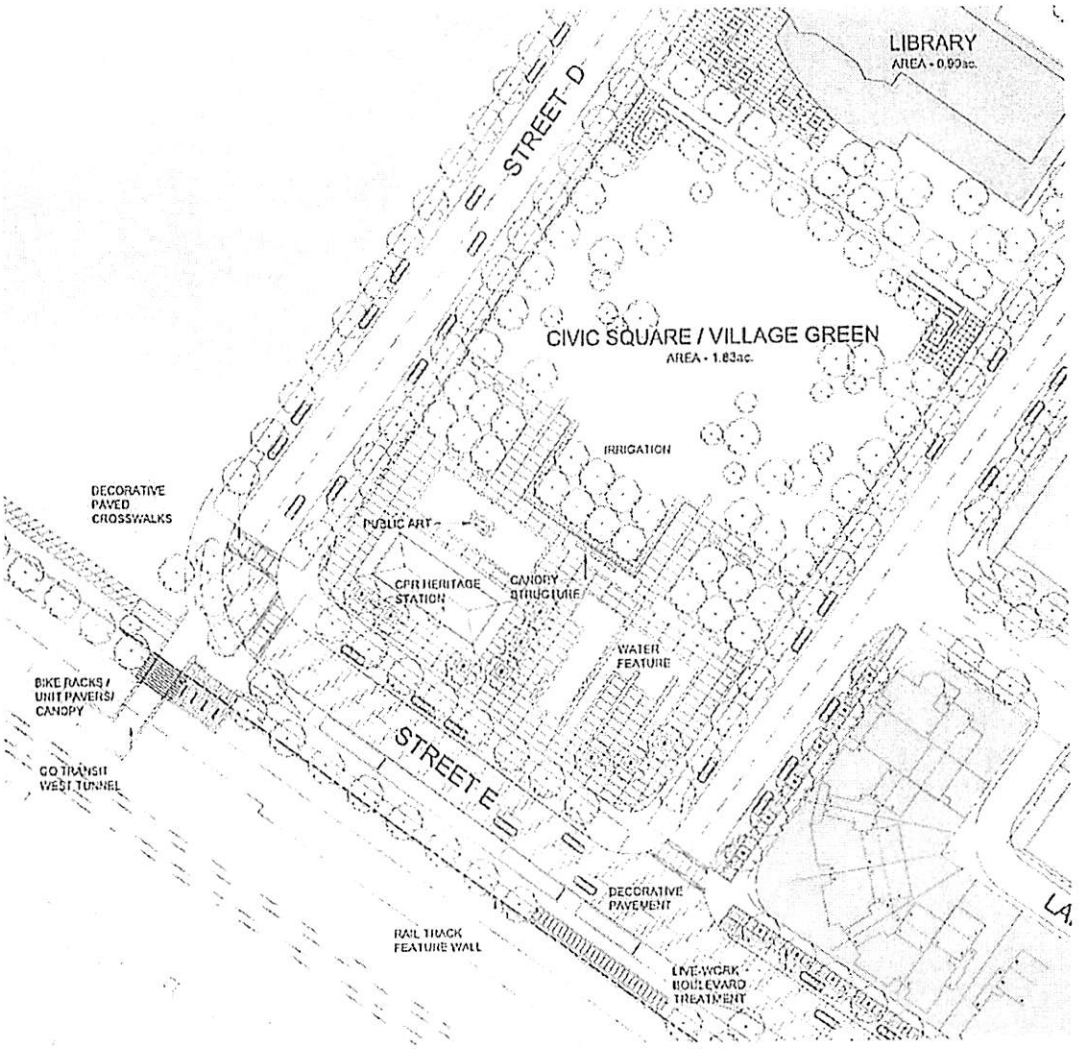


CONCRETE CROSSWALK WITH UNIT PAVER ACCENT DETAIL
SCALE - 1:20 OPTION A

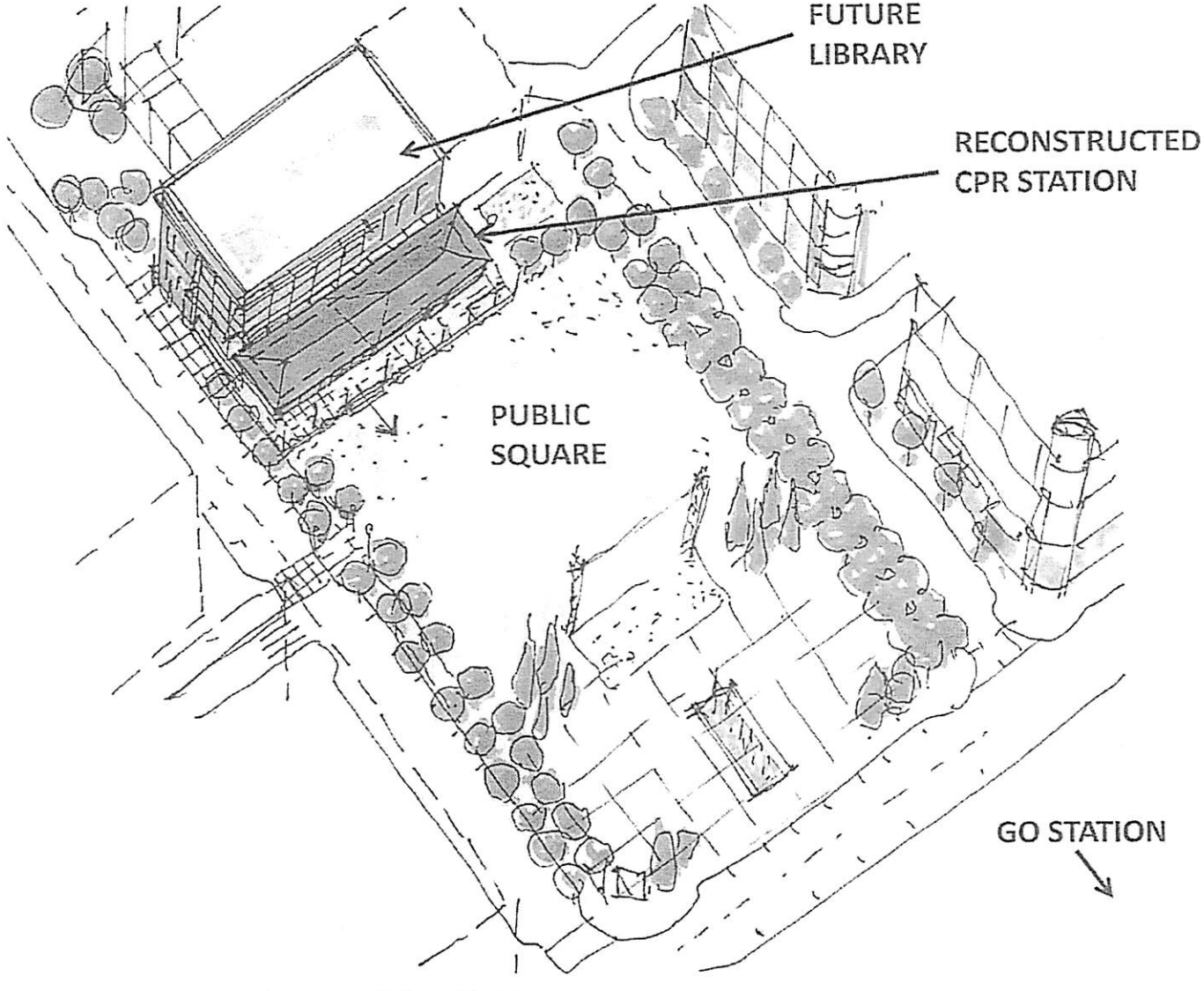
Decorative Crosswalk

I8-6-184





Civic Square Concept

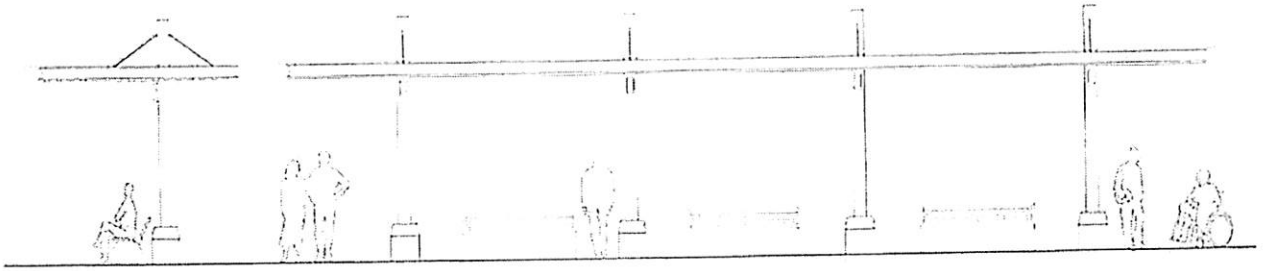


Library, CPR Station and Public Square

18-6-185

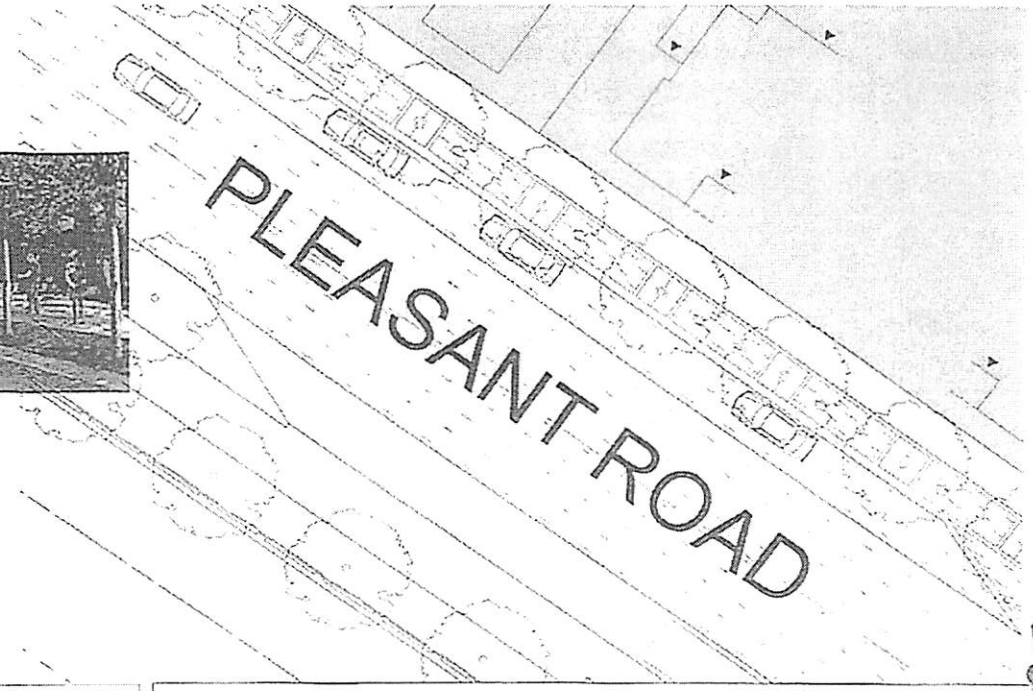
I8-6-186

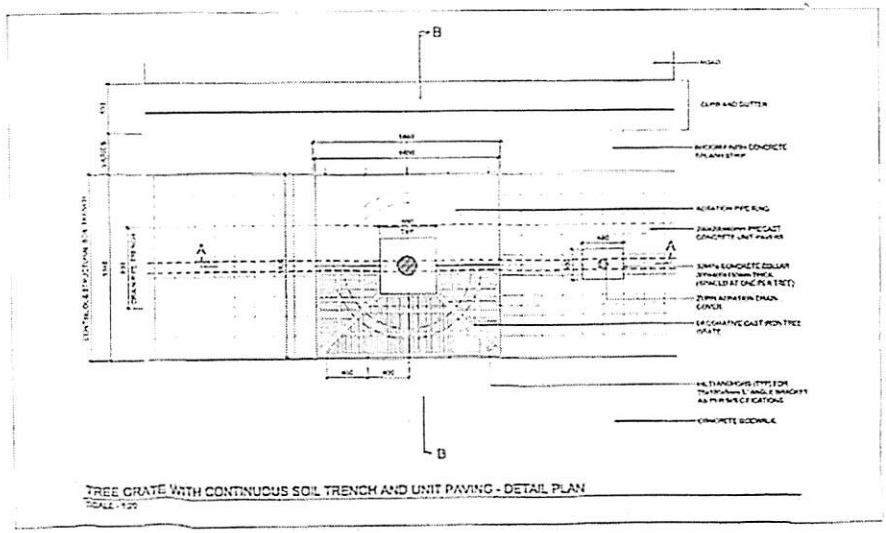


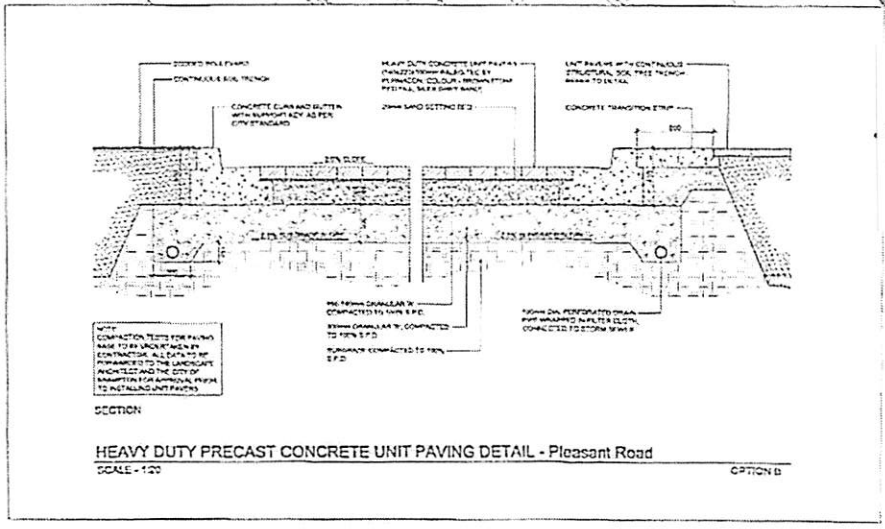


Weather Protection Canopy Concept



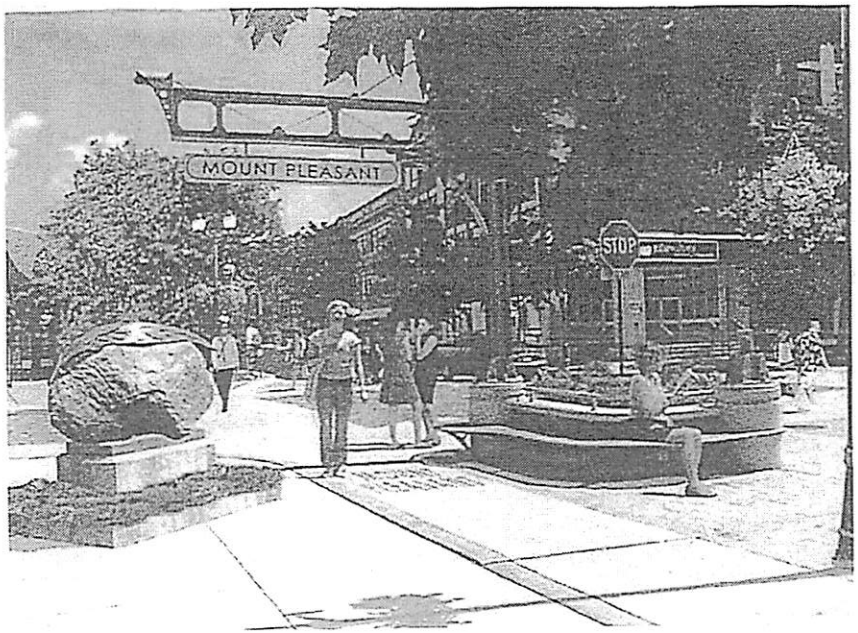






18-6-187

Pleasant Road Streetscape Treatment



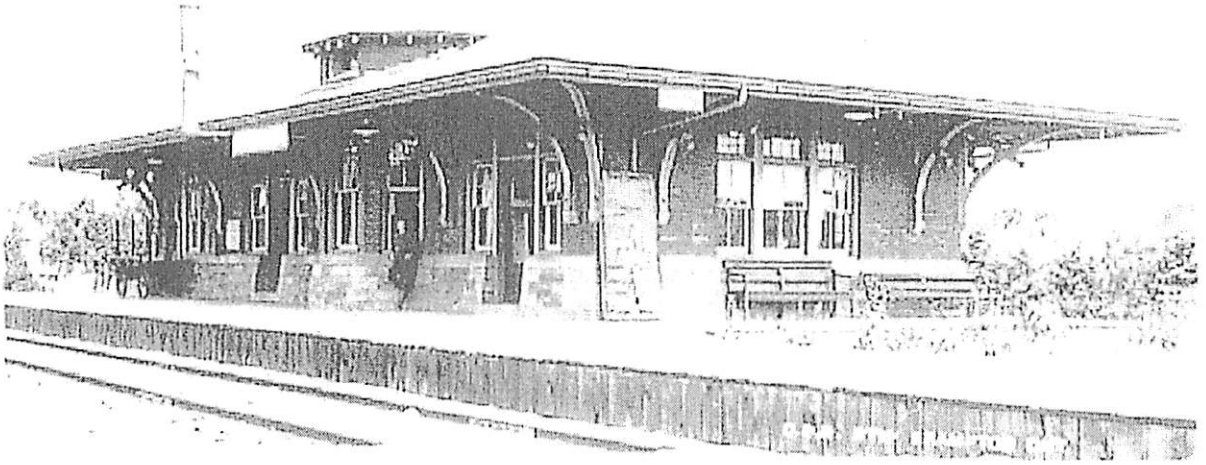
Village Core- North view from Pleasant Road



Village Core- South view from Pleasant Road

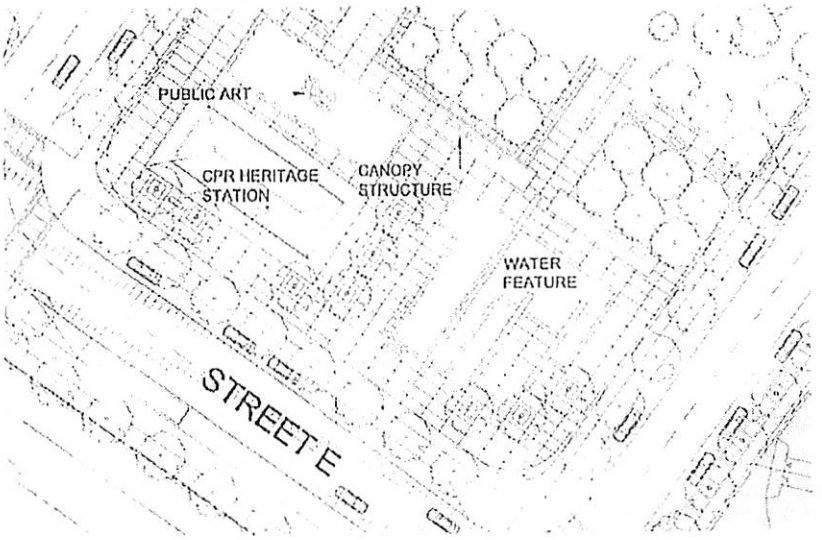
58-6-88

I8-6-189

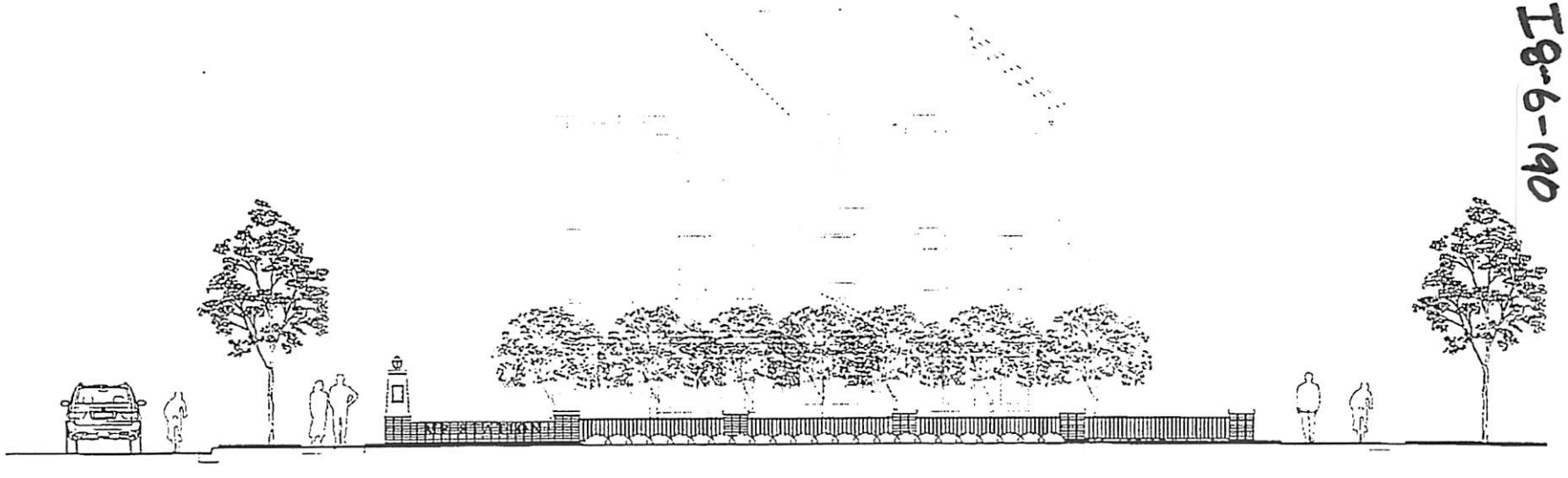








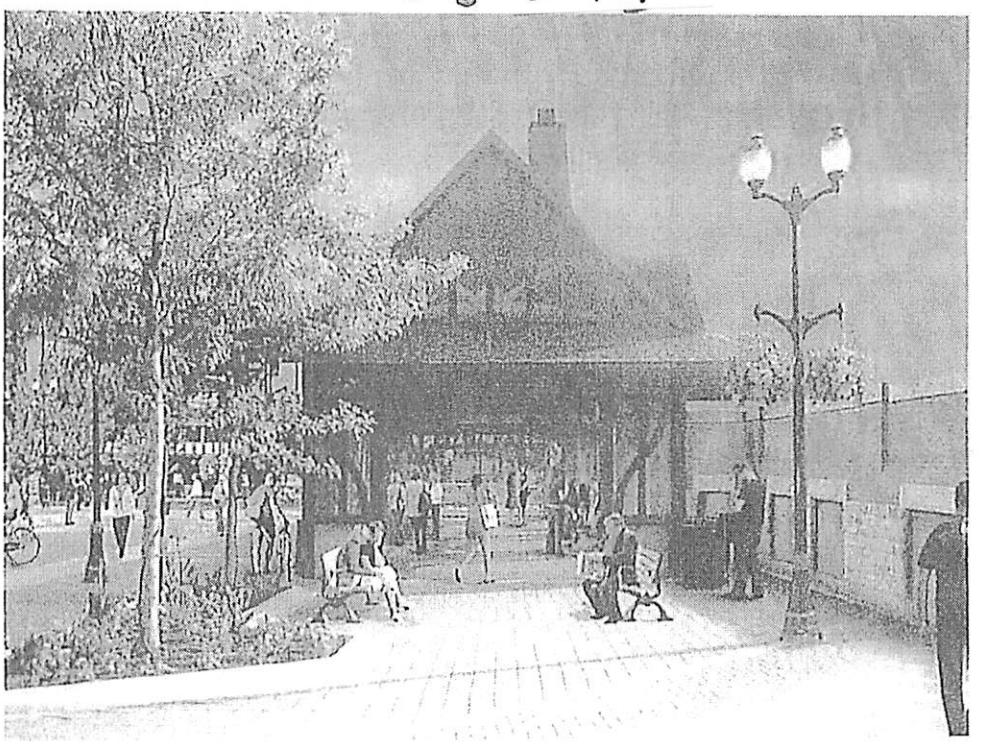
Historic CPR Station

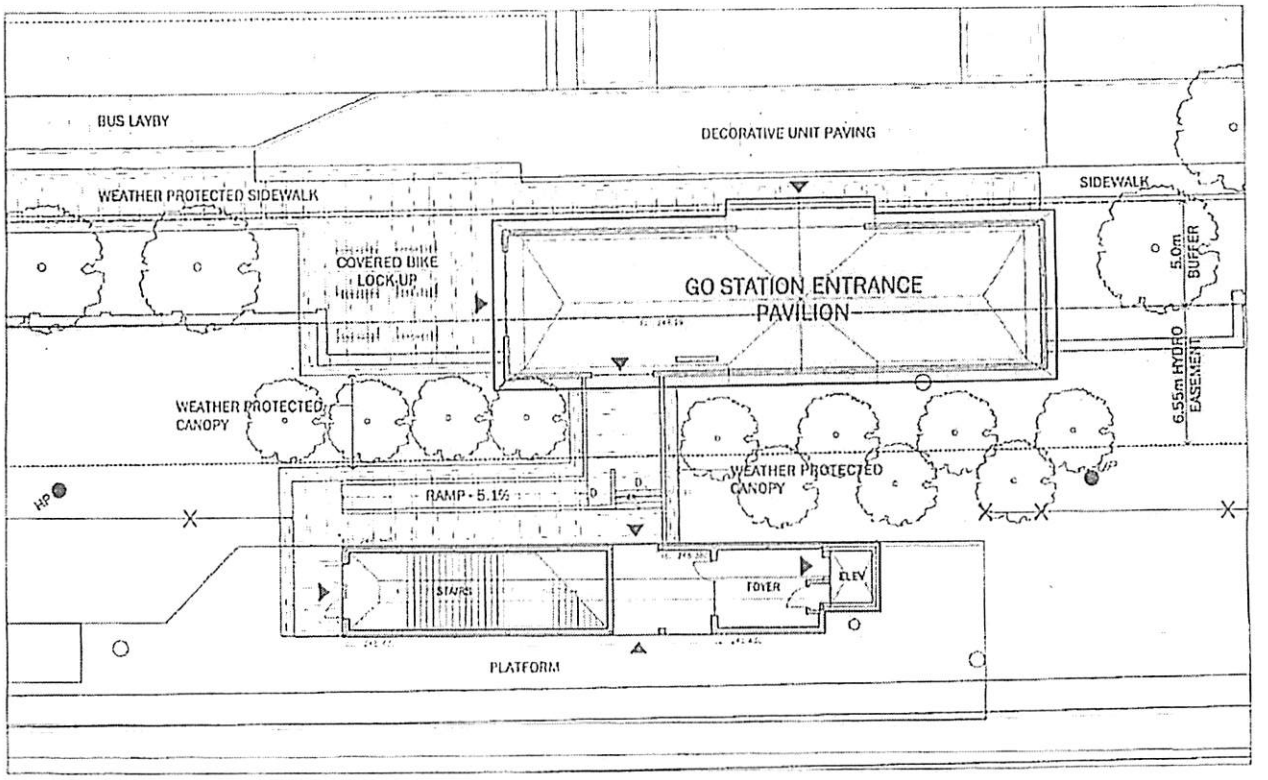


I8-6-190

Entrance Feature Concept

I8-6-191





Mount Pleasant Village - GO Station Entrance to Tunnel

May 2, 2008

Scale - 1:150

GO Station Entrance Pavilion Concept

I8-6-192

Appendix D

Mount Pleasant Village Cost Share Estimates

APPENDIX C

MOUNT PLEASANT VILLAGE COST SHARE ESTIMATES

	Cost Estimates			Estimated Municipal Funding Contribution						Federal Stimulus Funding Contribution	Provincial Stimulus Funding Contribution	Total Funding
	Hard Costs	Land Costs	Total Costs	City (Tax)	MPV Block Plan Contribution	Block Plan 1 Contribution	Block Plan 2 Contribution	City DC Contribution	City/ Developer Funding Contribution			
MOUNT PLEASANT MOBILITY HUB (ELIGIBLE ITEMS)												
Mobility Hub Facility (Mt. Pleasant Station)												
On Street Bus Layover Facility inc. Kiss & Ride	$1,500,000	$0	$1,500,000	$0	$0	$0	$0	$500,000	$500,000	$500,000	$500,000	$1,500,000
Sheltered Passenger Area & Info Kiosks	$1,000,000	$0	$1,000,000	$0	$0	$0	$0	$333,333	$333,333	$333,333	$333,333	$1,000,000
Bike Lockers, Bike Racks, etc.	$250,000	$0	$250,000	$0	$0	$0	$0	$83,333	$83,333	$83,333	$83,333	$250,000
Station Rd. Hard Surface Boulevard Treatment	$750,000	$0	$750,000	$0	$0	$0	$0	$250,000	$250,000	$250,000	$250,000	$750,000
Station Rd. Landscaping, Light standards, Flower Baskets, etc.	$750,000	$0	$750,000	$0	$0	$0	$0	$250,000	$250,000	$250,000	$250,000	$750,000
Mt. Pleasant Transit Infrastructure												
Transit Signal Priority, Transit Shelters, VMS Signs	$693,750	$0	$693,750	$0	$0	$0	$0	$231,250	$231,250	$231,250	$231,250	$693,750
James Potter (Queue Jump Lanes, Bus bays, Enhanced Shelters)	$1,200,000	$0	$1,200,000	$0	$0	$0	$0	$400,000	$400,000	$400,000	$400,000	$1,200,000
Security System, WiFi, Presto Card Query Devices	$181,250	$0	$181,250	$0	$0	$0	$0	$60,417	$60,417	$60,417	$60,417	$181,250
Other System Misc Elements	$375,000	$0	$375,000	$0	$0	$0	$0	$125,000	$125,000	$125,000	$125,000	$375,000
West Tunnel Gateway	$500,000	$0	$500,000	$0	$0	$0	$0	$166,667	$166,667	$166,667	$166,667	$500,000
East Tunnel Gateway	$500,000	$0	$500,000	$0	$0	$0	$0	$166,667	$166,667	$166,667	$166,667	$500,000
Multi Use Asphalt Path	$400,000	$0	$400,000	$0	$0	$0	$0	$133,333	$133,333	$133,333	$133,333	$400,000
Hydro One Network Overhead Line Removal	$2,000,000	$0	$2,000,000	$0	$0	$0	$0	$666,667	$666,667	$666,667	$666,667	$2,000,000
Decorative Paved Crosswalks	$350,000	$0	$350,000	$0	$0	$0	$0	$116,667	$116,667	$116,667	$116,667	$350,000
Decorative Pavement on Mount Pleasant Road	$750,000	$0	$750,000	$0	$0	$0	$0	$250,000	$250,000	$250,000	$250,000	$750,000
Rail Track Feature Wall & Buffer Planting	$2,000,000	$0	$2,000,000	$0	$666,667	$0	$0	$0	$666,667	$666,667	$666,667	$2,000,000
Sub Total	$13,200,000	$0	$13,200,000	$0	$666,667	$0	$0	$3,733,333	$4,400,000	$4,400,000	$4,400,000	$13,200,000
CIVIC SQUARE AND VILLAGE GREEN (ELIGIBLE ITEMS)												
CPR Heritage Station and Cultural Amenity Space	6,000,000	0	6,000,000	0	60,000	$50,000	390,000	1,000,000	$2,000,000	$2,000,000	$2,000,000	$6,000,000
Public Art	$300,000	$0	$300,000	$0	$0	$0	$0	$100,000	$100,000	$100,000	$100,000	$300,000
Irrigation	$200,000	$0	$200,000	$0	$0	$0	$0	$66,667	$66,667	$66,667	$66,667	$200,000
Canopy Structures	$300,000	$0	$300,000	$0	$0	$0	$0	$100,000	$100,000	$100,000	$100,000	$300,000
Water Feature & Ice Rink	$1,000,000	$0	$1,000,000	$0	$0	$0	$0	$333,333	$333,333	$333,333	$333,333	$1,000,000
Civic Square Site Works	$2,000,000	$0	$2,000,000	$0	$0	$0	$0	$666,667	$666,667	$666,667	$666,667	$2,000,000
Sub Total	$9,800,000	$0	$9,800,000	$0	$60,000	$550,000	$390,000	$2,266,667	$3,266,667	$3,266,667	$3,266,667	$9,800,000
Total Eligible for Stimulus Funding	$23,000,000	$0	$23,000,000	$0	$726,667	$550,000	$390,000	$6,000,000	$7,666,667	$7,666,667	$7,666,667	$23,000,000
OTHER MPV (INELIGIBLE FOR STIMULUS FUNDING)												
Public Library (Remainder of Building & Finishes)	$1,800,000	$0	$1,800,000	$0	$108,000	$990,000	$702,000	$0	$1,800,000			$1,800,000
30' Diesel-Electric Hybrid Bus With Bike Rack (3)	$2,000,000	$0	$2,000,000	$0	$120,000	$1,100,000	$780,000	$0	$2,000,000			$2,000,000
Land (Public Library)	$0	$630,000	$630,000	$0	$10,800	$99,000	$70,200	$450,000	$630,000			$630,000
Land (Transit)	$0	$750,000	$750,000	$0	$0	$0	$0	$750,000	$750,000			$750,000
Land (Civic Square)	$0	$1,820,000	$1,820,000	$0	$77,880	$713,900	$506,220	$522,000	$1,820,000			$1,820,000
Total Ineligible for Stimulus Funding	$3,800,000	$3,200,000	$7,000,000	$0	$316,680	$2,902,900	$2,058,420	$1,722,000	$7,000,000	$0	$0	$7,000,000
Grand Total Funding	$26,800,000	$3,200,000	$30,000,000	$0	$1,043,347	$3,452,900	$2,448,420	$7,722,000	$14,666,667	$7,666,667	$7,666,667	$30,000,000

IB-6-193

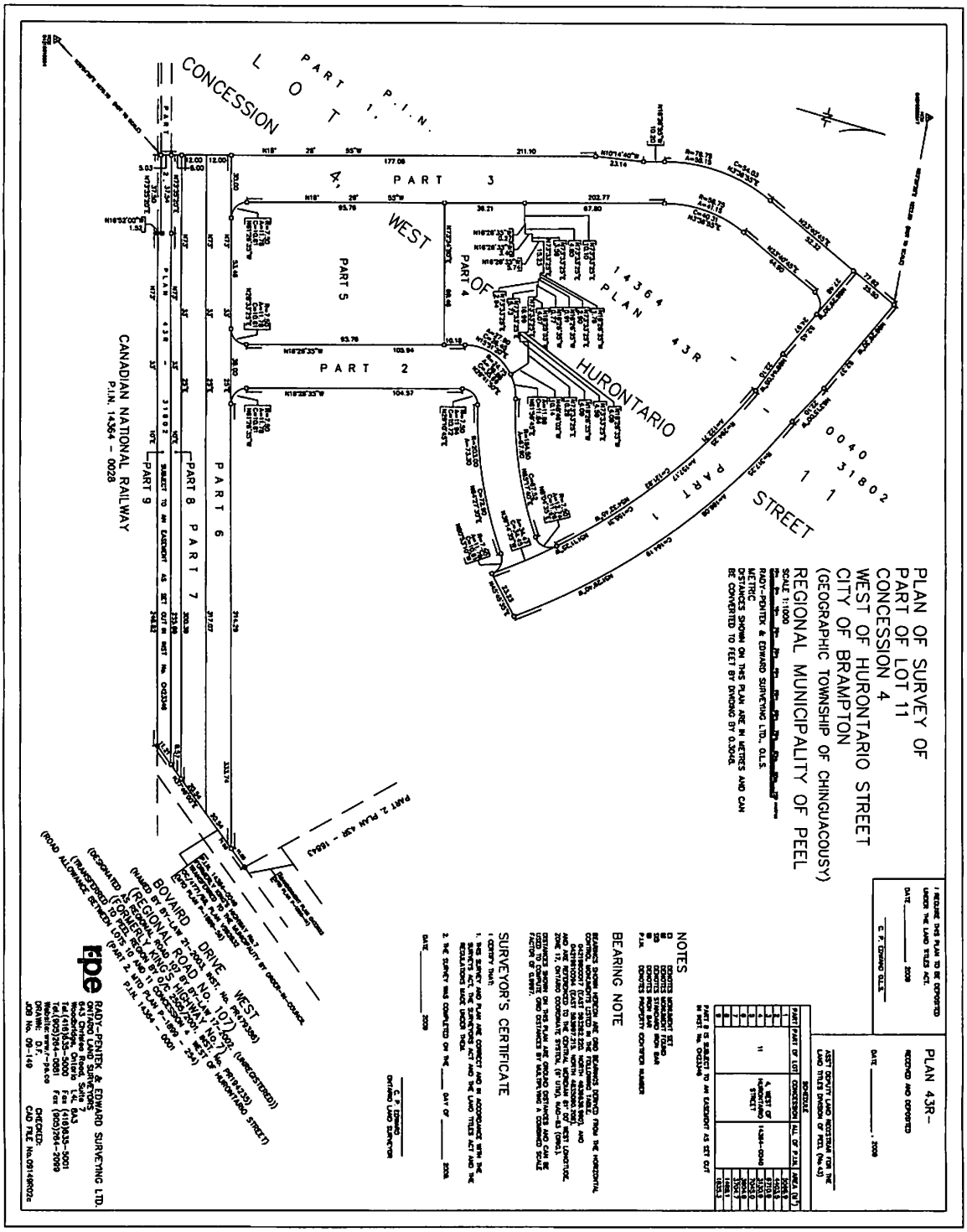
I8-6-194

SCHEDULE "B"

INTENTIONALLY DELETED

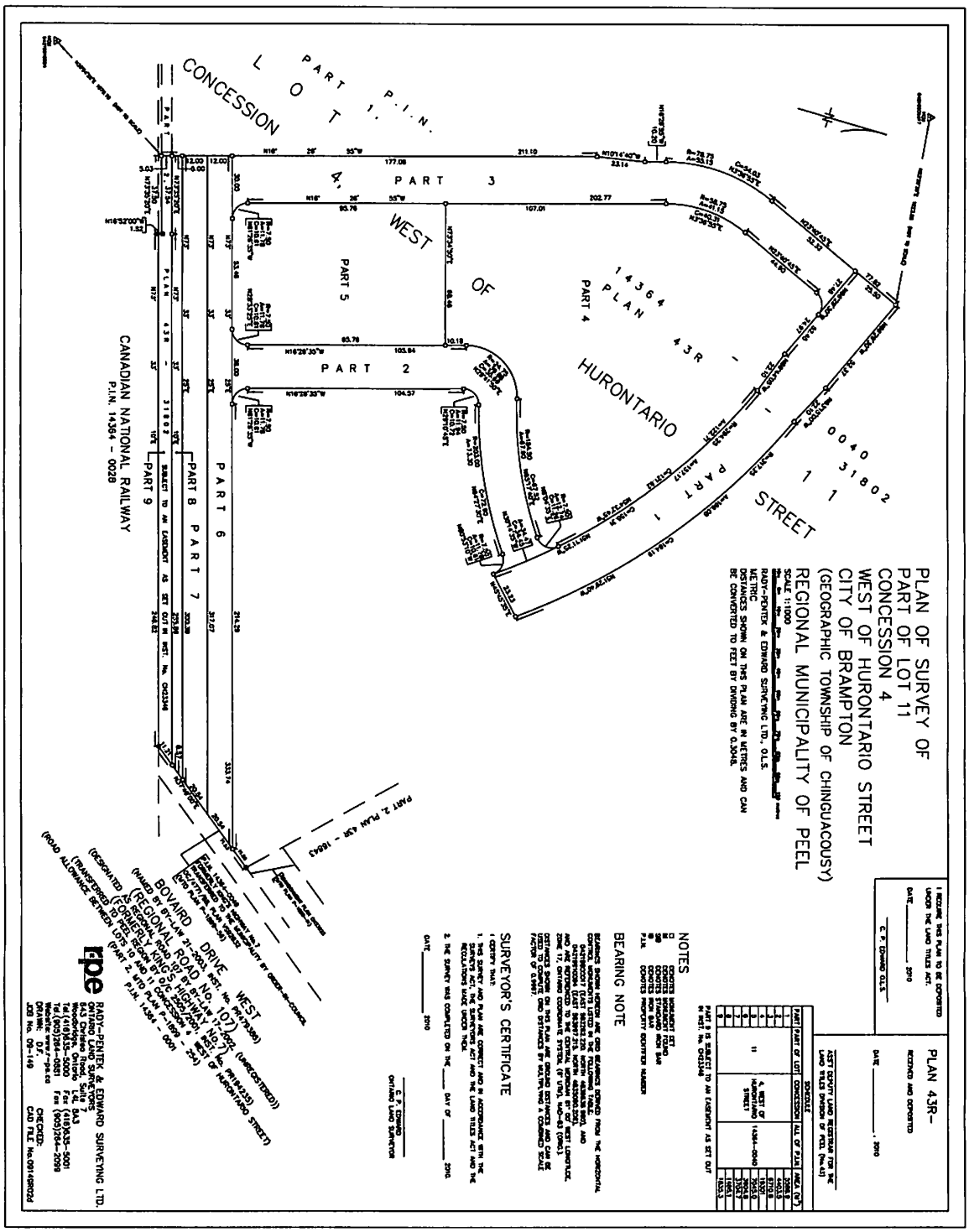
Schedule C1 - Reference Plan depicting ISF Lands

I8-6-195



Schedule C2 - Reference Plan depicting ISF Lands

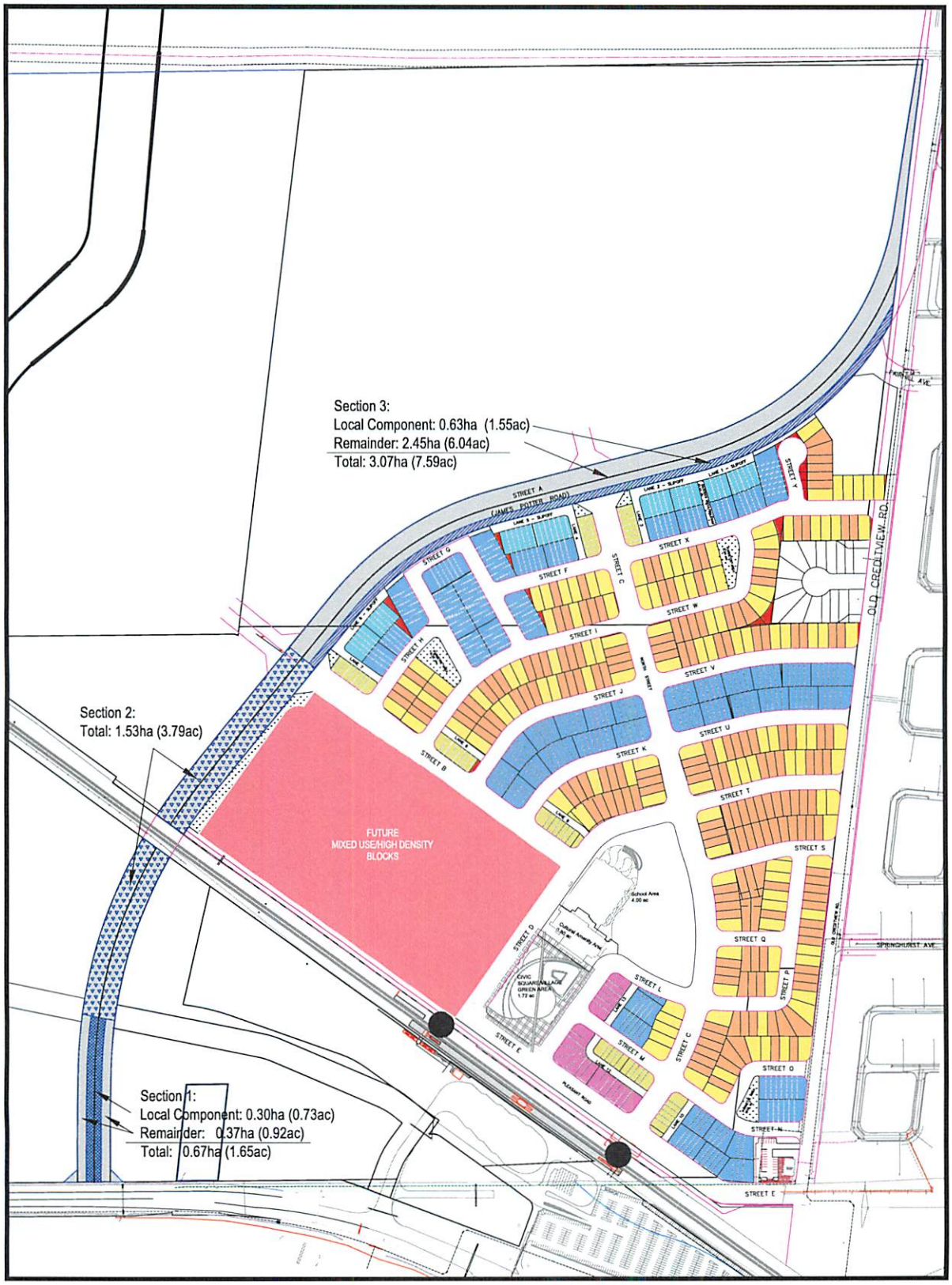
I8-6-196



Schedule D - James Potter Road Plan

I8-6-197

	Total Areas		Length
Section 1	0.67 ha	1.65 ac	180 m
Section 2	1.53 ha	3.79 ac	427 m
Section 3	3.07 ha	7.59 ac	811 m
Total:	5.27 ha	13.03 ac	1418 m



I8-6-198

SCHEDULE E

IMPLEMENTATION PRINCIPLES FOR THE MOUNT PLEASANT SUBWATERSHED STUDY

November 24, 2009

This document forms an Appendix to the Mount Pleasant Secondary Plan and is to be read as part of the Mount Pleasant Secondary Plan and reflects agreements reached on October 29, 2009, November 10, 2009, November 17, 2009 and November 24, 2009 after meetings involving the City of Brampton, Credit Valley Conservation, Ministry of Natural Resources and the Mount Pleasant Landowners' Group. This Appendix is to be read in conjunction with attached Schedules A, B and C. It is the intention of the parties that this Appendix is to form an integral part of the Mount Pleasant Secondary Plan and that the items identified in the Appendix shall be fully incorporated into the Mount Pleasant Secondary Plan.

1. **Natural Heritage System** - The Secondary Plan Natural Heritage System (SPNHS) is shown on the attached Schedule A. It forms part of the Second Generation (2G) Land Use plan to be tested in the second round of the Mount Pleasant Subwatershed Study (SWS) Phase 2 impact assessments. It is expected that the Phase 2 impact assessment results will support the SPNHS (Schedule A). If so, no further SWS impact assessment is required and the SWS Phase 3 report will be prepared. However, if the SWS Phase 2 impact assessments recommend major changes to the SPNHS, additional rounds of testing will be completed as part of the SWS. NOTE: This document also refers to a "final Natural Heritage System (final NHS)" which will be reflected in the SWS and Environmental Implementation Reports (EIRs) and which may or may not be the SPNHS.

   The SPNHS includes the protection of woodlands and wetlands, channel relocation/realignment/lowering, restoration and wetland creation areas as shown on Schedule A. All areas outside of the final NHS are fully developable and not subject to any additional setbacks or restrictions. Within the SPNHS:

   a) Buffers are included in the SPNHS as shown on Schedule A. Grading in buffers is acceptable where necessary to maintain drainage/water balance to environmental features, to accommodate trails or Low Impact Development (LID) (e.g., dry swales, bioretention swales, etc.), or to accommodate minor activities related to mounding for topographic diversity, topsoil enhancement and/or adjacent site grading.

   b) Channel widths are shown on Schedule A. East Huttonville Creek widths are fixed subject to confirmation through the SWS Phase 2 impact assessment. Fletcher's Creek channel widths are minimums with minor refinements expected through the Environmental Implementation Report (EIR) process on the basis of the greater of: the fisheries setback; meander belt allowance; Regional Storm storage/conveyance requirements; and, 6 m top of bank setback (equivalent to provincial erosion allowance). Notwithstanding the above, a linkage between the large woodland south of Mayfield Drive west of McLaughlin Road southerly to the smaller woodland north of Wanless Drive will be 60m in total width including the relocated Fletcher's Creek channel in this location, subject to hydrology and hydraulic requirements.

relocated Fletcher's Creek channel in this location, subject to hydrology and hydraulic requirements.

c) Within the East Huttonville portion of the SPNHS, the extent of habitat enhancement and wetland creation is to be implemented as per the concepts/principles illustrated on the Landowners' Group vignettes dated March 2009 (Schedule B attached) and includes other concepts such as natural channel design, habitat requirements for Redside Dace, etc. Comparable habitat enhancements will be implemented in the Fletcher's Creek subcatchments where channels are realigned and/or lowered. Implementation and additional design details will be established at the EIR stage (e.g., actual species for planting, size of plantings, phasing of development, etc.).

d) Buffers will be allowed to naturally regenerate except in areas where the buffer is disturbed and/or requires enhancement or mitigation (e.g. trails, LIDs, grading, etc.), in which case restoration plans will be prepared through the EIR process to the satisfaction of the City and also, in the case where regulatory approvals are required, to the satisfaction of CVC.

e) The City and Landowners' Group agree to add the area highlighted as Area H on Schedule A to form part of the SPNHS. Planting or restoration in this area will not be done by the City of Brampton or the Mount Pleasant Landowners' Group, but may be done by others and/or allowed to occur naturally.

f) Channel relocation and lowering is required to permit the development of the Mount Pleasant lands. It is expected to have minimal impact on the water table. The degree of lowering will be confirmed, refined or removed if needed following the completion of the SWS Phase 2 impact assessment.

g) Trails will be accommodated in appropriate areas in the SPNHS. Trail locations are to be confirmed through the EIRs.

h) The Ministry of Natural Resources will designate Provincially Significant Wetlands (PSWs) within the Mount Pleasant Secondary Plan area on the basis of the SPNHS (Schedule A) and will not preclude works, including site alteration, within PSWs specifically designed to enhance the wetland feature, wetland water balance, or required to implement the final NHS as refined through the EIRs.

i) The Mount Pleasant Secondary Plan and all future applications within the Secondary Plan will be evaluated on the basis of the agreed upon final NHS, the approved SWS and EIRs, and the policies and guidelines in effect as of the date of this document. This does not preclude the application of future new legislation and/or regulations and related implementation directions.

2. **Stormwater Management** – With respect to the Stormwater Management (SWM) concept which is to be further detailed through EIR work:

a) SWM facility locations/numbers are shown on Schedule A. Facility geometry is conceptual only; actual geometry, orientation, temperature mitigation measures and number of facilities will be determined through the EIRs.

b) SWM facilities are acceptable in outer portions (30m) of the 100m channel and outside of the stable top of slope in the SPNHS north of the CNR and south of the pipeline.

c) Regional Storm on-line storage is approved in principle subject to the SWS Phase 2 impact assessment.

d) LID requirements are to be met primarily through measures such as utilization of increased topsoil depths in appropriate locations. Other appropriate methods may also be determined through the SWS, EIR, and Block Plan processes, but require approval by the City in consultation with CVC. Subsequent to the Block Plan approval, further regulatory approvals may be required from the CVC to implement LID measures.

e) Drainage diversions as discussed on November 3, 2009 with Philips, CVC and the Mount Pleasant Landowners' Group representatives are to be modeled as a component of the SWS Phase 2 impact assessment. Provided that modeling results are acceptable, it will be approved in principle and further refined at the EIR stage to identify specific mitigation and SWM measures to be implemented.

f) On-site SWM (e.g., parking lot storage, rooftop storage) outside the final NHS is permissible.

3. **CFCP** – A Comprehensive Fisheries Compensation Plan (CFCP) will be completed and submitted for approval concurrent with the preparation of Phase 3 of the SWS and the EIRs during the Block Plan process. The CFCP will be a free-standing document with a separate submission and approval process.

4. **Drainage Density** – All drainage density requirements, as set out in the hierarchy by Parish Geomorphic have been met based on calculations presented in the Stonybrook letter dated July 27, 2009 and Parish Geomorphic's acceptance of same, but are subject to CVC's review/acceptance. Further assessment of drainage density calculations at the EIR stage is not necessary. However, further assessment at the EIR stage will address how and where the hierarchy of surface drainage features will be provided and will, as much as possible, use methods and locations of greatest benefit to the environment as identified in the hierarchy.

5. **Roads** – Schedule A conceptually illustrates the location of new road crossings of the SPNHS. Road crossings and designs will be confirmed through the Sandalwood Parkway Environmental Assessment and other Integrated Planning/Environmental Assessment(s), where necessary, to be completed as part of the Block Plan process. Spans for road crossings will be designed to address fluvial considerations including watercourse form and functions (not spanning meander belt) and accommodate conveyance and storage of Regional Storm flows, where appropriate, to provide flood free road crossings, and wildlife passage as appropriate. EIR work with respect to road designs shall address wildlife passage for large mammal movement where appropriate. Design considerations will include road signage, road speed, warning lights, fencing, clear passage and/or other measures to accommodate movement across roads.

6. **Implementation** – With respect to the design, approval and implementation of the final NHS:

a) Timelines for approval – See attached Schedule C (Work Plan and Schedule) regarding the nature and timing of approvals. All parties will use best efforts to work within this timeline to process development applications and permits

recognizing that an EIR will not be submitted until the SWS Phase 3 report is submitted. Should there be major issues with SWS Phase 2 impact assessment such as diversions or lowerings, Schedule C would have to be renegotiated.

b) Groundwater monitoring wells and piezometers, where they can be maintained after development, will be available to CVC for long term monitoring. All of the data collected by the Landowners' Group will also be provided as input to the CVC's long term monitoring program. Monitoring requirements will be set out in Phase 3 of the SWS.

c) The City will provide CVC all requisite data, methodologies, assumptions and modeling results from the SWS Phase 2 impact assessments of the SPNHS and subsequent versions of the SPNHS should they be necessary.

d) All parties will review the 2G Plan SWS Phase 2 impact assessment results upon release and will provide an immediate determination of whether the impacts are major or minor using an all agency workshop. Initial comments from all parties will be provided within 30 days following the workshop.

7. Permitting Requirements

a) In context of the urbanizing Mount Pleasant Secondary Plan area, the final NHS demonstrates an environmental benefit and will form the basis for all permitting requirements.

b) The final NHS will be implemented in a coordinated manner through several phases as defined through the Block Plan/EIR process. The final NHS will be conveyed to the City in several phases. Provided that plans of subdivision are consistent with approved EIRs, CVC will provide draft plan conditions, clearances and permits as soon as possible.

c) The implementation of the warm water fisheries window (i.e. July 1st to March 31st) shall be applied to all final NHS components including grading, channel realignment, lowering, crossings, restoration/enhancement and SWM for the portion of the East Huttonville Creek system lying to the north of the pipeline right-of-way, and for Fletcher's Creek (west, central and east). For the portion of the East Huttonville Creek lying between the pipeline right-of-way to the north and the limit of the Secondary Plan area to the south, the Redside Dace timing window shall be applied (July 1st to September 15th). Requests for extension(s) to the Redside Dace timing may be made and will be reviewed by MNR where an extension would reduce the overall construction period to minimize potential construction impacts to fish habitat.

d) Multiple, staged permits may be issued by the CVC (and MNR if needed) to accommodate implementation phasing of the final NHS prior to issuance of complete, final NHS permits. EIRs shall address final NHS implementation phasing.

I8-6-202

8. **Not Precedent Setting**

a) It is understood that the process for arriving at the Mount Pleasant Secondary Plan is not intended to set a precedent for CVC to follow. CVC will expect that future secondary planning initiatives will conform to prevailing City of Brampton Official Plan policies (i.e. that the Secondary Plan and related servicing and infrastructure plans will be directed by a substantially advanced comprehensive Subwatershed Study, to the satisfaction of CVC and the City, and an agreed upon Natural Heritage System). This does not preclude integrated Environmental Assessments.

b) It is understood that the proposed characteristics and/or modifications to the natural heritage features and areas for this plan are based on specific characteristics of the Mount Pleasant Secondary Plan area. These include stream lowering, stream realignment, drainage diversion, buffer widths and modifications to wetlands and other natural features. It is understood that these modifications do not set a precedent for any future planning considerations and permitting requirements by CVC and that development areas must each be planned according to their own specific natural characteristics and features.

SCHEDULE A

(To be read in conjunction with Implementation Principles for Mount Pleasant Subwatershed Study dated Nov. 24/09)

EXISTING CONDITIONS





A. East Huttonville Creek south of CNR = 100m.

B. West Huttonville Creek east of Mississauga Road = 50m from existing creek centreline.

C. Main Huttonville Creek width exceeds 100m based on width of existing Regional Storm Floodplain. No buffer needed to Regional Storm floodline. Minimum 0.3m freeboard to be provided in adjacent developing area.

D. CNR to Pipeline, Realigned Width = 100m.

E. SWM facility on east side of realigned channel north of CNR to be located partially within 100m corridor; facility can extend 30m maximum into one side of corridor and extend northerly along corridor.

F. North of Pipeline, channel realignment approximately as shown. Triangular area east of realigned channel,north of pipeline and west of woods to be part of NHS.

G. Variable buffers from woodlands and wetlands as shown.

H. Area between woodlands/wetlands to be part of NHS as shown; to be restored to wetland by others.

I. Location of future road crossings of NHS shown conceptually only; further details of crossing designs to be identified through EIRs and EAs where appropriate.

J. Realigned channel width = 70m.

K. Channel realignment to match existing channel location either at the edge of woodlands or south of woodlands; to be determined through EIR; requirement to get "clean" water to upper end of lowered channel (*). Any area between realigned channel and north end of woods to be NHS.

L. Existing creek channel to be filled and area restored.

M. Realigned channel width = 45m.

N. Channel location shown schematically only; channel can be realigned and lowered but must connect upstream woodlands to existing Wanless/Chingacousy outlet location.

O. No upstream channel needed; requirement to get 'clean' water to wetlands (*).

P. Wetland area north of woodlands transitory; not part of existing wetland evaluation.

Q. Channel on west side of woodlands to convey external drainage.

R. Realign existing channel to location shown to form linkage between north and south woodlands; linkage between woodlands to be 60m in total width including channel.

S. Realign channel south of existing homes on Mayfield Drive.

T. Channel around woods (hatched on north side) may/may not be required; to be determined through EIR.

U. Shallow 10.0 m wide swale to convey woodlot drainage to downstream channel.

V. Potential to consolidate SWM pond with proposed Wanless SWM pond to south.

W. Trails will be accommodated in appropriate areas in the NHS; locations to be determined through EIRs.

X. Existing channel through City Park to be restored.



LEGEND:

LINKAGE TO NORTH AS PER LSA

BUFFERS TO BE GREATER OF 10m FROM THE STAKED DRIPLINE OF WOODLANDS OR 20m FROM STAKED WETLAND BOUNDARY

5m FROM WOODLANDS / WETLANDS TO CHANNEL BLOCK

SWM PONDS

NONFOREST NATURAL AND CULTURAL VEGETATION COMMUNITIES. THESE COMMUNITIES CAN INCLUDE WETLAND AND UPLAND SYSTEMS

OPEN WATER WETLAND

WOODLAND RESTORATION

EXISTING WOODLAND

GRASSLAND RESTORATION

ROAD CROSSING

NHS RESTORATION BY OTHERS

BLOCK 51-1 NHS DEPICTS VIGNETTES DATED MARCH 2009

CITY OF BRAMPTON
PLANNING, DESIGN & DEVELOPMENT

PROJECT No.	DATE	SCALE
U0-114	NOV. 24,2009	N.T.S.

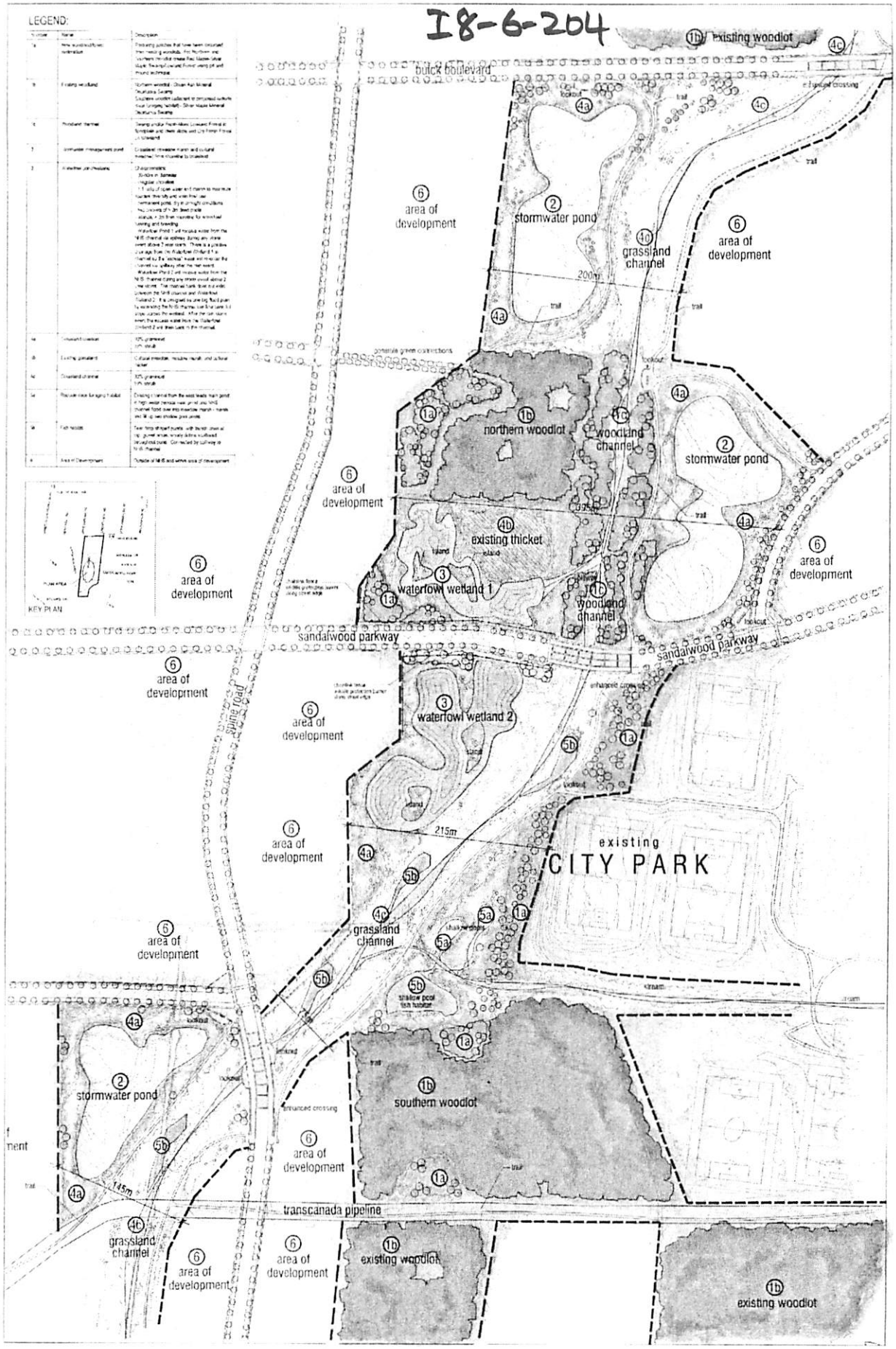
Mount Pleasant

SECONDARY PLAN NATURAL HERITAGE SYSTEM

Schedule A

18-6-203

I8-6-204



Channel Alignment with NHS Restoration

Preliminary Conceptual Plan - Vignette Area 1

Mount Pleasant Landowners Group - Northwest Brampton

urbantech

STORYBOOK

SAVANTA

I8-6-205



LEGEND:

Number	Name	Description
1a	New woodland/wetland restoration	Replacement woodland to increase size of woodland and area by relocating areas that were historically logged and converted to agricultural use. Detailed tree and shrub inventory, drawings and data to determine whether Fresh-Moist Sugar Maple / Dry-Fresh Forest supported. Use of and amount of technique to create microsites microtopography with upland species on mounds and wetland species in pits. Tree planting and nature weed dispersal from adjacent woodlots and areas of high source abundance (Maybird woodlot)
1b	Existing woodland	Wanless woodlot (small) - Dry-Moist Oak-Hardwood Deciduous Forest in a Fresh-Moist Ash Lowland Deciduous Forest. Wanless woodlot (large) - Dry-Moist Oak-Hardwood Deciduous Forest with a Dry-Fresh Oak-Hardwood Deciduous Forest with a Lower Ash Mineral Deciduous Swamp in the northeast corner
4c	Grassland restoration	90% grass mix 10% shrub
5b	Infiltration facilities	Linear pond shaped ponds with treed islands at the normal water elevation. Where feasible throughout pond. Connected by spillway to NHS corridor.
6	Area of Development	Outside of NHS and within area of development



Channel Alignment with NHS Restoration

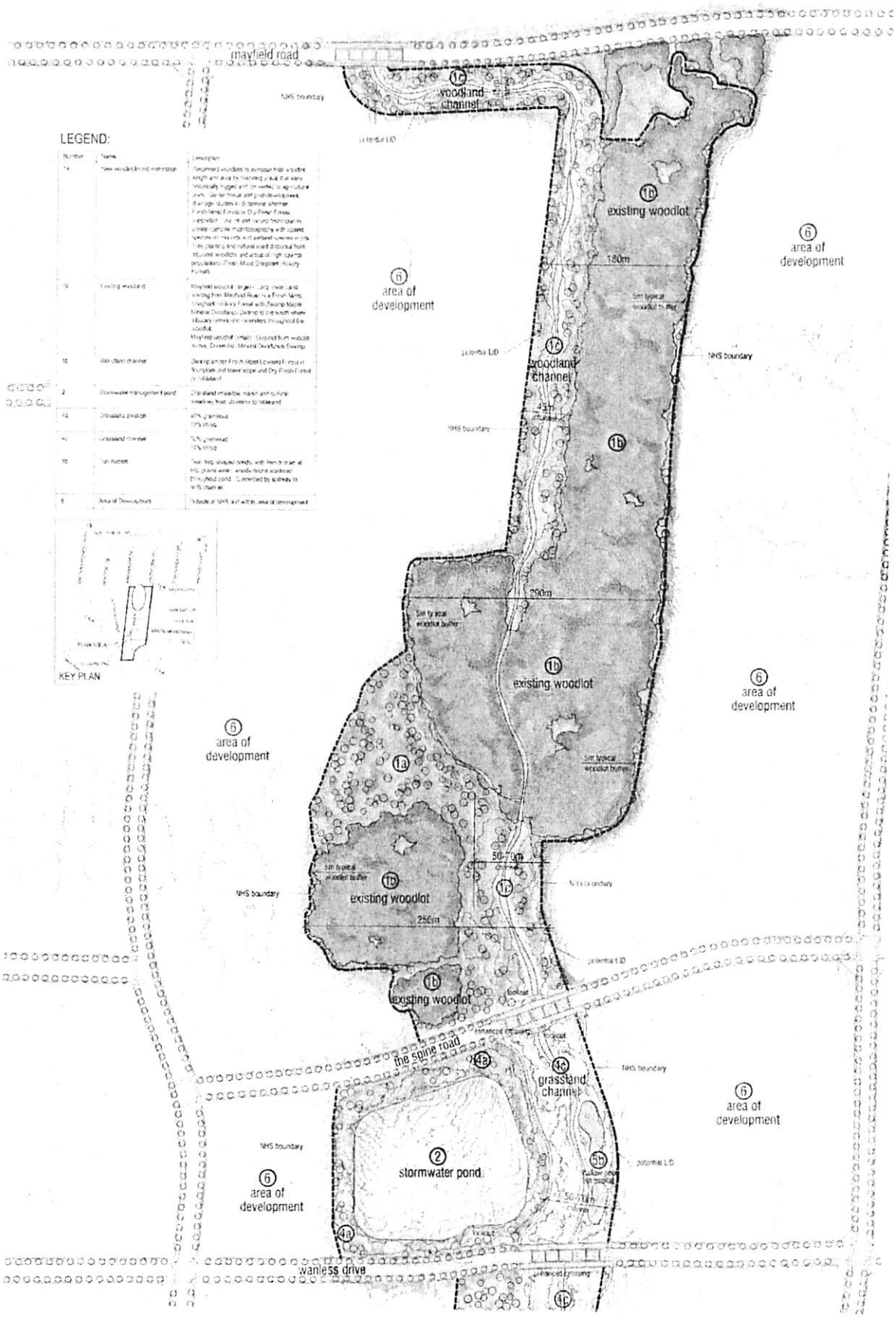
Preliminary Conceptual Plan - Vignette Area 2

Mount Pleasant Landowners Group - Northwest Brampton

Mar 19 2009
1:1500
1:6100

urbantech
SAVANTA

I8-6-206



Channel Alignment with NHS Restoration

Preliminary Conceptual Plan - Vignette Area 3

Mount Pleasant Landowners Group - Northwest Brampton

urbantech

SAVANTA

I8-6-207

SCHEDULE C

MOUNT PLEASANT SECONDARY PLAN AREA

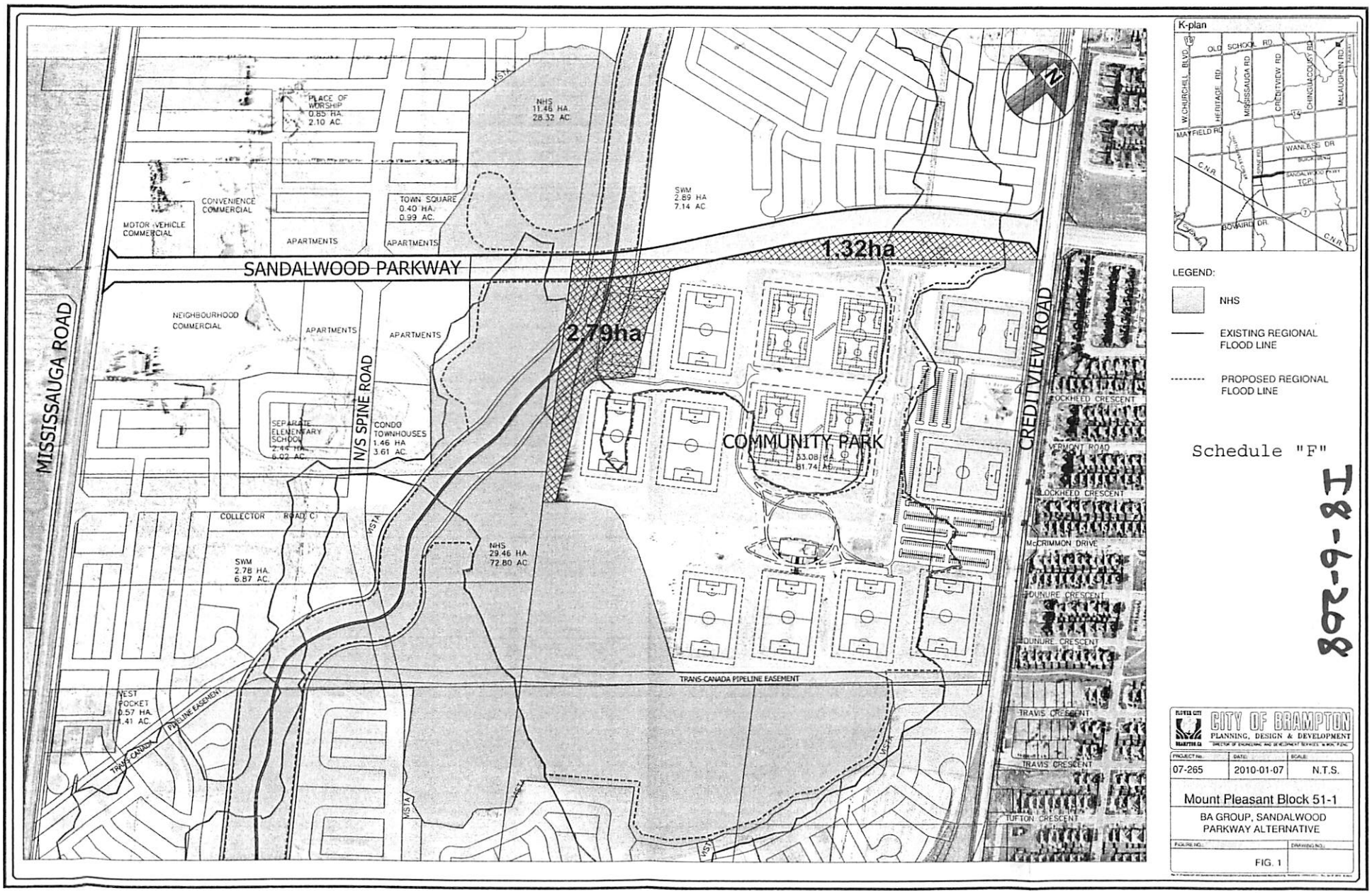
WORK PLAN AND SCHEDULE
November 10, 2009

MALONE GIVEN PARSONS LTD

MGP Project: 08-1867

Draft Submission Date | Task Completion Date | Key Date | Milestone Complete

MILESTONE/DETAILED TASKS	Target Date
01-00 Mount Pleasant Subwatershed Study	
01-01 Landscape Scale Analysis	
Draft Report Submission	September 2007
Commenting and Revision Period	Fall 07 - 08
Finalize Report	June 2010
01-02 SWS Phase 1 : Characterization	
Draft Report Submission	Dec 2007
01-03 SWS Phase 2: Impact Analysis and Testing	
Setting of Targets	May - July 2008
1st Round Testing	Feb - June 2009
1st Draft Report - Testing Results	June 2009
Review and Comment Period	May - Sept 2009
Workshop 1: MNR, CVC, DFO, CITY and LANDOWNERS	September 15 2009
Workshop 2: MNR, CVC, DFO, CITY and LANDOWNERS	Oct 6 - 7, 2009
NHS Proposed by MNR/CVC	October 7 2009
Review and refinement to Mount Pleasant Land Use Schedule	November 2009
2nd Round Testing	Nov - Jan 2010
Review of 2nd Round Testing Results	Jan - Feb 2009
01-04 SWS Phase 3: Management Strategy and Implementation	
Prepare Draft Phase 3 Report	Feb - April 2010
Review Period	May - June 2010
01-05 Prepare and Review SWS Final Report	June - Aug 2010
01-06 Approval of Final SWS	Aug - Sept 2010
APRROVAL OF MOUNT PLEASANT SUBWATERSHED STUDY	**September 2010**
02-00 Mount Pleasant Secondary Planning (OPA)	
02-01 Community Design Study	January 2009
02-02 Transportation Master Plan (Municipal EA)	June 2009
02-03 Master Open Space Study	August 2009
02-04 Retail/Commercial and Institutional Needs and Opportunities	October 2009
02-05 Infrastructure and Servicing Study	August 2009
02-06 Cultural Heritage Resource Study	October 2009
02-07 Alternative Development Standards Terms of Reference Document	July 2009
02-08 Fiscal and Economic Impact Analysis	October 2009
02-09 Land Use Schedule Preparations	
Brampton Point of Departure	January 2009
Draft Land Use Schedule	June 2009
Revised Final Land Use Schedule	October 2009
02-10 Prepare Draft Official Plan Amendment	June 2009
02-11 Report to Committee / Council on Draft OPA	June 2009
02-12 Statutory Public Meeting	June 2009
02-13 Review and Commenting Period on OPA and Secondary Plan	May - Oct 2009
02-14 Revisions to Draft OPA and Land Use Schedule	Sept - Nov 2009
02-15 Final Land Use Plan and OPA	November 2009
02-16 [illegible]	[illegible]
02-17 [illegible]	[illegible]
APPROVAL OF SECONDARY PLAN AND OPA	**January 27 2010**
03-00 Conceptual Fisheries Compensation Plan (CFCP)	
03-01 Prepare Draft CFCP concurrent w SWS Ph3 and EIR	Dec - March 2010
03-02 Submit Draft CFCP	March 2010
03-03 Review and Commenting Period	April - May 2010
03-04 Prepare Final CFCP	June - Aug 2010
03-05 Approval of CFCP	Aug - Sept 2010
APPROVAL OF CONCEPTUAL FISHERIES COMPENSATION PLAN	**September 2010**
04-00 Block Plan Approval and EIR (OPA)	
04-01 Environmental Impact Report	
Submit Draft EIR	May 2010
Review Period	June - July 2010
Final Draft EIR	Aug - Sept 2010
Review Period	Oct - Nov 2010
Approval of Final EIR	December 2010
04-02 Transportation Study/The Spine Road &Collector Road Phases 3 and 4 EA	March 2010
04-03 Urban Design Guidelines / **Conceptual Trail Plan**	March 2010
04-04 Growth Management Staging and Sequencing/Core Servicing Agreement	March 2010
04-05 Prepare Block Plan and Official Plan Amendment	May - March 2010
04-06 [illegible]	[illegible]
04-07 Consultation & Review with City, Agencies, Stakeholders and Public	Feb - Oct 2010
04-08 [illegible]	[illegible]
04-09 [illegible]	[illegible]
04-10 Planning Committee	November 2010
04-11 Council Approval of Block Plan and OPA	December 2010
APPROVAL OF BLOCK PLAN AND EIR	**December 2010**
05-00 Draft Plan of Subdivision and Zoning	
05-01 Functional Servicing and Stormwater Management Report	March 2010
05-02 Tree Inventory	March 2010
05-03 ADS Implementation Study (*if applicable)	March 2010
05-04 Cultural Heritage Report (*if applicable)	March 2010
05-05 Archaeological Study	March 2010
05-06 Acoustic Noise Report	March 2010
05-07 Preparation of Draft Plans	March 2010
05-08 Preparation of Zoning Bylaw	March 2010
05-09 [illegible]	[illegible]
05-10 Consultation & Review with City, Agencies, Stakeholders and Public	Feb - Oct 2010
05-11 Preparation of Conditions for Draft Approval	May - Oct 2010
05-12 [illegible]	[illegible]
05-13 Planning Committee	November 2010
05-14 Council Approval of Draft Plans of Subdivisions and Zoning	December 2010
05-15 Satisfaction of Conditions	Jan - Nov 2011
05-16 Finalization of Subdivision Agreement	Fall 2011
05-17 Plan Registration	Fall 2011
APPROVAL OF DRAFT PLANS OF SUBDIVISION AND ZONING	**December 2010**
06-00 Municipal Class 1 Environmental Assessment	
06-01 Transportation Master Plan (Phase 1 and 2 Municipal EA)	
PIC #3	September 2008
Draft Master Plan	January 2009
Notice of Completion	June 2009
COMPLETION OF PHASE 1 AND 2 EA FOR ALL OF MOUNT PLEASANT	**July 2009**
06-02 James Potter Road ESR (Re-aligned Creditview) ESR	
Notice of Completion	September 2009
COMPLETION OF PHASE 3 & 4 EA REQUIREMENTS FOR JAMES POTTER RD	**November 2009**
06-03 Sandalwood Pkwy Extension & Creditview Rd Widening ESR	
Notice of Completion	December 2009
COMPLETION OF PHASE 3 & 4 EA REQUIREMENT SANDALWOOD & CREDITVIEW	**January 2010**
06-04 The Spine Road and Other Collector Road ESR	
Terms of Reference	October 2009
[illegible]	[illegible]
Draft Transportation Study	March 2010
Notice of Completion	August 2010
COMPLETION OF PHASE 3 AND 4 EA REQUIREMENT SPINE AND COLLECTORS	**September 2010**



K-plan

LEGEND:

- NHS
- EXISTING REGIONAL FLOOD LINE
- PROPOSED REGIONAL FLOOD LINE

Schedule "F"

18-9-87

CITY OF BRAMPTON
PLANNING, DESIGN & DEVELOPMENT

PROJECT No.	DATE:	SCALE:
07-265	2010-01-07	N.T.S.

Mount Pleasant Block 51-1

BA GROUP, SANDALWOOD PARKWAY ALTERNATIVE

FIGURE NO.: FIG. 1 DRAWING NO.:

I8-6-209

Schedule "G"

urbantech

MEMORANDUM

To: Michael Won, P.Eng
City of Brampton

Date: January 5, 2010

Cc: Mount Pleasant Blk 51-1 Landowners

From: Dave Leighton

Project No: 07-265

Re: **Review and Comment on City of Brampton Stormwater Mangement Pond Design Criteria**

In advance of the Block 51-1 Environmental Implementation Report (EIR) submission and the subsequent SWM pond detail designs we are pleased to offer our comments on the current SWM pond design criteria. The purpose of this review is to investigate opportunities to reduce the initial and long term capital cost to construct and maintain stormwater management ponds. Our comments have been compiled through the review of the City's design criteria, MOE SWMP manual and other GTA municipalities.

The attached table summarizes the typical design components of a SWM pond, MOE criteria, City of Brampton Criteria and Preferred Criteria to reduce initial and long term capital cost. We offer the following specific comments on key design criteria that can significantly reduce costs.

1. MAINTENANCE ACCESS ROADS

- Current criteria generally results in a 5m wide access road around entire perimeter of SWM pond which increases the overall land area requirement and construction cost of the pond.

- We agree that maintenance access roads are required to access inlet structures, outlet structures and for sediment removal, however we question the need to be able access other areas of the pond with a 5m wide access road where minimal or no maintenance is required. In most cases we feel that the overall length and cost of the access roads required for sediment removal and inlet/outlet maintenance could be reduced by approx 50% through only providing access roads to inlet, outlet and ramps to pond forebay and main cell. Additionally the width of the access road could be reduced to a 3.0 m above the water surface and 4.0 m below.

2. SEDIMENT STORAGE AREA

- Current pond design criteria requires a sizeable area for sediment drying during pond sediment removal operations (every +/- 10 years) which increases the land area requirement of a pond.

Urbantech Consulting, A Division of Leighton-Sytsma Ltd.
25 Royal Crest Court, Suite 201 Markham, Ontario L3R 9X4
TEL: 905.946.9461 FAX: 905.946.9595
www.urbantech.com

I8-6-210

urbantech

Cont'd...

- The requirement for a sediment storage area assumes that the contractor cleaning the pond will double handle the material removed from the pond through removing wet sediment from forebay, place on sediment drying area for several days, float away equipment, return equipment, load and haul. This type of operation also results in disturbance of the maintenance access roads and sediment storage area requiring restoration and revegetation of these areas at additional cost.

- In pond cleaning operations we have undertaken for developers we have not used a double handle operation, sediment removal has been undertaken in the winter where the pond is drained, sediment left in place several days to partially freeze then removed. Or in the summer where the pond drained and sediment left in place to partially dry then removed and in both cases disturbances to the pond and required restoration work has been minimal.

3. SIDE SLOPES

- The current City design criteria generally results in the majority of the pond being constructed with 5:1 slopes. We agree for safety reasons that a min 5:1 slope should be provided for a min distance (+/- 5m) on either side of the permanent pool, however steeper slopes, such as 3:1 could be considered for areas beyond.

- Ponds adjacent to roadways and neigbouring developments should adopt a more urban design approach which includes the use of armour stone retaining walls, steeper slopes and strategic planting to discourage public access in areas of steeper slopes.

4. BY PASS SYSTEM

- It is our understanding that City has waived this requirement.

5. REGIONAL STORAGE

- Where ponds are required to provide Regional Storage for a rainfall that has a potential return frequency of 1:250 to 1:500 years we request that no free board is required above the maximum pond water level prior to overflow/spill.

I8-6-211

SCHEDULE "H"

DATE: 4-Feb-10

SAMPLE DEVELOPMENT CHARGE CREDIT CALCULATION APPLICABLE TO MPV OWNER

ASSUMPTIONS: APPROXIMATELY 650 low rise units in MPV - 55%towns and 45% singles
AVERAGE value of $20,909 of Total D.C.'s per unit (blended rate 55% towns and 45% singles)
AVERAGE value of $11,483 of Roads D.C.'s per unit (blended rate 55% towns and 45% singles)
D.C. Rate indexed by +2.0% prior to obtaining permit for unit 401
TOTAL ISF D.C. ELIGIBLE APPROX $7,028,500

				NON-ROADS D.C.	ROADS D.C.	TOTAL D.C.
UNITS	1	TO	50	$ 471,300	$ 574,150	$ 1,045,450
UNITS	51	TO	75	$ 235,650	$ 287,075	$ 522,725
UNITS	76	TO	100	$ 235,650	$ 287,075	$ 522,725
UNITS	101	TO	150	$ 471,300	$ 574,150	$ 1,045,450
UNITS	151	TO	200	$ 471,300	$ 574,150	$ 1,045,450
UNITS	201	TO	250	$ 471,300	$ 574,150	$ 1,045,450
UNITS	251	TO	300	$ 471,300	$ 574,150	$ 1,045,450
UNITS	301	TO	350	$ 471,300	$ 574,150	$ 1,045,450
UNITS	351	TO	400	$ 471,300	$ 574,150	$ 1,045,450
UNITS	401	TO	450	$ 480,726	$ 585,633	$ 1,066,359
UNITS	451	TO	500	$ 480,726	$ 585,633	$ 1,066,359
UNITS	501	TO	550	$ 480,726	$ 585,633	$ 1,066,359
UNITS	551	TO	600	$ 480,726	$ 585,633	$ 1,066,359
UNITS	601	TO	650	$ 480,726	$ 585,633	$ 1,066,359
			TOTAL:	**$ 6,174,030**	**$ 7,521,365**	**$ 13,695,395**

ISF D.C. RECOVERY	$ 7,028,500
JAMES POTTER D.C. RECOVERY	$ 6,666,895
TOTAL:	**13,695,395**

NOTE:

1 For any units in MPV over and above the approx. 650 low rise units, it is agreed that the roads D.C. component only will be allocated towards James Potter Road

2 Although the sample above has been calculated on a unit basis for illustrative purposes, the cumulative total of DC credits earned will be on a dollar basis and applied consistent with the above example. For further clarity, the DC rates/payables assumed above may be indexed up or down as per the City's DC by-laws, but the DC credits earned will not be indexed

PDF created with pdfFactory trial version www.pdffactory.com

Cost Summary for MOU

SCHEDULE "I" - COST SHARING AND REIMBURSEMENT SCHEDULE

Dated: 4-Feb-10

ISF AND RELATED WORKS				CURRENT PROPOSAL FOR SHARING			CURRENT COST FOR SHARING		
ITEM	AMOUNT	DELIVERY TIMING	FRONT ENDING PARTIES	REPAYMENT TIMING 51-1	REPAYMENT TIMING 51-2	BASIS OF COST SHARING	MPV (112.8ac. or 6.4%)	51-1 (953.3ac. or 54.2%	51-2 (693.4ac. or 39.4%
RAIL TRACK FEATURE WALL & BUFFER PLANTING	$ 666,667	2010	MPV	N/A	N/A	N/A	$ 666,667		
CPR HERITAGE STATION AND CULTURAL AMMENITY	$ 1,000,000	2010	MPV	1st Registration	Block Plan	Proportionate*	$ 64,000	$ 542,000	$ 394,000
PUBLIC LIBRARY (REMAINDER OF BUILDING & FINISHES)	$ 1,800,000	2011	MPV	1st Registration	Block Plan	Proportionate*	$ 115,200	$ 975,600	$ 709,200
LIBRARY LAND (TOP UP)	$ 169,368	2010	MPV	1st Registration	Block Plan	Proportionate*	$ 10,840	$ 91,797	$ 66,731
CIVIC SQUARE LAND (TOP UP)	$ 911,190	2010	MPV	1st Registration	Block Plan	Proportionate*	$ 58,316	$ 493,865	$ 359,009
THREE - 30 FOOT DIESEL-ELECTRIC HYBRID BUS WITH BIKE RACKS	$ 2,000,000	Registration Thresholds		Registration by Registration		Proportionate*	$ 128,000	$ 1,084,000	$ 788,000
		3000	51-1 PHASE 1						
		6000	51-1 PHASE 2						
		9000	51-2						
SUB TOTAL FOR ISF AND RELATED WORKS:	$ 6,547,225						$ 1,043,023	$ 3,187,262	$ 2,316,940
SUB TOTAL PRICE PER ACRE ($/ac.):							$ 9,247	$ 3,343	$ 3,341

JAMES POTTER ROAD & UNDERPASS				CURRENT PROPOSAL FOR SHARING			CURRENT COST FOR SHARING		
ITEM	AMOUNT	DELIVERY TIMING	FRONT ENDING PARTIES	REPAYMENT TIMING 51-1	REPAYMENT TIMING 51-2	BASIS OF COST SHARING	MPV (112.8ac. or 6.4%)	51-1 (953.3ac. or 54.2%	51-2 (693.4ac. or 39.4%
JAMES POTTER UNDERPASS (100% D.C. - No Land)	$ 25,000,000	2010 to 2013	Village & first 3000 units	DC credits or Cash Injection	N/A	N/A covered by DC's	N/A	N/A	N/A
JAMES POTTER ROAD CONSTRUCTION (DC Component - 50%)	$ 2,250,000	2011 to 2013	Village & first 3000 units	DC credits or Cash Injection	N/A	N/A covered by DC's	N/A	N/A	N/A
JAMES POTTER ROAD UNDERPASS LANDS (NON DC)	$ 2,275,346	2010 to 2013	Mattamy	Registration by Registration		Proportionate*	$ 145,622	$ 1,233,238	$ 896,486
JAMES POTTER ROAD -LOCAL SHARE									
-LAND	$ 1,370,367	2010 to 2013	Mattamy	N/A	N/A	Mattamy	$ 1,370,367		
-CONSTRUCTION	$ 557,723		Mattamy	N/A	N/A	Mattamy	$ 557,723		
JAMES POTTER ROAD -OVERSIZING									
-LAND	$ 4,175,150	2010 to 2013	Mattamy	Registration by Registration		Proportionate*	$ 267,210	$ 2,262,931	$ 1,645,009
-CONSTRUCTION	$ 1,692,277		Village & first 3000 units	Registration by Registration		Proportionate*	$ 108,306	$ 917,214	$ 666,757
SUB TOTAL FOR JAMES POTTER:	$ 37,320,863						$ 2,449,227	$ 4,413,383	$ 3,208,253
SUB TOTAL PRICE PER ACRE ($/ac.):							$ 21,713	$ 4,630	$ 4,627

TOTAL COSTS (ISF + JAMES POTTER):	$ 43,868,088						$ 3,492,250	$ 7,600,646	$ 5,525,193
SUB TOTAL PRICE PER ACRE ($/ac.):							$ 30,960	$ 7,973	$ 7,968

NOTE: *Proportionate = MPV, 51-1 & 51-2 contributing based on NDA

COMMUNITY LAND VALUE FOR ABOVE	$600,000/Acre

H8-6-212