



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 83-2009

To Adopt Amendment Number OP2006-021
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:

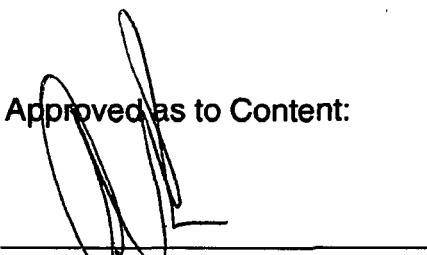
1. Amendment Number OP2006-021 to the Official Plan of the City of Brampton Planning Area is hereby adopted and made part of this By-law.

READ a FIRST, SECOND and THIRD TIME and PASSED in OPEN COUNCIL, this 11th day of March 2009.


SUSAN FENNELL - MAYOR


PETER FAY - CITY CLERK

Approved as to Content:


Adrian J. Smith, MCIP, RPP
Director, Planning and Land
Development Services

APPROVED AS TO FORM LAW DEPT. BRAMPTON
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DATE 09 03 09

AMENDMENT NUMBER OP2006-021
TO THE OFFICIAL PLAN OF THE
CITY OF BRAMPTON PLANNING AREA

1.0 PURPOSE

The purpose of this amendment together with Schedule A, Schedule B, Schedule C, Appendix A and Appendix B, is to implement the policies of the Official Plan and Chapter 44 of the Fletcher's Meadow Secondary Plan through the preparation and approval of a Block Plan for Area 44-1 (Mount Pleasant Village Mobility Hub).

The Mount Pleasant Village Mobility Hub Block plan represents the foundation for the development of North West Brampton, comprising the Mount Pleasant Secondary Plan (Area 51), the Huttonville North Secondary Plan (Area 52) and the Mount Pleasant West Secondary Plan (Area 53), as transit oriented, pedestrian friendly, sustainable communities.

The Mount Pleasant Village Mobility Hub Block Plan, recognizes the strategic importance of the Mount Pleasant GO Train Station as a multi-modal mobility hub that connects this community with the rest of the Greater Toronto Area, and supports various modes of transportation such as public transit, automobiles, cycling and walking. The mobility hub concept implements Provincial Growth Plan and Metrolinx objectives, that encourage land use intensification, mixed uses, increased densities and multi-modal transportation around key transportation nodes.

This amendment to Chapter 44 of the Fletcher's Meadow Secondary Plan is based on a Block Plan that implements a number of background studies to address environmental, servicing, transportation, transit, urban design, open space and growth management considerations. The final product is a Block Plan and implementing policies that ensures the development of a new transit-oriented and pedestrian- friendly community that incorporates City of Brampton's Development Design Guidelines.

2.0 LOCATION

The Mount Pleasant Village Block Plan Area comprises an area of about 60 hectares (148 acres) within the Fletcher's Meadow Secondary Plan Area. More specifically, it is bounded to the north and west by proposed James Potter Road, to the south by Bovaird Drive West and to the east by existing Creditview Road.

The lands are legally described as Part of Lots 10, 11 and 12, Concession 4, W.H.S., City of Brampton, Regional Municipality of Peel. The lands subject to this amendment are specifically indicated on with Schedule A, Schedule B, Schedule C and Appendix A.

3.0 AMENDMENTS AND POLICIES RELATIVE HERETO

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

- (1) by deleting from Schedule "A2" Retail Structure thereto, the "Convenience Retail" designation of the lands shown outlined on Schedule 'A' to this amendment.

(2). adding to the list of amendments pertaining to Secondary Plan Area Number 44: Fletcher's Meadow Secondary Plan as set out in Part II: Secondary Plans, Amendment Number OP 2006-

(3). adding to Part III, the following heading and associated text:
"PART III: BLOCK PLANS
Schedule "H" to this Plan identifies areas for which Block Plans have been prepared or are proposed to be prepared. The following list indicates the documentation which constitutes the Block Plan for those areas which have a Secondary Plan in place."

(4). adding to Part III: BLOCK PLANS, thereof, the following new heading and associated text:

"Area 44: Fletcher's Meadow Secondary Plan

Part III of Chapter 44-1 of the 1993 Official Plan (Amendment Number - OP 2006-~~21~~) shall constitute the Block Plan for Sub-Area 44-1."

(5). adding to Part III, BLOCK PLANS thereof, as Chapter 44-1, the following text:

"Chapter 44-1: Sub-Area 44-1 Block Plan of the Fletcher's Meadow Secondary Plan

1.0 Purpose

The purpose of this amendment together with Schedule A, Schedule B, Schedule C, Appendix A and Appendix B, is to implement the policies of the Official Plan and Chapter 44 of the Fletcher's Meadow Secondary Plan through the approval of a Block Plan for Sub- Area 44-1 (Mount Pleasant Village Mobility Hub).

The Mount Pleasant Village Mobility Hub Block Plan represents the foundation for the development of North West Brampton, comprising the Mount Pleasant Secondary Plan (Area 51), the Huttonville North Secondary Plan (Area 52) and the Mount Pleasant West Secondary Plan (Area 53) as transit oriented, pedestrian friendly, sustainable communities.

The Mount Pleasant Village Mobility Hub Block Plan, recognizes the strategic importance of the Mount Pleasant GO Train Station as a multi-modal mobility hub that connects this community with the rest of the Greater Toronto Area, and supports various modes of transportation such as public transit, automobiles, cycling and walking. The mobility hub concept implements Provincial Growth Plan and Metrolinx objectives, that encourage land use intensification, mixed uses, increased densities and multi-modal transportation around key transportation nodes.

This amendment to Chapter 44 of the Fletcher's Meadow Secondary Plan is based on a Block Plan that implements a number of background studies to address environmental,

servicing, transportation, transit, urban design, open space and growth management considerations. The final product is a Block Plan and implementing policies that ensures the development of a new transit-oriented and pedestrian-friendly community that incorporates City of Brampton's Development Design Guidelines

This Chapter will constitute the Block Plan for Sub-Area 44-1 of the Fletcher's Meadow Secondary Plan.

2.0 Location

The Mount Pleasant Village Block Plan Area comprises an area of about 60 hectares (148 acres) within the Fletcher's Meadow Secondary Plan Area. More specifically, it is bounded to the north and west by proposed James Potter Road, to the south by Bovaird Drive West and to the east by existing Creditview Road.

The lands are legally described as Part of Lots 10, 11 and 12, Concession 4, W.H.S., City of Brampton, Regional Municipality of Peel. The lands subject to this amendment are specifically indicated on Schedule A, Schedule B, Schedule C, Appendix A and Appendix B.

3.0 Effect of this Chapter and its Relationship to the City of Brampton Official Plan and Fletcher's Meadow Secondary Plan

Lands subject to Chapter 44-1 outlined on Schedule C shall be developed in accordance with the policies of Chapter 44 of Part II and with Schedule SP44 (a), and also in accordance with all other relevant policies and schedules of the Official Plan of the City of Brampton.

Accordingly, the policies herein are intended to supplement those of the Fletcher's Meadow Secondary Plan and the Official Plan of the City of Brampton; not to replace or repeat them. An accurate understanding of all the policies pertaining to this Chapter can only be achieved by reading the Official Plan of the City of Brampton, together with Chapter 44.

4.0 Sub-Area 44-1 (The Mount Pleasant Village Mobility Hub) Block Plan Design and Planning Principles

The Mount Pleasant Block Plan Area has been designed to recognize the special opportunity to create a transit-oriented urban village core around the Mount Pleasant GO Train Station. This includes planning to provide for a range of housing densities and a mix of transit-oriented and pedestrian-friendly residential, institutional, retail and office developments in a variety of built forms which can benefit from and support higher order and higher frequency transit serving the Mount Pleasant GO Train Station.

The Mount Pleasant Village Mobility Hub Block plan represents the foundation for the development of North West Brampton, comprising the Mount Pleasant Secondary Plan (Area 51), the Huttonville North Secondary Plan (Area 52) and the Mount Pleasant West Secondary Plan (Area 53) as transit oriented, pedestrian friendly, sustainable communities.

The general design and planning principles for the Mount Pleasant Mobility Hub Block Plan (Sub- Area 44-1) are as follows:

- I. Provide for a transit oriented, new urbanism form of development based upon design principles which encourage a compact built form and a variety of housing types at varying densities; including a limited number of live-work units located in strategic areas;
- II. Create a safe, attractive, transit oriented and pedestrian friendly community that demonstrates a reduced demand on the road network system;
- III. Encourage compact built form and provide a variety and mix of housing types at varying densities, including apartments and live-work units;
- IV. Create a distinct and attractive built form which will reinforce a high standard of quality and a positive visual image;
- V. Develop a "Village Core" for the community that provides a mix of land uses, amenities, destinations that all contribute to a strong sense of place making;
- VI. In addition to residential uses, develop a mix of institutional, retail, commercial and office uses applying a variety of densities and built-forms within walking distance of the Mount Pleasant GO Train Station to support enhanced transit service and to offer a range of mobility options for residents;
- VII. Develop an open space and street network that promotes pedestrian accessibility to parks, the 'Village Core', and public transit;
- VIII. Develop a transportation network, including transit service, which enables convenient and safe access to the Mount Pleasant GO Train Station as well as a range of transportation options, and seeks to increase transit mode share;
- IX. Recognize and build on the unique opportunity to develop a community centered on the Mount Pleasant GO Train Station through co-operative efforts between the City, GO Transit and development proponents to provide more sustainable, higher order inter-regional transit service, including the entire North West Brampton Urban Development Area, in order to facilitate the development of a multi-modal transportation hub.

- X. Provides an effective community interface along the north side of the existing Mount Pleasant GO Train Station to provide convenient pedestrian, vehicle, cycling and transit accessibility.
- XI. Incorporate the City's Flower City Strategy through the provision of civic design elements within public areas and at strategic locations throughout the community;
- XII. Facilitate and encourage the accommodation of institutional and public uses, such as a library and elementary school site in close proximity to the proposed 'Village Core' and Civic Square;
- XIII. Encourage the application of Alternative Development Standards for roads and municipal infrastructure aimed at enhancing the pedestrian-oriented scale and positive visual image of the community, as well as facilitate the efficient use of land resources;
- XIV. Enhance the pedestrian orientation of the community by encouraging residential units to be street oriented;
- XV. Incorporate a Civic Square which will serve as a central focus for the community and enhance the interface and relationship of the 'Village Core' to the Mount Pleasant GO Train Station;
- XVI. Develop a street pattern which includes a readily identifiable central transit-oriented 'spine road' and an equally viable 'pedestrian promenade' both of which will serve to facilitate easy access and movement of transit vehicles and pedestrians into and throughout the community;
- XVII. Substantially maintain existing Creditview Road in its current location and alignment thereby providing for ongoing access to existing uses;
- XVIII. Enhance the scenic character of Creditview Road south of Fairhill Avenue through a combination of street trees, swales, privacy fencing and upgraded façade treatments for elevations adjacent to Creditview Road;
- XIX. Accommodate the timely construction of the future James Potter Road Extension from Bovaird Drive West to north of existing Fairhill Avenue as a Minor Arterial Road; including a grade separated underpass of the existing CNR, subject to final EA approval;
- XX. Stage development to ensure that that residents, employees and employers are provided with adequate transportation, transit and other municipal services, and open space; capable of reasonably accommodating their needs as development proceeds through various stages;
- XXI. Require the preparation of land use, urban design and architectural control documents which will adequately detail the uses, density, form and special relationship of development parcels within "Mixed Use Area 4" on Schedule C to this amendment;

- XXII. Provide barrier free access to services, amenities and public buildings and facilities throughout the community in compliance with the Ontario Building Code, to ensure that all residents, employees and employers have full access to public and private sector buildings; and,
- XXIII. Encourage the implementation of realistic and practical environmental sustainability measures that may include: transit oriented development; strengthening and supporting the Mount Pleasant GO Train Station; measures to reduce automobile dependency; pedestrian and cyclist friendly community design; exploring the feasibility of implementing low impact development measures; and,
- XXIV. Identifying buildings and precincts for potential LEED (Leadership in Energy and Environmental Design) certification.

5.0 Sub-Area 44-1 (The Mount Pleasant Village Mobility Hub) Block Plan Policies

The Mount Pleasant Village Mobility Hub Block plan represents the foundation for the development of North West Brampton, comprising the Mount Pleasant Secondary Plan (Area 51), the Huttonville North Secondary Plan (Area 52) and the Mount Pleasant West Secondary Plan (Area 53) as transit oriented, pedestrian friendly, sustainable communities.

The Mount Pleasant Village Mobility Hub Block Plan (Sub Area 44-1) recognizes the strategic importance of the Mount Pleasant GO Train Station as a multi-modal mobility hub that connects this community with the rest of the Greater Toronto Area, and supports various modes of transportation such as public transit, automobiles, cycling and walking.

The Mount Pleasant Village Mobility Hub Block Plan (Sub-Area 44-1) includes opportunities for a variety of community and institutional uses such as a civic square, a park, a library, and elementary school and a place of worship, as well as a variety of housing types at varying densities, including townhouses, apartments and single detached homes, mixed retail/commercial/office uses and a limited number of live-work units. The development of Sub-Area 44-1 is supported by the following policies:

- 5.1 Schedule C and Appendix A illustrate the key components of the Mount Pleasant Block Village Mobility Hub Block Plan (Sub Area 44-1) that address and implement the land use designations and policies of the Fletcher's Meadow Secondary Plan. The Mount Pleasant Village Mobility Hub Block plan represents the foundation for the development of the Mount Pleasant Secondary Plan (Area 51) as a transit oriented, pedestrian friendly, sustainable community. Minor adjustments to the community features, land

uses and infrastructure shown on Schedule C and illustrated on Appendix A can be made without the need for an Official Plan Amendment, provided that the general intent of the Fletcher's Meadow Secondary Plan, and Sections 4.0 and 5.0 of this amendment, is maintained.

- 5.2 The Mount Pleasant Village Mobility Hub Block Plan will be developed as a community which contains an intensive concentration of housing, employment, shopping and recreation supporting the inter-regional transit service provided by GO rail, anchored at the Mount Pleasant GO Train Station. These elements, together with the GO service, create a mobility hub where multiple modes of transit connect in a community with a strong sense of place. To ensure the land use supports the transit service, this block plan will ensure a variety of employment and living options, with uses that support the emphasis on transit, walking and cycling, and that together, create the intensity required to support more sustainable transportation choices.

Densities within the Mount Pleasant Village Mobility Hub Block Plan shall be Growth Plan compliant.

The successful mobility hub will have a suitable balance of jobs and housing that encourages reverse commuting, reduces parking demand and improves the City's activity rate.

Accordingly, detailed implementation of the Mount Pleasant Village Mobility Hub Block Plan will continue to work toward maintaining an appropriate level of local serving employment.

- 5.3 Live-work units shall be permitted at strategic locations in the Mount Pleasant Village Mobility Hub Block Plan Area to help promote the development of a complete community, provided that matters of access, parking, urban design and land use compatibility are addressed through the block plan, zoning by-law and subdivision approval.
- 5.4 In addition to the uses permitted in the Fletcher's Meadow Secondary Plan, the Core Area identified on Schedule C, and illustrated on Appendix A, may provide a range of community uses, including a civic square, mixed retail/commercial/office uses, a school, a park, and a library. In addition, a variety of housing types at varying densities, including single detached housing, townhouses, and live work units may be developed in the Core Area.
- 5.5 In addition to the uses permitted in the Fletcher's Meadow Secondary Plan, Area 1 identified on Schedule C, and illustrated on Appendix A, will be developed for a variety of housing types at varying

densities, including single detached homes and townhouses, parkettes and places of worship.

Area 1 shall achieve a number of specific community design objectives. The scenic character of Creditview Road south of Fairhill Avenue shall be enhanced through a combination of street trees, swales, privacy fencing and upgraded façade treatments for elevations adjacent to Creditview Road. Upgraded façade treatments shall also be provided for elevations adjacent to the Future James Potter Road Extension.

- 5.6 In addition to the uses permitted in the Fletcher's Meadow Secondary Plan, Area 2 identified on Schedule C and illustrated on Appendix A, Area 2 shall permit a variety of housing types at varying densities, including single detached homes and townhouses, and a parkette. Upgraded façade treatments for elevations facing the future James Potter Road Extension shall be required.
- 5.7 Mixed Use Areas 1, 2 & 3 identified on Schedule C, and illustrated on Appendix A, shall accommodate a mix of higher density residential (townhouse and apartments with some single detached housing units) uses, and retail and commercial uses.

Development within the Mixed Use Areas 1, 2 & 3 shall be planned to achieve a density of 185 persons and jobs combined per gross hectare, or greater, and a minimum building height of 4 storeys for apartment buildings and 2 storeys for other uses. The final approved density shall be based upon a land use compatibility assessment, including establishing building heights.

Mixed Use Areas 1, 2 & 3 shall be held for a period of 2-7 years which shall be specified for each Mixed Use Area in the implementing zoning by-law. If it is satisfactorily demonstrated to the City that market and economic conditions preclude the achievement of the targets set out above, the City may consider the acceptability of lower housing densities, including some singles, provided such density for this Mixed Use Area is not less than 85 persons and jobs per gross hectare. In proceeding to a lower density, an Official Plan amendment is not required and the implementing zoning by-law shall contain requirements for the alternative lower density. The proportion of local serving employment uses to be planned for shall be determined to the satisfaction of the City prior to final development approvals (i.e. registration and/or zoning by-law approval).

- 5.8 Mixed Use Area 4 identified on Schedule C, and illustrated on Appendix A, represents the most intensive mixed use area within the Mount Pleasant Village Mobility Hub Block Plan Area, and provides

the opportunity for a significant concentration of employment, including retail, commercial and office development as well as a mix of residential uses, including apartments. Various community and open space uses appropriate to the development within Mixed Use Area 4 are also permitted. Development within Mixed Use Area 4 shall achieve a density target of 100 persons and jobs combined per gross hectare with building heights of approximately 6 storeys for apartment and office buildings, and 1-2 storeys for retail and commercial uses. The density target of 100 persons and jobs combined per gross hectare will be applied to all of Mixed Use Area 4, including lands owned by GO Transit, identified as "GO Transit Associated Lands" on Appendix A. The density target shall be achieved over the life of the City's Official Plan to 2031. The density target shall not preclude the development of lower density development approved by the City.

To ensure the development of Mixed Use Area 4 meets the general intent of Sections 4 and 5 of this amendment, a detailed Master Site Plan, and any studies as determined by the City, shall be required prior to draft plan approval or Council approval of the implementing Zoning By-law for these lands. The Master Site Plan and any associated studies will detail building typologies, uses and forecast and allocate population and employment.

Further, the implementing zoning by-law will contain performance standards to implement the objectives of form, function and density, including provisions such as limited highway commercial uses. The by-law will also set out the minimum floor space index, maximum gross floor area for an individual establishment and minimum gross floor area for office and commercial uses.

Within Mixed Use Area 4 are lands owned by GO Transit, identified as "GO Transit Associated Lands" on Appendix A. These lands are used for the operation of the GO rail and Mount Pleasant GO Train Station and associated infrastructure, including parking.

Development of the Mount Pleasant Village Mobility Hub Block Plan shall be compatible and consistent with the current and future operation of the Mount Pleasant GO Train Station and shall not adversely impact the operation of GO Transit and the development of the Mount Pleasant GO Train Station as a strategically important mobility hub. In this respect, it is the policy of the City to encourage GO Transit to develop their lands and facilities, replacing surface parking with commercial and office uses and structured parking, in a manner that is consistent with

the Master Site Plan and the vision for the Mount Pleasant Village Mobility Hub Block plan as the foundation for the development of North West Brampton, comprising the Mount Pleasant Secondary Plan (Area 51), the Huttonville North Secondary Plan (Area 52) and the Mount Pleasant West Secondary Plan (Area 53) as transit oriented, pedestrian friendly, sustainable communities.

- 5.9 The Mount Pleasant Village Mobility Hub Block Plan shall be implemented through approved Community Design Guidelines that assist in the delivery of a unique, high quality, pedestrian friendly, transit oriented community based upon the following urban design principles and objectives illustrated on Appendix B:
- i. integration with the Mount Pleasant GO Train Station as a defining feature;
 - ii. transit supportive design;
 - iii. a safe, attractive and pedestrian-oriented community established in part through principles of new urbanism;
 - iv. a street network that promotes pedestrian and cycling accessibility;
 - v. compatibility with the surrounding Fletcher's Meadow Secondary Plan neighbourhood and the future planning of the Mount Pleasant Secondary; and,
 - vi. distinctive community elements such as gateway entrance features, decorative paving, street furniture and, view terminus.

Minor adjustments to the community features, land uses and infrastructure illustrated on Appendix B can be made without the need for an Official Plan Amendment, provided that the general intent of the Fletcher's Meadow Secondary Plan, and Sections 4.0 and 5.0 of this amendment, is maintained.

- 5.10 City Council may exempt the Mount Pleasant Village Mobility Hub Block Plan from the Development Allocation Strategy based upon confirming realistic and practical environmental sustainability measures to the satisfaction of the City that do not conflict with the general intent of the Fletcher's Meadow Secondary Plan Sections 4.0 and 5.0 of this amendment and section 4.11.2 of the Official Plan.

For the purposes of policy section 5.10, principles of environmental sustainability for the Mount Pleasant Village Mobility Hub Block Plan may include any combination or mix of the following elements as approved by the City, including:

- I. transit oriented development;

- II. strengthening and supporting the Mount Pleasant GO Train Station by connecting the Mount Pleasant Village Mobility Hub Block Plan to a City wide and regional multi-modal transportation system, including transit, pedestrian, cycling and automobile connectivity with the Mount Pleasant Secondary Plan (Area 51);
 - III. measures to reduce automobile dependency, including:
 - transit stops that are pedestrian accessible and friendly;
 - parking plans that vary residential parking standards requirements, regulate on street parking and examine shared parking and structured parking; and,
 - traffic calming measures.
 - IV. pedestrian and cyclist friendly community design, including:
 - developing the Core Area identified on Schedule C as an area where pedestrian, transit and cycling converge;
 - creating a pedestrian and cyclist oriented street network; and,
 - pathways and trails that support pedestrian movement and cycling within the Mount Pleasant Village Mobility Hub Block Plan and connect with the Mount Pleasant Secondary Plan (Area 51).
 - V. exploring the feasibility of implementing low impact development measures such as bioswales, green roofs, living walls, rain gardens and permeable pavement; and,
 - VI. identifying buildings and precincts for potential LEED (Leadership in Energy and Environmental Design) certification.
- 5.11 As part of implementing policy 5.10, exemption from the City's Development Allocation Strategy for planning applications in the Mount Pleasant Village Mobility Hub Block Plan, shall also be contingent upon the approval of an Infrastructure Funding Strategy prior to final Block Plan approval, to secure the early delivery of transit infrastructure and service, and pedestrian amenities commensurate with the vision of the community as a strategically important mobility hub. This funding strategy may include any combination or mix of the following elements as approved by the City, including:

I. Transit and Transportation

- Transit shelters
- Mobility hub 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
- Multi-use pathway
- Hydro One network overhead line removal

II. Civic Square and Village Green

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

III. Other Enhanced Village amenities

- Pedestrian-scale light standards
- Light pole mounted flower baskets
- Continuous trench with 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)

All of the infrastructure, features and services identified in the Infrastructure Funding Strategy identified in Section 5.11 shall be 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.
- IV. Developer Cost Sharing Agreements.
- V. Establishing a Community Improvement Area in accordance with policy section 5.16.

VI. Other mechanisms as may be approved by the City.

- 5.12 It is anticipated that the broader Mount Pleasant Secondary Plan Area (Area 51) will benefit from the unique transit oriented development and community features of the Mount Pleasant Village Community Block Plan. Therefore, the development of all lands within the Mount Pleasant Secondary Plan Area (Area 51) and within the Mount Pleasant Village Mobility Hub Block Plan Area (Area 44-1) shall require developer cost share agreements that may include financial contributions for the features and uses identified in section 5.11 of this amendment.

A Developer Cost Sharing Agreement shall be executed for the Mount Pleasant Village Mobility Hub Block Plan. This cost sharing agreement will facilitate the early delivery of community uses (such as parks, roads, community entrance or gateway features, and the James Potter Road Extension underpass) as well as the core infrastructure in accordance with section 5.11 of this amendment. Notwithstanding policy section 6.25 of the Fletcher's Meadow Secondary Plan, final development approvals (i.e. registration and/or zoning by-law approval) for the Mount Pleasant Village Mobility Hub Block Plan will be withheld until this Agreement is executed to the satisfaction of the City.

For the purposes of section 5.12, the City may grant final approval provided that developer cost sharing agreements are executed by substantial landownership representing the provision of essential community infrastructure and facilities to properly service proposed development to the satisfaction of the Commissioner of the City's Planning Design and Development Department.

- 5.13 All development applications submitted within the boundaries of the Mount Pleasant Village Mobility Hub Block Plan shall conform to the approved recommendations of the Environmental Site Assessment Report.
- 5.14 A Growth Management and Development Staging Strategy Report shall be submitted to the City for approval prior to final Block Plan approval. This report will identify core infrastructure required for delivery concurrently with the first housing occupancies of the community. Core infrastructure may include such infrastructure as James Potter Road or sections thereof; roads internal to the block plan area or sections thereof, including collector roads, the transit spine road and promenade road; parks, including the Civic Square, Park and CPR Train Station relocation; servicing- sanitary sewer,

piped municipal water and stormwater management; and, a elementary school.

All development applications submitted within the boundaries of the Mount Pleasant Village Mobility Hub Block Plan shall conform to the approved Growth Management and Development Staging Strategy Report.

5.15 The application of Alternative Development Standards for roads and municipal infrastructure, including location, financing and operational issues shall be encouraged for use in this community. This includes the application of rear lane way based housing, modified right-of-way standards, cross walk construction and decorative treatments and, pavement construction materials. Operational and maintenance requirements and related costs arising from the implementation of Alternative Development Standards shall be identified prior to the issuance of final block plan approval.

5.16 City Council may consider the establishment of a Community Improvement Area under Section 28 of the Planning Act, as amended, to assist in achieving the land use policies of this amendment and the Fletcher's Meadow Secondary Plan.

5.17 For the purposes of achieving the land use form and density for the Mount Pleasant Mobility Hub Block Plan, the City may consider plans of subdivision based upon a development block approach provided that:

- I. housing mix and density requirements are achieved.
- II. appropriate information is portrayed on homebuyers maps; and
- III. design and built form attributes are confirmed for the development blocks

5.18 For the purposes of achieving the land use form and density for the Mount Pleasant Village Mobility Hub Block Plan, the City may support unique zoning controls and development design guidelines, however, these are not to be considered precedent setting for other areas of the City. "

3.2 The portions of the document known as the 1993 Official Plan of the City of Brampton Planning Area which remain in force, as they relate to the Fletcher's Meadow Secondary Plan, (being Part II Secondary Plans, as amended) are hereby further amended: of the City of Brampton Official Plan is hereby further amended:

- (1) by changing on Schedule SP 44(A) of Chapter 44 of Part II: Secondary Plans, the land use designation of the lands

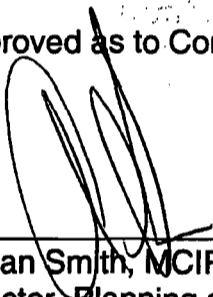
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shown outlined on Schedule 'B' to this amendment from "Convenience Retail" to "Medium Density Residential".

- (2) by deleting from Schedule SP 44(A) of Chapter 44 of Part II: Secondary Plans, the section of "Collector Road" shown outlined on Schedule 'B' to this amendment.
- (3) by amending Section 6.0, Implementation and Interpretation thereof, by adding the following policy as Section 6.3 under the heading Transit and Pedestrian Oriented Development:

"The City of Brampton may enact a Zoning By-law authorizing increases in height and density and/or a broader range of uses for a development proposal that implements transit oriented and pedestrian friendly development principles. Such principles include but are not limited to the following: providing a mix of land uses and a variety of housing forms that satisfies the City's urban design objectives for energy-efficient buildings, transit supportive densities, walkable, safe and accessible communities that facilitate social interaction, and enhanced protection of the natural and cultural heritage features, such a Zoning By-law shall be permitted without the need for an Official Plan Amendment."

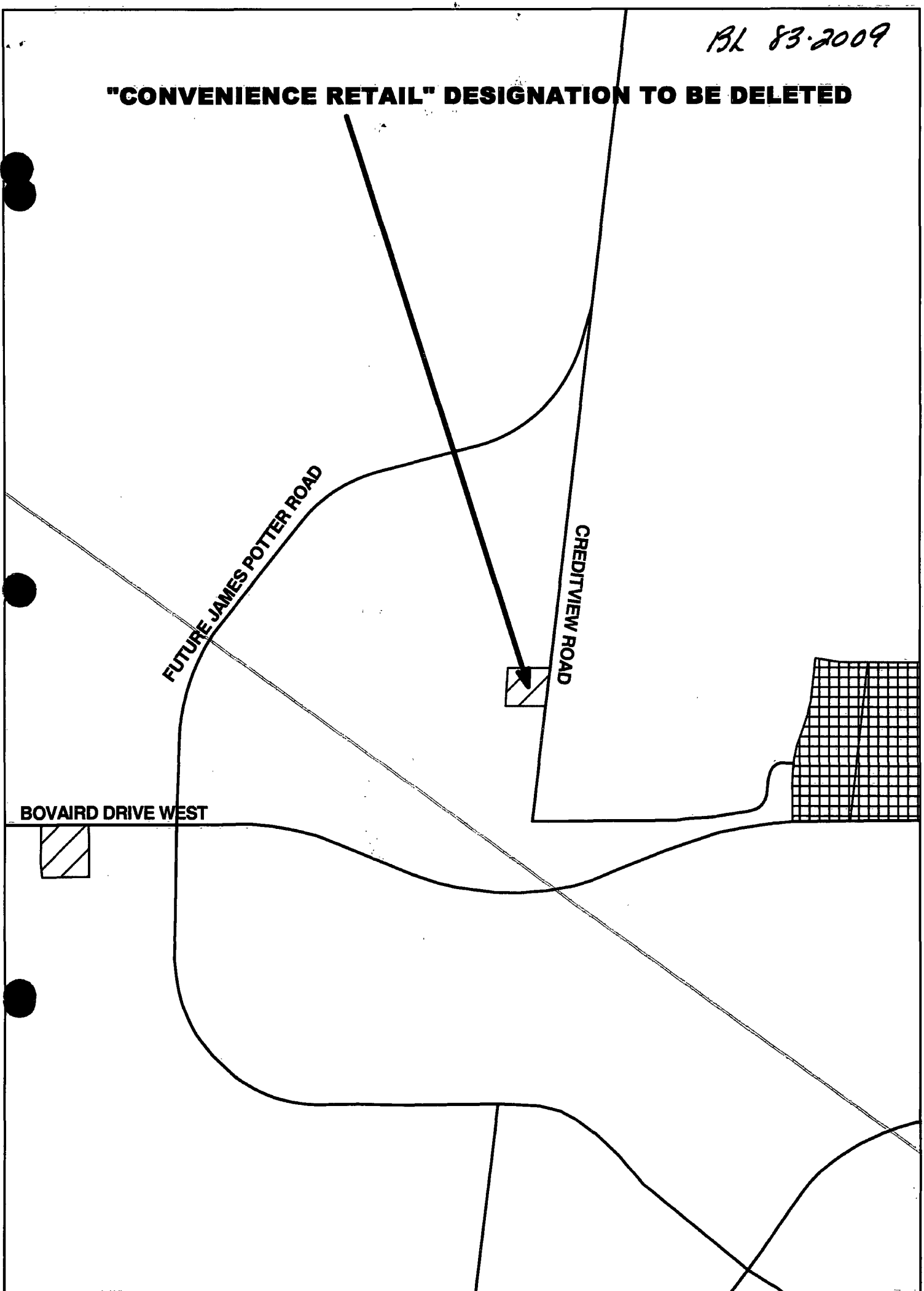
Approved as to Content:



Adrian Smith, MCIP, RPP
Director, Planning and Land Development Services.

BL 83-2009

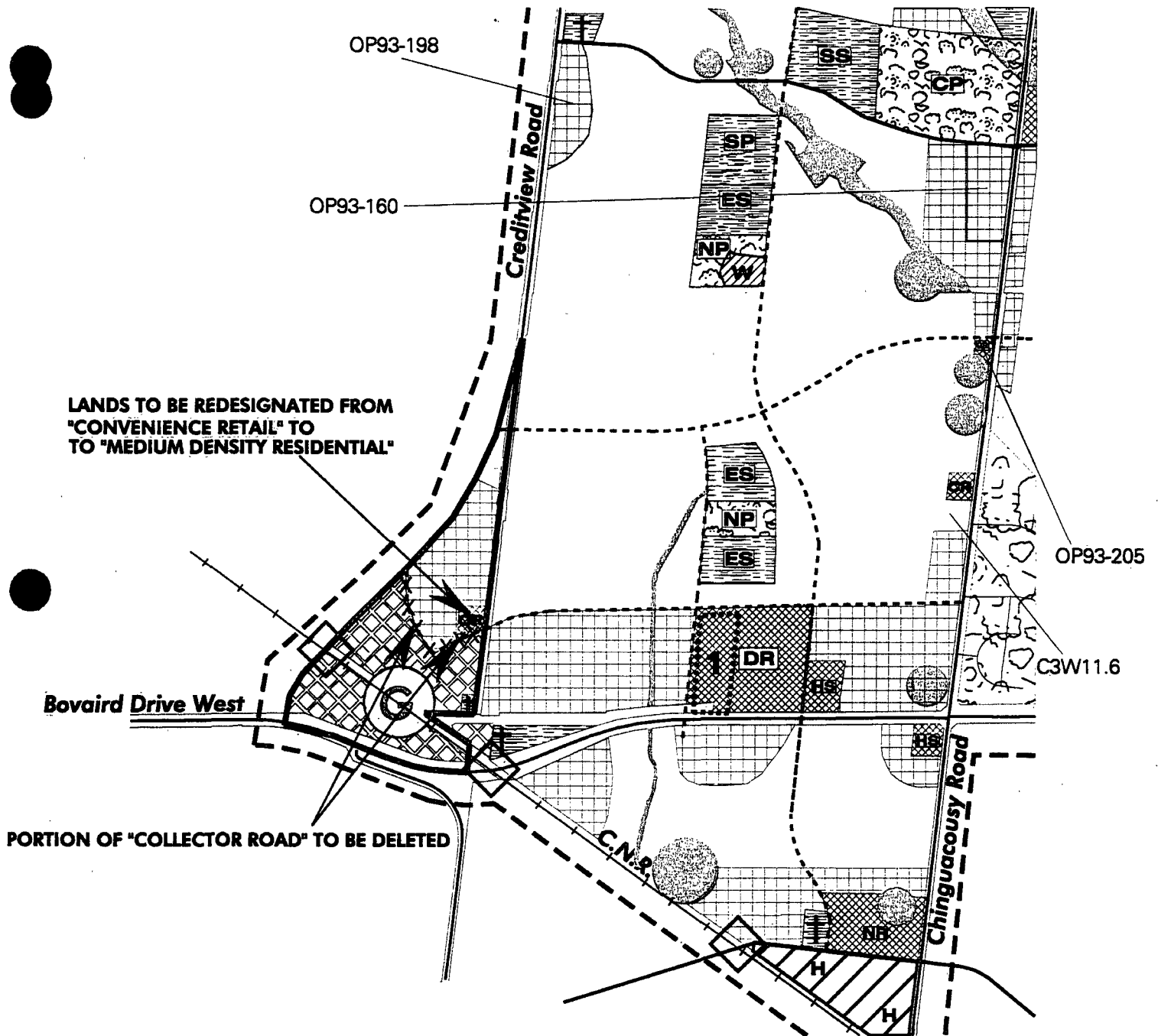
"CONVENIENCE RETAIL" DESIGNATION TO BE DELETED



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

 CONVENIENCE RETAIL

 DISTRICT RETAIL





LANDS TO BE REDESIGNATED FROM "CONVENIENCE RETAIL" TO "MEDIUM DENSITY RESIDENTIAL"





PORTION OF "COLLECTOR ROAD" TO BE DELETED

EXTRACT FROM SCHEDULE SP44(A) OF THE DOCUMENT KNOWN AS THE FLETCHER'S MEADOW SECONDARY PLAN



RESIDENTIAL

-  LOW / MEDIUM DENSITY RESIDENTIAL
-  MEDIUM DENSITY RESIDENTIAL





TRANSPORTATION

-  GRADE SEPARATION
-  ARTERIAL ROADS
-  COLLECTOR ROADS
-  GO TRANSIT SITE SPECIAL POLICY AREA 1


-  MIXED USE NODE
-  TRANSCANADA GAS PIPELINE



-  STORM WATER MANAGEMENT FACILITY
-  SECONDARY PLAN BOUNDARY & AREA SUBJECT TO AMENDMENT

INSTITUTIONAL

-  SENIOR PUBLIC SCHOOL
-  ELEMENTARY SCHOOL
-  SECONDARY SCHOOL
-  PLACE OF WORSHIP






COMMERCIAL

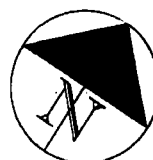
-  DISTRICT RETAIL
-  NEIGHBOURHOOD RETAIL

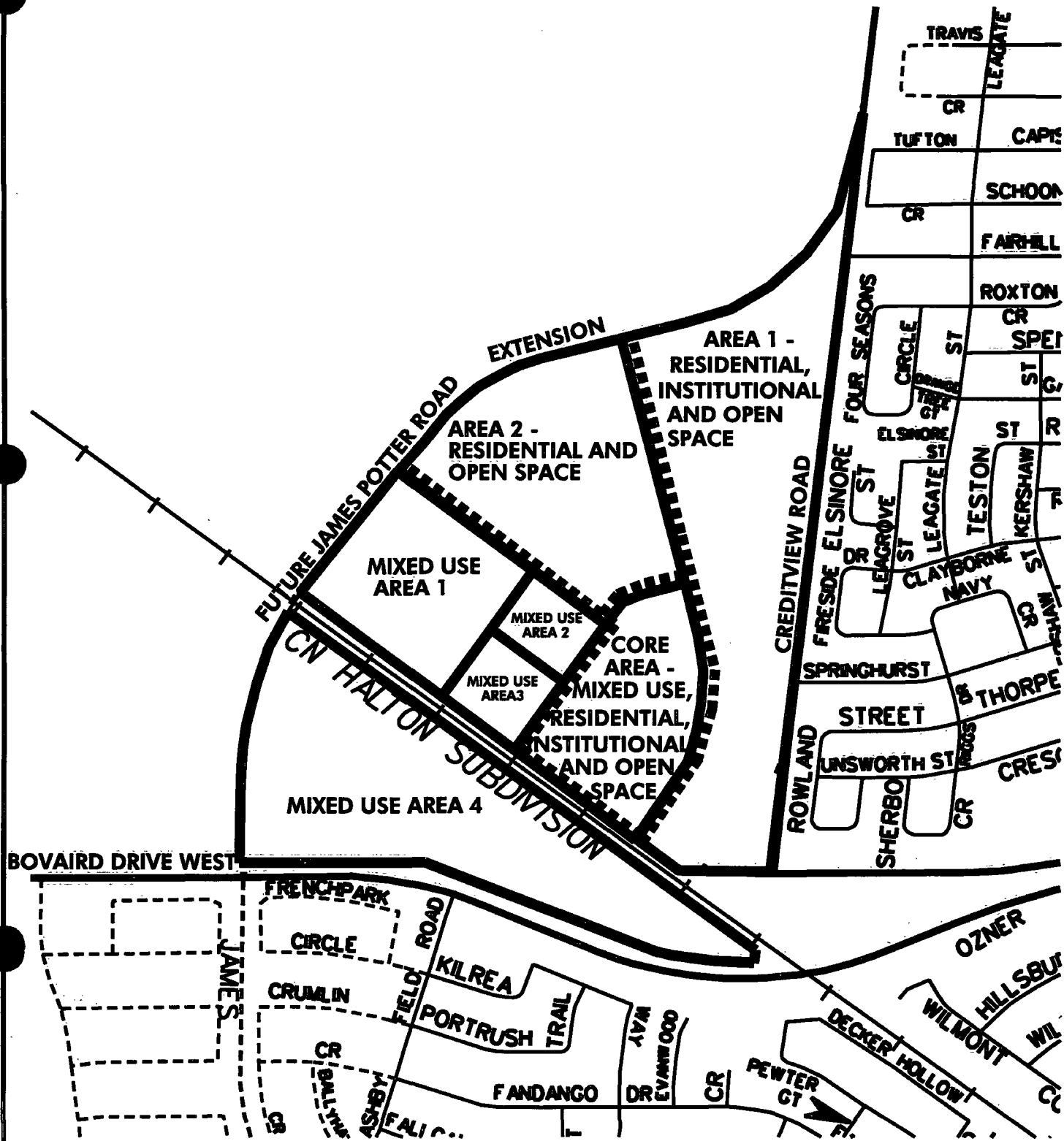
-  CONVENIENCE RETAIL
-  HIGHWAY / SERVICE COMMERCIAL

-  SPECIAL POLICY AREA

OPEN SPACE

-  COMMUNITY PARK
-  NEIGHBOURHOOD PARK
-  CEMETARY
-  PRIMARY VALLEY LAND
-  SECONDARY VALLEY LAND





■■■■■ COLLECTOR ROAD

SCHEDULE C TO OFFICIAL PLAN AMENDMENT OP2006# 021



CITY OF BRAMPTON
Planning, Design and Development

Date: 2009 02 10

Drawn by: CJK

File no. C04W11004BP44_1 Map no. 21-13



OFFICIAL PLAN AMENDMENT OP2006 # 021



CITY OF BRAMPTON
 Planning, Design and Development

Date: 2009 02 19

Drawn by: CJK

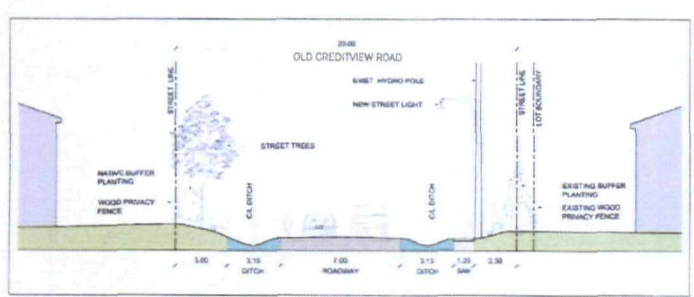
Appendix A - DETAILED BLOCK PLAN

File no. C04W11_04BBFEB19_09 Map no. 21-13

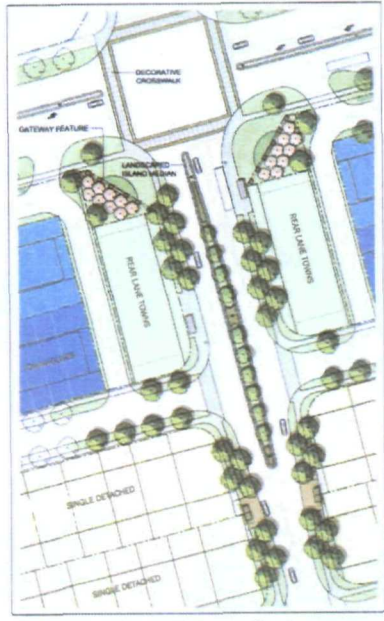
BL 83-2009



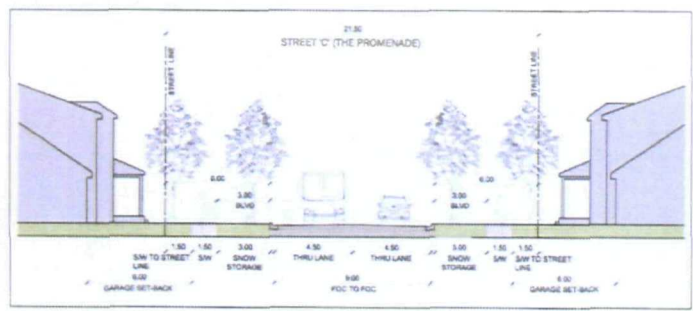
Mount Pleasant Village Core Area - Civic Square / School and Library Blocks / CN Interface



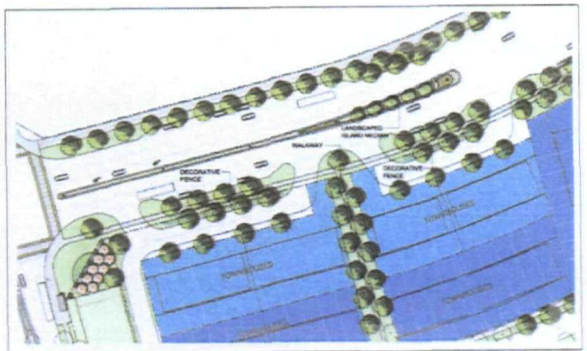
Old Creditview Rd. interface with adjacent Fletcher's Meadow



Neighbourhood Gateway Feature



Pedestrian, cycling and transit supportive streets



Slip-off Lanes along James Potter Road



Bike Path/Open Space Block

OFFICIAL PLAN AMENDMENT OP2006 # 021

Appendix B - URBAN DESIGN PRINCIPLES AND OBJECTIVES



CITY OF BRAMPTON
Planning, Design and Development

Date: 2009 02 25

Drawn by: CJK

File no. C04W11_04APPB

Map no. 21-13

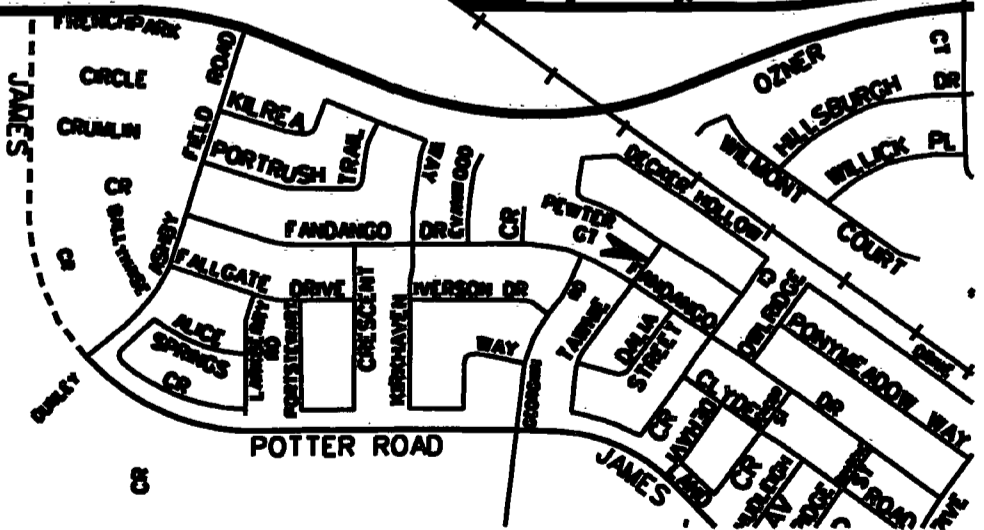
SUBJECT LANDS

MISSISSAUGA ROAD

CREDITVIEW ROAD

CN HALTON SUBDIVISION

BOVAIRD DRIVE WEST



Key Map By-Law

83-2009



CITY OF BRAMPTON
 Planning, Design and Development

Date: 2009 02 19

Drawn by: CJK

File no. C04W11_004ZKM

Map no. 21-13

IN THE MATTER OF the *Planning Act*, R.S.O. 1990,
as amended, section 17

AND IN THE MATTER OF the City of Brampton By-law 83-2009
being a by-law to adopt Official Plan Amendment OP2006-021
Gagnon Law Bozzo Urban Planners - Mattamy (Credit River) Limited
File C04W11.004

DECLARATION

I, Earl Evans, of the City of Brampton, in the Region of Peel, hereby make oath and say as follows:

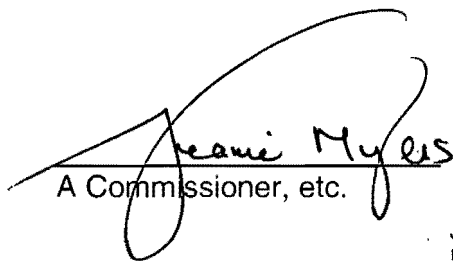
1. I am the Deputy Clerk of The Corporation of the City of Brampton and as such have knowledge of the matters herein declared:
2. By-law 83-2009 was passed by the Council of the Corporation of the City of Brampton at its meeting on March 11, 2009, to adopt Amendment Number)P2006-021 to the Official Plan of the City of Brampton Planning Area.
3. Written notice of By-law 83-2009 as required by section 17(23) of the *Planning Act* was given on the March 23, 2009, in the manner and in the form and to the persons and agencies prescribed by the *Planning Act*, R.S.O. 1990 as amended.
4. One notice of appeal was filed under section 17(24) of the *Planning Act* and subsequently withdrawn as advised by the Ontario Municipal Board.
5. OP2006-021 is now approved and deemed to have come into effect on the September 10, 2009, in accordance with Section 17(27) of the *Planning Act*, R.S.O. 1990, as amended.

And I make this solemn declaration conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath.

DECLARED before me at the)
City of Brampton in the)
Region of Peel this)
28th October, 2009)



Earl Evans



A Commissioner, etc.

Jeanie Cecilia Myers, a Commissioner, etc.,
Province of Ontario, for the
Corporation of the City of Brampton.
Expires April 8, 2012.