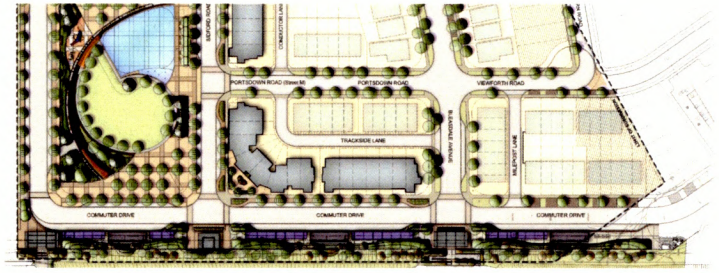
Brampton

APPROVED
Community Design, Parks
Planning & Development
K.R. Walsh, OALA, MCIP, RPP
Director
July 2010
Date

City Approval Stamp

MOUNT PLEASANT VILLAGE

Fletcher's Meadow Block Plan, Sub-Area 44-1



Community Design Guidelines
Open Space and Architectural Design Guidelines

City Reference Nos. C04W11.004 and Z1T-07016B

Final Submission

June 9, 2010

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FLOWER CITY BRAMPTON.CA
stla
John G WILLIAMS ARCHITECT

Explanatory Note:

The text and images contained in this document are only a conceptual representation of the intended version and character of the development. In this regard, they should not be construed or interpreted literally as to what will be constructed. Furthermore, this information may not, under any circumstances, be duplicated in promotional literature for marketing of the community.

Although these guidelines represent current City standards, as well as proposed alternative design standards, for various community design elements at the time of issue of this document, final designs may vary from standards shown in these guidelines as requirements in technology, safety and construction codes may have been updated over the application approval period, which may have a duration of 3-5 years or longer. Some examples of such community design elements are street lighting fixtures and street signs, road cross-sections and construction standards, utility locations, fencing standards, associated construction methodologies and plant material selections.

These guidelines are for the use of the original residential builder, however, subsequent homeowners are encouraged to abide by these guidelines should any alteration be contemplated to the exterior of the dwelling as originally approved, and that the proposed design and construction will be in compliance with all other authorities having jurisdiction.

CHAPTER 3.0 – ARCHITECTURAL DESIGN GUIDELINES

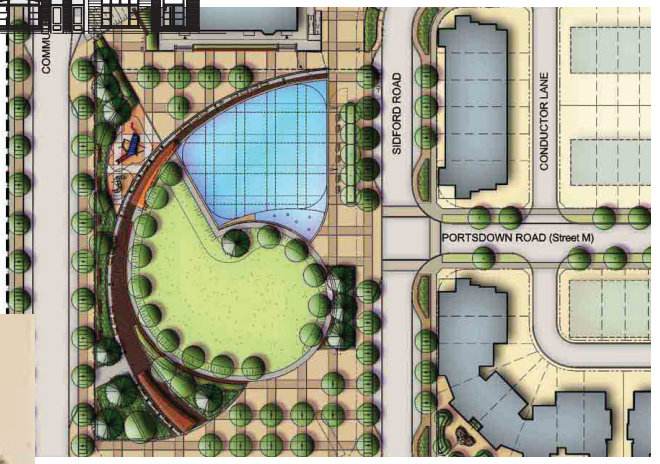
Chapter 1.0 INTRODUCTION

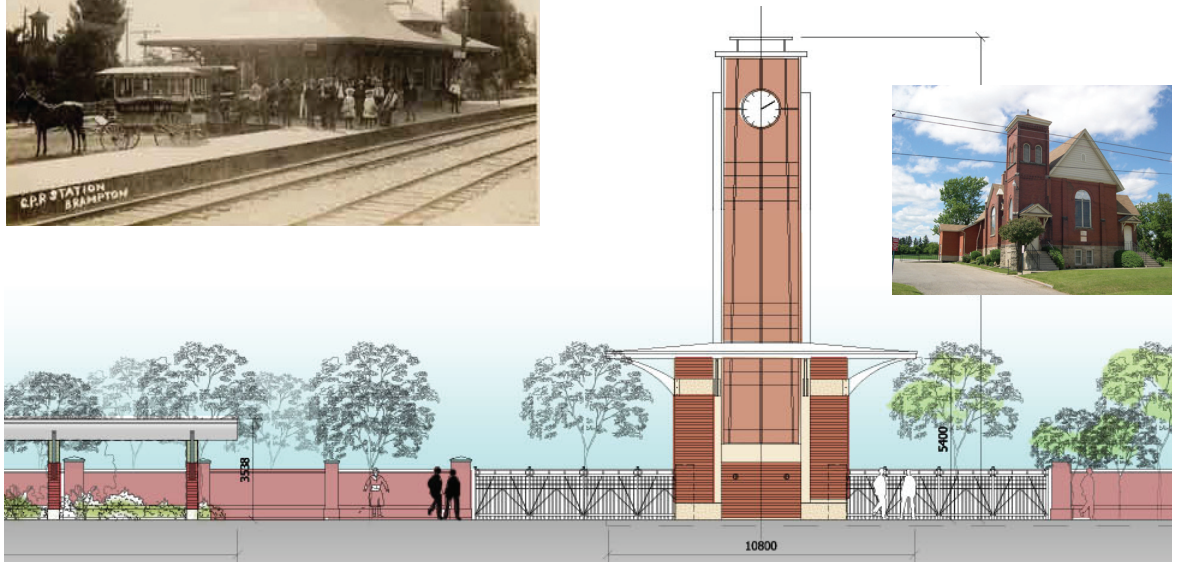
1.1 BACKGROUND

Planning for the Mount Pleasant Community and the Mount Pleasant Village, also referred to as Fletcher's Meadow Secondary Plan, Sub-Area 44-1, began in 2004 as a collaborative process involving the consultants team, landowners group and City of Brampton staff. The product of this process has been the development of the *Community Design Principles*, the *Community Framework Pla*n and *Community Vision Plan*.

The next step in this process is the compilation of the *Mount Pleasant Village Community Design Guidelines / Open Space and Architectural Design Guidelines*. The intent of these guidelines is to build upon the principles that have been outlined at the outset of the design process during charrettes involving City staff, consultants and stakeholders. Subsequent input from all parties has resulted in a further level of articulation and a more detailed depiction of the community vision through specific precedents and/or demonstration and concept plans.

For this purpose the City provided the consultants with a terms of reference and outline which we have used as the basis of organization for this document. As a design tool these guidelines will evolve in concert with the block plan, inform the preparation of draft plans and site plans and involve input and feedback from the background and technical studies and City staff. The intended result is the integration of social, environmental and economic principles in crafting the unique Mount Pleasant Village.





Chapter 1.0 INTRODUCTION

1.2 CONTEXT OF DEVELOPMENT

The future Mount Pleasant Community (Secondary Plan Area 51) is located at the north-west section of the City of Brampton along the GO Transit railway line at the Mount Pleasant Station. It is shaped in an inverted "L" configuration and is bounded by the CN Rail Line to the south, Creditview Road to the east, Mississauga Road on the west side and Mayfield Road at the north edge, as well as a section to the north-east bounded by Wanless Road to Mayfield Road and Creditview Road to McLaughlin Road (see Figure 1).

Within the southern-most section of the inverted "L" site is the proposed Mount Pleasant Village neighbourhood (Fletcher's Meadow Sub-Area 44-1). This Block Plan area is defined by Creditview Road to the east, the CN Rail Line in the south and the future James Potter Road to the north-east. The area south of the Village and north of Bovaird Drive is the planned future Mixed-Use Centre expected to comprise employment lands, commercial use, office and higher density residential. To the east is the recently established Fletcher's Meadow residential community consisting primarily of single-family detached homes.

Mount Pleasant will be designed as a sustainable community in accordance with the principles of a Transit-Oriented Development, distinct from the traditional suburban developments found within Brampton and the Greater Toronto Area. It will emphasize and establish those elements that will help create an innovative, pedestrian friendly, transit-oriented community with mixed-uses, a variety of housing types and densities and a priority on preserving the prominent natural heritage.

This emerging community is situated in the vicinity of the existing Mount Pleasant GO Station, which, apart from providing convenient and accessible public transit options, serves as the focus for integrated residential, retail, civic and cultural uses.

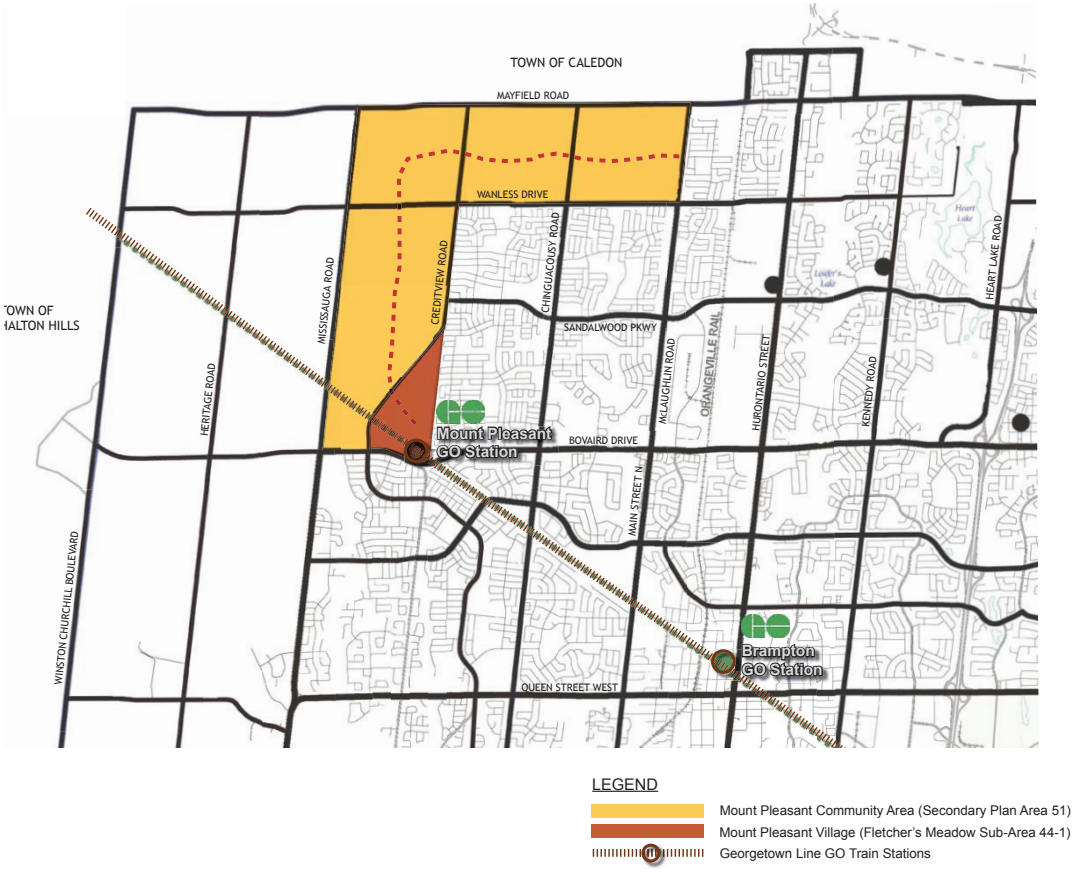


Figure 1.2 - Block Plan Location Map

Chapter 1.0 INTRODUCTION

1.3 CONTEXT OF DEVELOPMENT - REGIONAL

All major destination points, such as downtown Brampton, the TTC subway line and downtown Toronto (Union Station), are conveniently linked within the existing transit network. The proximity of Mount Pleasant to these and other destinations within the GTA makes it a great place to live with convenient and comfortable access to places of work and recreation (see Figure 2).

The development of Mount Pleasant will be subject to the City's Growth Management Strategy to ensure the availability of infrastructure and community services. The Block Plan process will be undertaken in accordance with the City of Brampton's development and design objectives, including:

- The Official Plan
- Strategic Plan - Vision Brampton: Six Pillars Supporting Our Great City
- Flower City Strategy
- Development Design Guidelines
- Parks, Culture and Recreation Masterplan
- Parkland Provision Standards
- Pathways Master Plan
- Architectural Control Guidelines for Ground-Related Residential Development

Figure 1.3 - Regional Context Map

Chapter 1.0 INTRODUCTION

1.4 CONTEXT OF DEVELOPMENT - LOCAL

There are numerous existing and future linkage opportunities for residents within the Mount Pleasant Village, in the context of the Mount Pleasant Community (Secondary Plan Area 51), Brampton and the surrounding areas.

These include:

- Proposed trails and green links that connect walkers, joggers and cyclists within the parks and natural heritage corridors.
- On and off-road bike lanes that integrate neighbourhoods with the nodes and connect with major public transit hubs.
- Local and regional bus routes that link with important destinations and the GO transit system within North West Brampton and the GTA.

These options combine to create inviting, convenient, accessible and stimulating modes of transit within an interconnected network of linkage opportunities (see Figure 3 and 4).

Figure 1.4b - Community Context Map - linkages

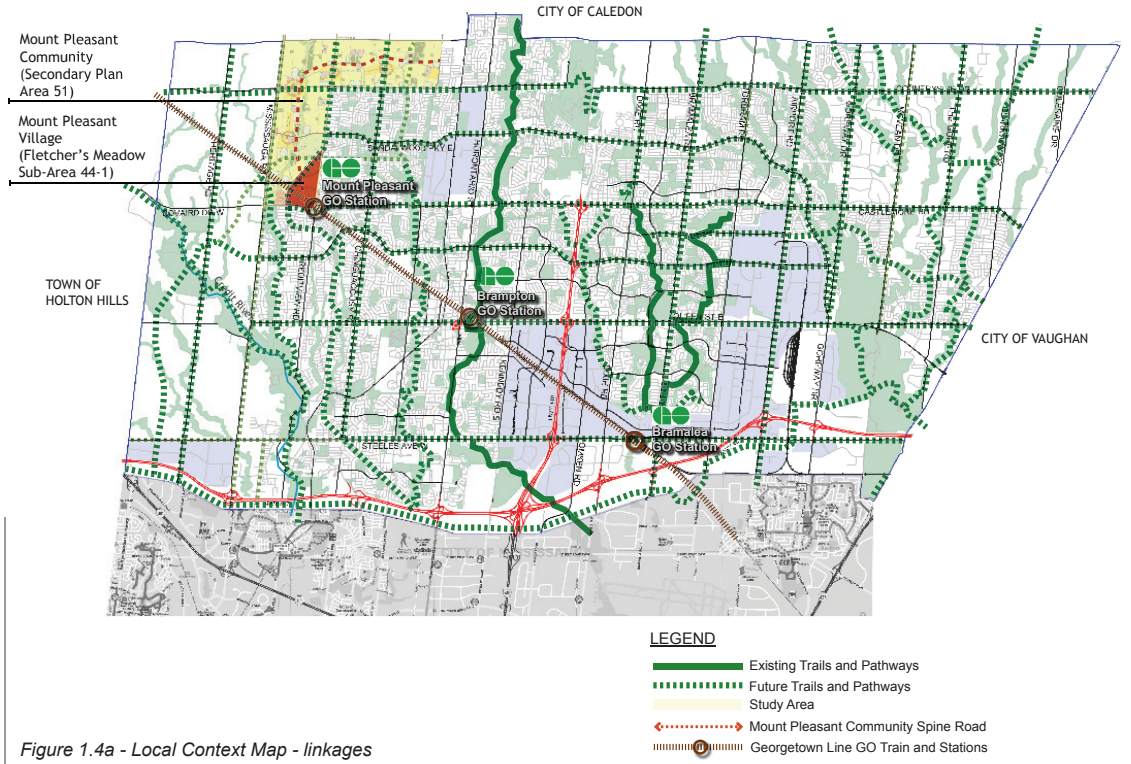


Figure 1.4a - Local Context Map - linkages

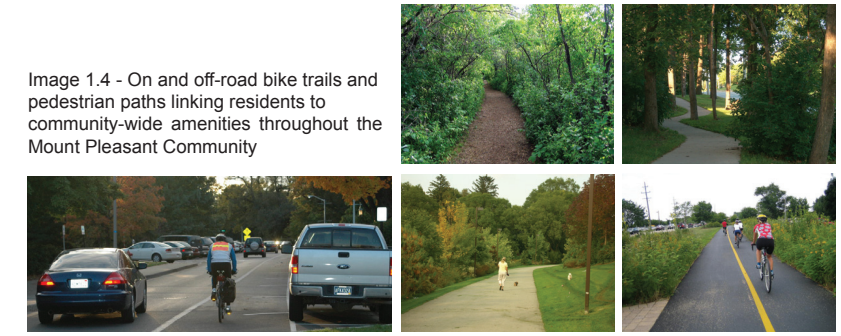


Image 1.4 - On and off-road bike trails and pedestrian paths linking residents to community-wide amenities throughout the Mount Pleasant Community

Chapter 1.0 INTRODUCTION

1.5 CONTEXT OF DEVELOPMENT - OPPORTUNITIES AND CONSTRAINTS

Mount Pleasant Village provides several unique opportunities and constraints for an urban residential development. An analysis of the areas characteristics reveals a significant opportunity for investing in a Transit-Oriented Development (TOD) within the context of the sites existing environmental conditions and features. These opportunities and constraints are summarized as follows:

Opportunities:

- Incorporating a network of unique and interesting industrial/railway imagery that can be integrated into the urban design (e.g. partial reconstruction of heritage CPR station within public open space) and will provide an identifiable character and a unique sense of place conducive to the transit-oriented development goal.
- Providing bus transit layby and passenger pick-up facilities for GO Transit users.
- The existing two pedestrian tunnels to the GO Transit station can be enhanced and utilized as gateway features to integrate the station and adjacent mixed-use area to the south with the Village core along the north side of the rail link.
- The interface between street and rail tracks can be softened with shrub and tree planting. The railway feature wall can be designed as an attractive, positive streetscape element with materials that relate to existing prominent structures (historic CPR Station / GO Station), with staggered setbacks and integration with the GO tunnel entrances.

Constraints:

- Residential development along a rail line can pose a challenge in regards to noise and safety of residents.
- Safety requirements such as a the railway feature wall typically pose aesthetic challenges and should, therefore, be designed as a positive feature for the neighbourhood through scale, colour and component parts.
- Community fabric of existing neighbourhoods to the east within Fletcher's Meadow Community consists of front loaded family homes with rear yards backing onto the existing Old Creditview Road.
- Existing unadorned tunnel entrances to the GO Transit station may not be an attractive interface with the proposed community and may discourage future ridership targets.
- Walking, cycling and automobile connections to south of the tracks are limited to either James Potter Road, Mount Pleasant Road, Springhurst Avenue and Fairhill Avenue or beyond the east connection south of Fletcher's Meadow (future Pleasant Road extension).
- Control availability of short-term parking outside the limits of the GO Lands parking facilities.
- Presence of existing high voltage transmission lines (Hydro One Networks) running along the railway tracks.

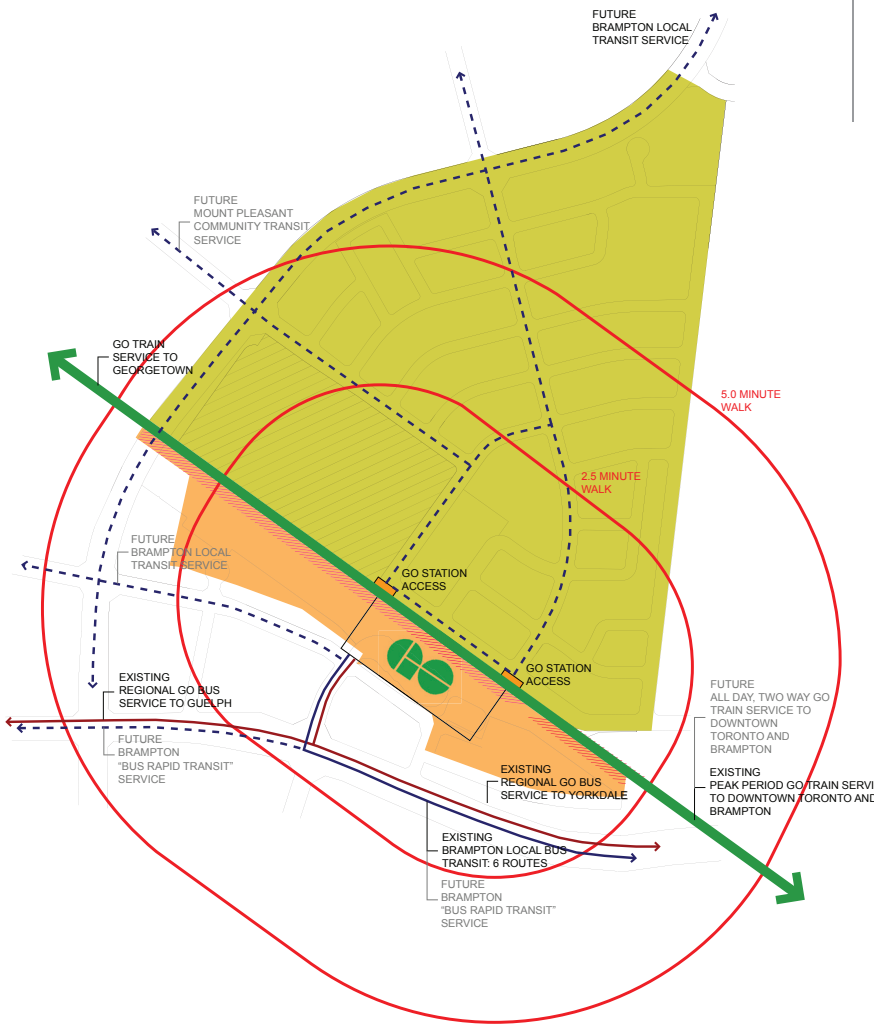


Figure 1.5 - Transit Opportunities

Chapter 1.0 INTRODUCTION

1.6 CONTEXT OF DEVELOPMENT - TRANSIT OPPORTUNITIES

The Mount Pleasant GO Station connects commuters to major destinations throughout the GTA, including downtown Brampton, TTC subway lines and Union Station. GO Transit provides reliable and efficient service, promotes accessible use and facilitates convenient connections to secondary modes of transportation (i.e. kiss n' ride).

The train station vernacular is an interesting and valuable starting point for developing an urban theme for the Village. In part, the Village may be influenced by design elements such as the existing traditional style Mount Pleasant GO Train station and materials and street furniture that is complimentary to this industrial, railway motif. In this sense, the presence of the station becomes much more that just a practical transit amenity for the community. It serves as the symbolic centre to which residents gravitate for recreation, social, leisure, shopping, as well as commuting purposes.

The integration of commuter rail, the City of Brampton regular transit service and the Zum BRT program, are strong transit development opportunities that should be enhanced and promoted.

The Mount Pleasant Community will be structured to facilitate easy and inviting access to all transit opportunities as an alternative to, and a means of reducing, car dependency.
Three levels of bus transit service are identified throughout the community. This designation is largely attributed to service frequency and includes Primary Transit Corridors (5 to 7.5 minute), Secondary Transit Corridors (10 to 15 minute) and Community Transit (15 to 30 minute).

Figure 1.6 - City of Brampton Proposed Future Network Map, including Zum BRT route





Chapter 1.0 INTRODUCTION

1.7 CONTEXT OF DEVELOPMENT - BRAMPTON'S FLORAL HERITAGE

In context of the City of Brampton "Flower City Strategy", Mount Pleasant Village will capture the city's floral heritage. Neighbourhood gateway features, island medians, neighbourhood parks and streetscaping will be landscaped to promote a strong sense of place, a pleasurable walking and cycling experience and an enhanced sense of community pride and identity.

Landscaping that reflects the city's floral heritage and is accessible to all will provide a unique and intriguing experience for both members of the community and visitors alike.

Image 1.7 - 'Flower City' vision images

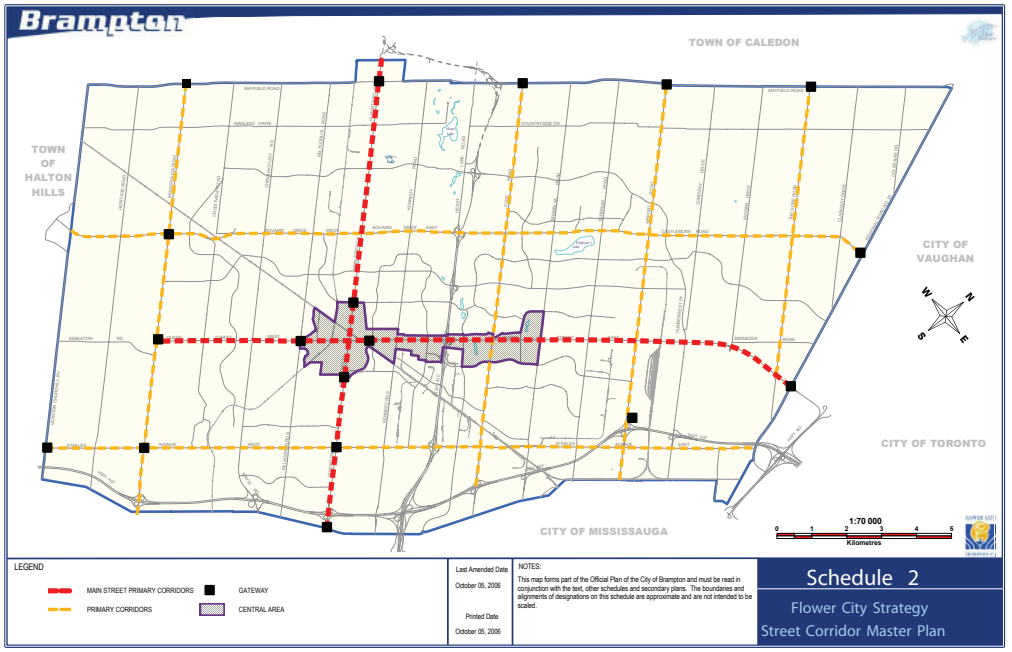


Figure 1.7a - City of Brampton Flower City Strategy Street Corridor Masterplan

Figure 1.7b - Conceptual Mount Pleasant Community 'Flower City' area of emphasis

Chapter 1.0 INTRODUCTION

1.8 GOALS & OBJECTIVES

These community design guidelines are intended to ensure that Mount Pleasant Village has regard for the policies and design strategies that promote the City of Brampton's vision and civic design objectives. These include:

- *The Official Plan*
- *Strategic Plan - Vision Brampton: Six Pillars Supporting Our Great City*
- *Transportation and Transit Master Plan, 2004*
- *Development Design Guidelines*
- *Flower City Strategy*
- *Parks, Culture and Recreation Masterplan*
- *Pathways Master Plan*
- *Parkland Provision Standards*
- *Architectural Control Guidelines For Ground-Related Residential Development*

The guidelines are also intended to coordinate the design of key elements of the public and private realm in order to create a transit-oriented and pedestrian-scaled community, that is environmentally more sustainable, and economically and socially vibrant with a distinct visual identity and character.

The objective of these community design guidelines is to establish design criteria and standards for the development of those components of the community that are key to achieving these goals. These design criteria are based on the principles that have been previously outlined in the *Community Design Principles, Community Framework Plan and Community Vision Plan*, prepared as part of the first stage of the planning and design process for the Mount Pleasant Secondary Plan. The approach that was undertaken for this initial stage that will be continued with the community design guidelines document involves:

1. The identification of an opportunity for Transit-Oriented Development (TOD)

- Capitalizing on the Village's strategic location adjacent to the Mount Pleasant GO Station, and the City's Zum BRT rapid transit initiative; the development of an urban form which reduces automobile usage and encourages transit, cycling and walking becomes a unique community building approach.
- Creating a unique lifestyle for residents of Mount Pleasant Village where opportunities for live, work and play are within walking distances with transit options to major city and region- wide destinations.
- Incorporating higher density development through a variety of architectural typologies at key locations, along with transit supportive uses such as retail and employment, providing for increased ridership opportunities and housing options.
- Integrating a central Spine Road with higher order urban design features allowing for the advancement of community character and development of a community connector road, joining the neighbourhoods of the community and the Village with the GO Station.

2. The distinction of Mount Pleasant Village as a transit hub and the urban core for the community

- An urban village of higher density development with a Civic Square and surrounding live-work opportunities. It is the neighbourhood focal point for the community where design guidelines will emphasize a unique urban character.

3. The recognition of the site's natural heritage features

- The potential relocation through tree spading methods of existing tree(s) within the Village area to the Civic Square or Parkette blocks will be considered.
- Create pedestrian and cycling linkages within the Village with the surrounding community's natural heritage infrastructure, including woodlots, floodplains, stormwater management facilities, parks, etc.

4. The development of a public open space system to facilitate the diverse needs of the neighbourhood

- Create an open space hierarchy consisting of a Civic Square located at the core of the Village, and a collection of parkettes and residual spaces treated as landscape amenities.

5. Recognition of the historic significance of the community area

- Incorporate a partial reconstruction of the historic CPR train station at the heart of the Civic Square to celebrate the railway legacy, symbolically link with the GO Transit station and reinforce the importance of transit for Mount Pleasant. The intent is to utilize the salvaged architectural components of the station as originally designed and integrate with the introduced library facility to serve as a community pavilion. This will be done under the guidance of the City's heritage preservation services and affiliated heritage agencies.

6. The integration of community use facilities, including an elementary school and library, located adjacent to the Civic Square and transit hub to reinforce the Village core as the community focus and achieve a diversity of users throughout the day and evening.

7. The integration of a variety of housing forms and style to create a sense of urbanity unique to Brampton.

- Achieve a variety in the streetscape and provide a greater opportunity to create stimulating architectural styles.
- Develop a hierarchy of housing types essential to supporting the density targets for the Village.

8. The outline of an architectural design review process that will assist the City in implementing these guidelines.

Chapter 1.0 INTRODUCTION

1.9 MOUNT PLEASANT DESIGN PRINCIPLES

The following design principles were prepared by consultants, stakeholders and city staff through a design charrette process. It was last updated in June of 2007.

INVERTED 'L' - MOUNT PLEASANT VILLAGE
NORTHWEST BRAMPTON
COMMUNITY DESIGN PRINCIPLES

June 1, 2007

FRAMEWORK ('L')
- Protect and Enhance Natural/Heritage Features
- Transit Oriented Design - TOD
- Urban Core
- Connectivity
- Green Space and Natural Features as Focus
- Variety of Land Use / Mixed Use
- Defined Neighbourhoods, Edges, Centres, Corridors
- Hierarchy of Roads Balancing Function and Urban Design
- Centrally Located Amenities / Intensity of Uses in Key Areas / Corridors

ADD:
- Low-Impact Development
- Sustainability (i.e. Stormwater Management Facilities)
- Transit Oriented Design (TOD) - GO Station, Local Transit Service, Local Road Pattern, etc.
- Places to Grow
- Higher Densities
- Strengthen Westerly Connections
- Strengthen Northerly Connections (to Caledon)

FABRIC - NEIGHBOURHOOD STRUCTURE
- Pedestrian-scaled neighbourhoods
  - Walkable (400-metre walking radius)
  - Interconnected street/block pattern (modified grid)
  - Range of block lengths
  - Multiple connections
- A patterned community with discernible edges, gateways, centres, and corridors
- Accessibility to optional modes of transit
- Built form and architecture support structure
- Commercial and civic buildings reinforce mixed-use centres / urban core and major corridors

FABRIC - OPEN SPACE SYSTEM/NATURAL SYSTEM
- Hierarchy of open space (Urban Places, Parks, Natural Areas)
- Open space element as focus for each neighbourhood
- Preserve and incorporate 'heritage' buildings where appropriate (within parks, public spaces, neighbourhood / village centres)
- Linked open space that maximizes 'Green Coastline' system and includes trains and bikeways
- Scenic vistas are reinforced / enhanced
- Protect Woodlands
- Preserve and enhance natural habitat and 'Critter Corridors'
- Maintain wildlife corridors and wetland meadows as natural habitat

FABRIC - LAND USE AND BUILT FORM
- Concentration of higher densities in key locations - neighbourhoods, urban core, TOD and major corridors
- Variety of housing densities and forms
- Variety of building typologies and styles to reinforce attractive, animated street zone
- Variety of live/work opportunities
- Compact form in key areas (centres and corridors)
- Provide new residential for changing lifestyles

Detailed Block Planning:
- Setbacks
- Garages
- Key lots
- Building elements

FABRIC - STREET ZONE
- Streets designed for people
- Human scale street right-of-ways, pavement width
- Coordination of elements within the public realm
- Building/street relationship
- Variety of building typologies and styles to reinforce attractive, animated street zone
- Crime Prevention Through Environmental Design (CPTED)
  - Concepts of "Territorial Reinforcement" include front porches that create a transitional area between the street and the home
  - Active pedestrian streetlife and building orientation adds 'eyes on the street' to strengthen citizens' sense of security
  - Sense of Community motivates residents to work together to improve neighbourhood appearance and deter criminals
  - Safe sightlines are maintained at all intersections

FABRIC - TRANSPORTATION
- Inter-connectivity of streets to adjacent communities (Framework)
- Intra-connectivity of streets within the community and its parts
- Balance street transportation function with pedestrian street zone and land use
- Establish hierarchy of roadways and trasnportation as well as urban design function
- Transit supportive roads / transit corridor(s)

Detailed Block Planning:
- Explore range of street right-of-ways and cross sections in tandem wtih urban design / land use considerations
- Address on-street parking

FABRIC - TRANSIT-ORIENTED DESIGN
- Transit-oriented development (TOD) (@ Macro and Micro scale)
  - By creating a sense of place around transit station, transit ridership becomes an attractive way of life
  - Easy access to various modes of transit
  - A mix of uses in a "centre", offering a variety of choice for people to shop, live, work, play, and gather
  - Integrated transit facility links North and South of GO Station
  - Increase developable land within TOD
  - Reduced commuter travel time and dependence on automobile
  - Sustainable land value around the station VS. steady value of parking lots with maintenance costs

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Chapter 1.0 INTRODUCTION

1.10 BROADER MOUNT PLEASANT SECONDARY PLAN VISION

In the context of the overall Mount Pleasant Community, the design principles are realized through the following:

- The community fabric will reduce dependency on the private automobile and encourage public transit usage by presenting residents with convenient transit opportunities that will be anchored by the GO Station, Brampton Transit facilities and the emerging Zum Bus Rapid Transit System.
- The public transit system will focus on the Spine Road, a north-south, east-west collector with its southern terminus at the GO Station, to facilitate a high-level of transit service. The Spine Road will connect major public use nodes, including retail and higher density residential (live-work opportunities). It will also be the main link with the system of parks, stormwater facilities and natural heritage features that make up the open space linkages and, through a high level of streetscape treatment, will be developed as the ceremonial green avenue for the community.
- Major public uses coupled with mixed retail / residential uses will be concentrated at the village node area to the north of the GO Station to create a focus for the transit system and to define a unique community identity.
- All aspects of urban design evolves from the concept of ensuring people are comfortable, encouraged and stimulated by the Village environment. This increases the “eyes on the street” and fosters a sense of security.
- A street network that is pedestrian-oriented with multiple connections within a modified grid pattern.
- Walkable, pedestrian-scaled neighbourhoods that are defined by natural features and a hierarchy of streets centred around neighbourhood parks, open spaces and schools.
- Stormwater management facilities designed as public open space amenities with pedestrian pathways, enhanced views to natural features and linkages to the City’s trails and pathways network.
- Consistent, attractive and coordinated streetscapes that support the functional hierarchy of the road network, support a pedestrian-scaled public realm, support a comprehensive public transit network, provide visual articulation and spatial definition of the street zone, promote the character of the community and underscore the role of primary streets within the community.
- A distinctive palette of special community elements that will include gateway entrance features, decorative paving, street furniture, landscaped medians and terminating views toward key components such as parks and public open spaces, woodlots, stormwater ponds and channels, schools, etc.
- Integration of planting and floral treatments in public areas, through the adoption of the City of Brampton’s Flower City Strategy.
- A consistent and thoughtful approach to the design of residential buildings with an emphasis on enhanced architectural treatment in prominent locations.

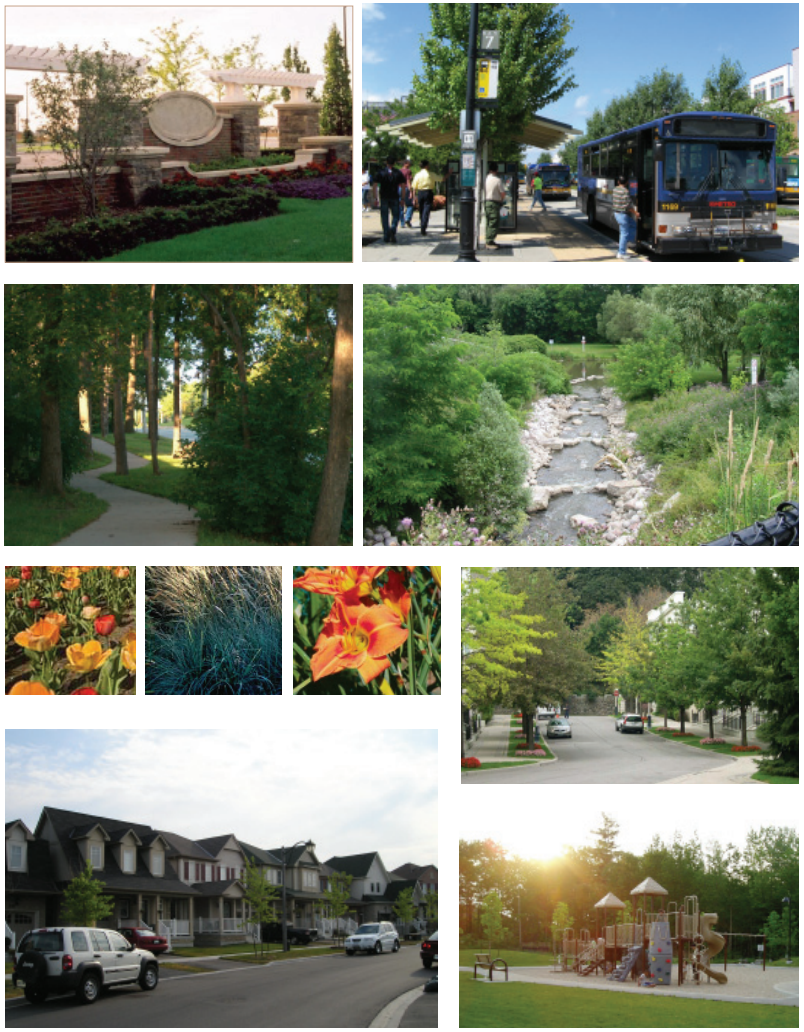

Image 1.10 - Community vision images

Chapter 1.0 INTRODUCTION

1.11 MOUNT PLEASANT COMMUNITY FRAMEWORK PLAN

The Community Framework Plan illustrates the major structural elements that form the Mount Pleasant Community. These consist of the following:

- The Village
- The Spine Road
- Mississauga Road
- Mixed-Use Nodes
- Trails and Green Links
- Green Coast and Natural Heritage

These elements assist in formulating the vision for the community and integrate with additional components, including:

- Flower City Strategy
- GO Station
- Transit Opportunities
- Trails and Green Links
- Neighbourhood and Village Squares
- Laneways

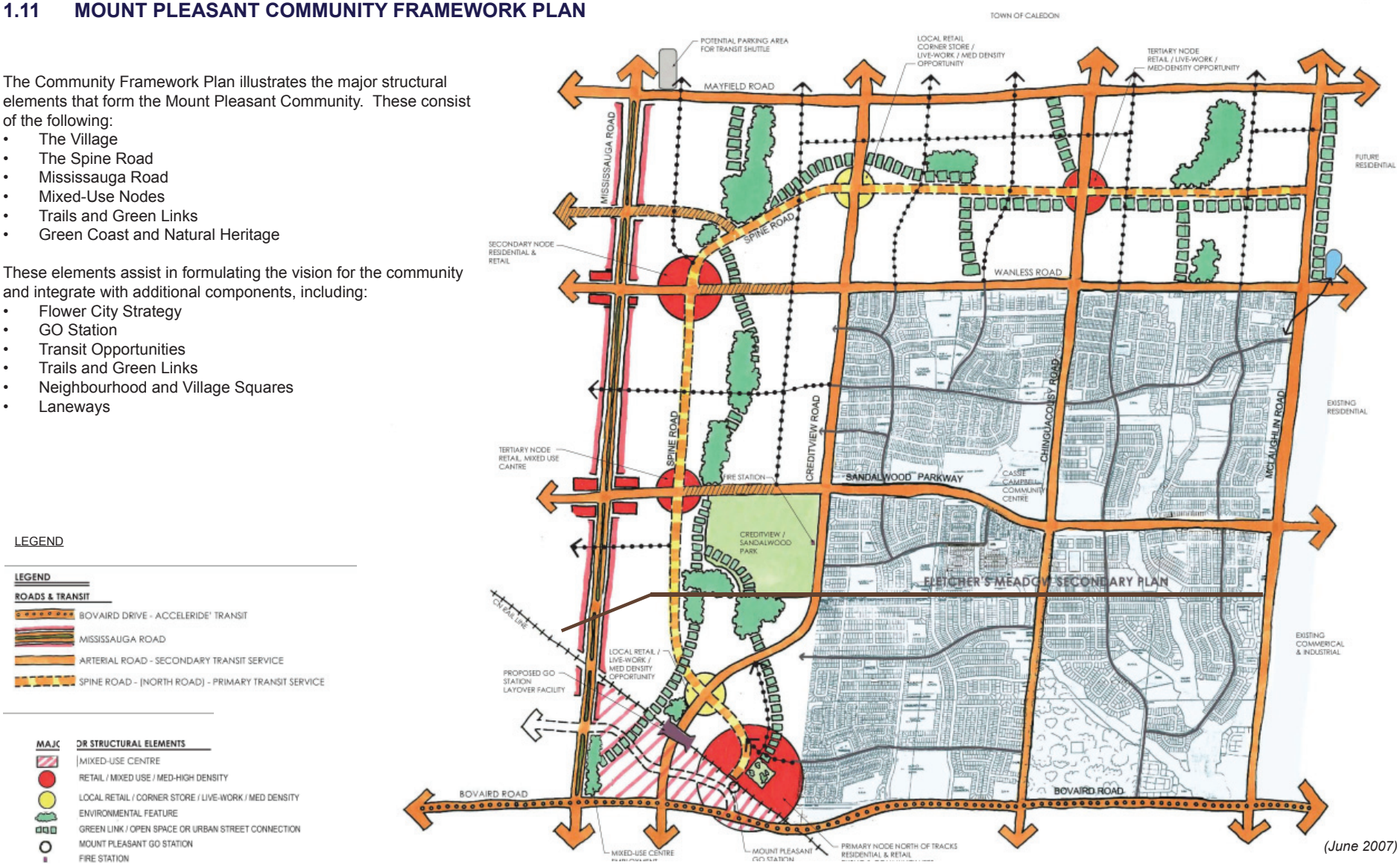

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Figure 1.11 - Mount Pleasant Community Framework Plan

Chapter 1.0 INTRODUCTION

1.12 MOUNT PLEASANT VILLAGE VISION

Mount Pleasant Village reflects the Community Design Principles by:

- Establishing a transit hub for the community with transit supportive facilities.
- Introducing a focal point for the Mount Pleasant Community and a terminating mixed-use node for The Spine Road.
- The encouragement of higher density residential, a Civic Square, a partially rebuilt historic train station, and streetscape features such as decorative lighting, street furniture, decorative paving, landmark features, transit shelters and public art to define the urban character of the core.
- Creating a street network through pedestrian-oriented design, consisting of multiple, logical and convenient connections within a modified grid pattern.
- Promoting the safety and security of residents within the Village's streets, public open spaces and community use areas through specific environmental design and land use strategies, including -
    - Creating a clear distinction between public and private spaces.
    - Providing a physical buffer of streetscape elements, including street trees and distinctive light standards between the sidewalk and curb, reducing the perceived sense of street scale, resulting in traffic calming.
    - Creating a front door community with residences and commercial buildings oriented towards the street and open spaces to increase the "eyes on the street".
    - Generally understanding that all aspects of the urban design evolves from ensuring people are comfortable, encouraged and stimulated by the Village environment, resulting in continuous use of the public realm throughout the day and evening.
- Encourage the integration of higher density residential development coupled with retail uses and consisting of live-work units, rear and front loaded townhouses, walk-ups, as well as single detached homes. The greater densities are situated immediately north and south of the station and abutting the Civic Square to support both the transit system and local commercial uses.
- Creating several gateways at appropriate landmark locations to announce arrival into the Village. These include the GO station pedestrian entrances, the Spine Road and The Promenade at the James Potter Road intersection.
- Concentrating major public uses coupled with mixed retail / residential uses at the Village core area to the north of the GO Station to create a focus for the transit system and to define a unique community identity. This concentration includes the integration of an elementary school and cultural amenity facility.
- A distinctive palette of special community elements that will include gateway entrance features, decorative paving, street furniture, landscaped medians and terminating views towards key components such as the School, Civic Square and the transit hub components.

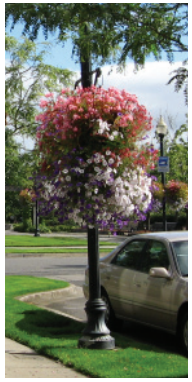


Image 1.12 - Mount Pleasant Village vision images

Chapter 1.0 INTRODUCTION

1.13 MOUNT PLEASANT VILLAGE PLAN AND COMMUNITY IDENTITY AREAS

THE PROMENADE (BLEASDALE AVE.)

As a major north-south avenue within Mount Pleasant Village, The Promenade will include a high level of streetscape treatment, planted medians and decorative paved crosswalks. The south end offers a view of the east pedestrian entry feature to the GO Station and connects with the Civic Square and the major character features in the Village, such as the elementary school and library

JAMES POTTER ROAD

James Potter Road is planned as a 4 lane road, accomodating 2 lane traffic in each direction with layby parking, street tree planting (double rows where possible) within ample grass boulevards, sidewalks on both sides (multi-use path on one side for cyclists. It will be flanked with higher density residential development.

OLD CREDITVIEW ROAD

Previously a north-south arterial road, Old Creditview Road forms the easterly boundary of the Village. Its purpose will change from an arterial/concession road to a character road for the community. It will retain it's rural form and will be distinguished by the planting of a continuous canopy of Sugar Maple street trees as a reflection of its once existing character.

EXISTING HERITAGE CHURCH

Opportunity to redefine the existing church building as a community use facility with potential as a retail space, meeting hall, office space, daycare, performance space, etc., that is compatible with its heritage designation.

SCHOOL / CULTURAL AMENITY FACILITY

A school and cultural amenity facility will be integrated into the core of the Village adjacent to the Civic Square, in close proximity to GO Transit and in line with the view corridor formed by the Spine Road.

NEIGHBOURHOOD PARK BLOCKS

3 Neighbourhood Parks will be integrated into Village, with open lawn areas, playground facilities and seating.

THE SPINE ROAD (GANTON HEIGHTS)

The Spine Road is the symbolic avenue, linking nodes, neighbourhoods and significant green spaces to the Village and GO Station. It will integrate safe and efficient movement of transit services and vehicular traffic, coupled with sidewalks on both sides. It is a character road that will be defined by a high level of streetscape treatment.

CIVIC SQUARE

The Civic Square serves as the ceremonial, recreation and civic focus for the neighbourhood. It helps to foster a strong sense of community pride, ecnourages people to interact within a vibrant setting and reinforces a feeling of security.

MULTI-USE PATHWAYS

The cycling paths from the greater Mount Pleasant Community area will converge with a multi-use pathway network along James Potter Road and the Open Space Block within the Village, connecting cyclists directly with the core.

PLEASANT ROAD (COMMUTER DR.) / TRANSIT HUB

Pleasant Road provides the interface between the built environment of the Village and the GO Station area. It will be characterized by decorative crosswalks, feature canopies and gateway entrances, street parking, bus pick-up and drop-off and a feature wall with buffer planting. These elements combine to provide traffic calming and creates a pleasant, vibrant, pedestrian urban environment.

MIXED-USE CENTRE

The Mixed-Use Centre is intended to be characterized by a concentration of large format commercial, local retail, community facilities, higher density residential (live-work units, mid-rise condominium), urban plazas and office use. The Centre will be conveniently linked as a major public transit destination, drawing from the greater City of Brampton area as a primary shopping, civic and employment junction.

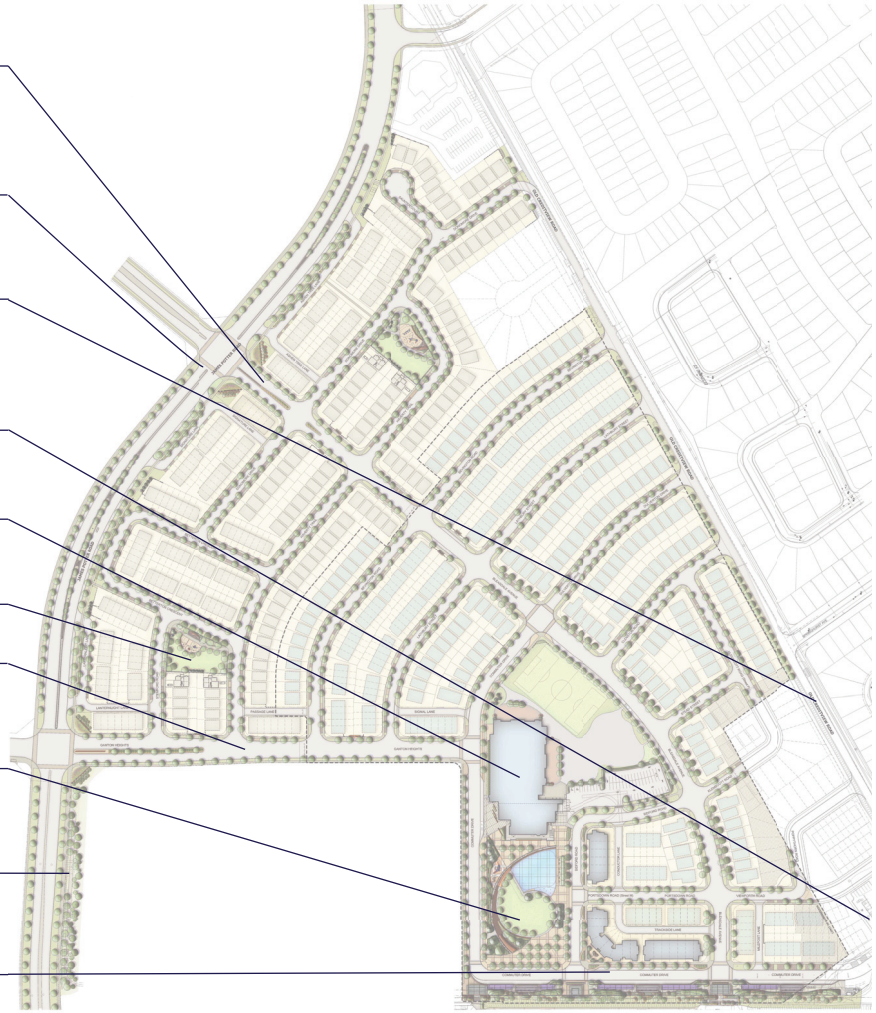


Figure 1.13 Community Idenity Areas

Chapter 1.0 INTRODUCTION

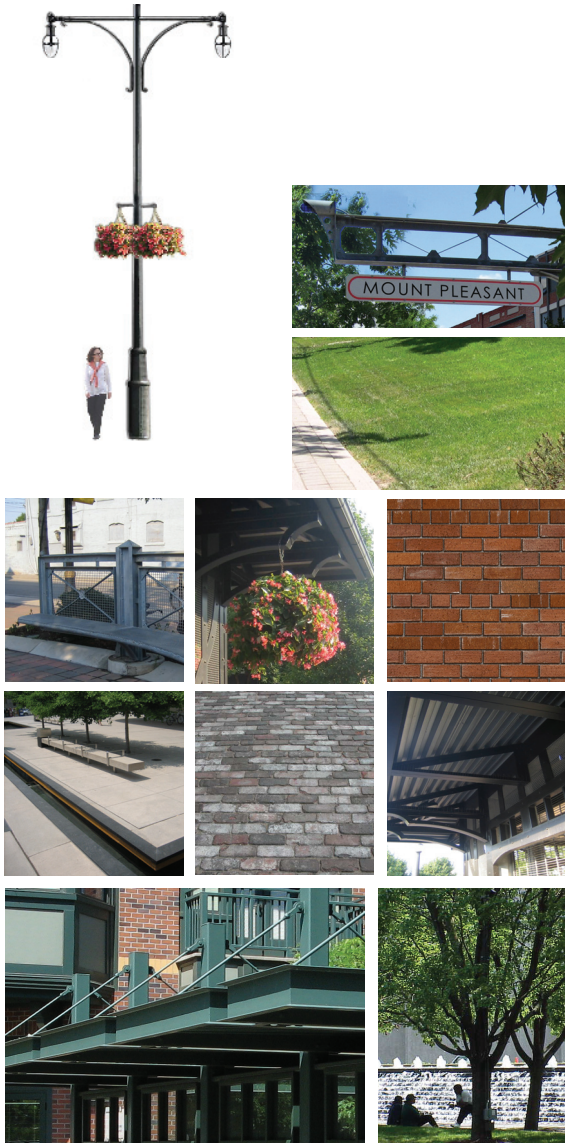


Image 1.14 - Industrial / railway inspired thematic imagery

1.14 MOUNT PLEASANT VILLAGE THEMATIC DESIGN ELEMENTS

An important aspect of the vision that is described for Mount Pleasant Village is the visual quality of the community and its various components. How these components relate, define special areas in the Village, serve to unify the various parts of the community, and begin to establish a continually evolving community identity and character help to distinguish Mount Pleasant Village from other districts and neighbourhoods within Brampton and the GTA. This aspect of community design is the 'theming' or 'branding' of the development.

At the planning stage, the visual identity of the Village has been established by the following:

- The development of central community focal points that includes the Civic Square, as well as a clock tower and two pedestrian tunnel entrance features to the GO Station. Key areas may showcase both historic and introduced elements such as the partially reconstructed CPR station, feature wall and water feature.
- The creation of the Spine Road (Ganton Heights) that will be visually enhanced through the design of the adjacent built form (refer to section 3.0) and streetscape elements. Adding to this will be the installation of enhanced landscape gateway features at two major locations, including the Spine Road (Ganton Hts.) and The Promenade (Bleasdale Ave.) intersection with James Potter Road.
- Incorporating important built and natural features as terminating vistas for major streets to provide visual interest and orientation for street users.

In regards to detail design, thematic elements are largely derived from streetscaping, which visually creates the connection between public open spaces and the built form and contributes greatly to developing a unique identity for the Village. The design palette of the streetscape elements is to be simple and contemporary, while potentially complimentary to a historic railway industrial character. Consideration will be given to all elements of the streetscape, including street trees in precast concrete grates, robust light standards, coloured impressed concrete and asphalt paving, fencing, metal benches, signage, utilities and waste receptacles. Features such as transit shelters, a clock tower, park canopies and public art will be integrated where appropriate to further enhance the pedestrian realm.

A way-finding system that reflects the adopted architectural form and character of the Village will be implemented. This may be an opportunity to provide a public art component within the public realm to stimulate visual interest and increase use of public spaces.

Mount Pleasant Village is also significantly inspired by the presence of the GO Transit station. There are opportunities to create a theme for Mount Pleasant that may, in part, be based on a railway motif, incorporating transit-related symbols, styles, and architecture. Defining elements will be expressed in the detailed design of the public realm and may include design features and strategies such as incoporating a contemporary version of historic industrial railway architecture, consisting of exposed iron beams, traditional brick cladding, canopies and lighting.

The City of Brampton's Flower City Strategy, a program to recapture the City's floral heritage, provides another important layer for defining a theme for the Village. Community gateway features, street medians, the Civic Square, parkettes and street light hanging baskets will be landscaped with an emphasis on rose shrubs and flowers such as daffodils, daylilies and other perennials to promote a strong sense of community pride and identity.

Chapter 1.0 INTRODUCTION

1.15 COMPLIANCE

These guidelines will be used as a framework to develop standards and compliance criteria to be used by the proponents' architectural control consultant and landscape architect in the implementation and inspection phases of the project.

With respect to compliance, the three terminologies used will be interpreted in the following manner:

- 'May', 'Enourage' or 'Recommended' - it is desirable to comply with this guideline.
- 'Should' - it is highly encouraged and requires a convincing argument in order not to comply, in the opinion of the City of Brampton, with this guideline.
- 'Must' or 'Shall' - it is mandatory to comply with this guideline; compliance is required.

Chapter 2.0 OPEN SPACE GUIDELINES

The following Open Space Guidelines section describes and illustrates the fundamental structuring elements, distinctive features and special character areas of Mount Pleasant Village that combine to form an identifiable, transit-oriented, pedestrian fiendly, active urban neighbourhood.

2.1 VILLAGE IDENTITY FEATURES

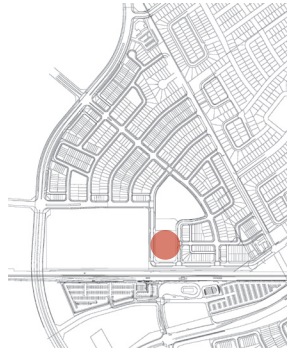
The connection between people and their surrounding built and natural environment is one of the principle factors in achieving a livable community for residents, commuters and service users. In addition to major features such as public open spaces and the street network, there are certain elements of Mount Pleasant Village that, as a whole, contribute to supporting the vision for a livable, sustainable and vibrant community. The vision for Mount Pleasant Village is tied to the overall quality of the built form and the treatment of the public areas and avenues throughout its neighbourhoods. Figure 2.1 identifies locations and elements within the village where an enhanced treatment of the built form and landscape combine to create a unique neighbourhood identity.

Chapter 2.0 OPEN SPACE GUIDELINES

Figure 2.1 - Mount Pleasant Village Feature Plan

Chapter 2.0 OPEN SPACE GUIDELINES

2.2 CIVIC SQUARE



Objectives:

- Serve as the ceremonial, recreation and civic focus.
- Provide a passive and active use urban plaza and green space that can accomodate community wide gatherings.
- Enhance the neighbourhood's image as an attractive, desirable place to live.
- Encourage people to interact in a vibrant public setting, reinforcing a sense of security.
- Promote the GO Station as a transit hub and celebrate the restoration of the historic CPR station.
- Help foster a sense of place and community pride.

May incorporate the following elements:

Partially reconstructed historic CPR Station (integrated with the proposed culural amenity facility), water feature / skating rink, opportunities for shaded seating, decorative light standards, multiple entrance features, lawn area, public art installations, canopy structures, boardwalk and senior playground facility.

Location and Street Network:

- Located at the core of the Village, fronting onto Pleasant Road (Commuter Dr.) to the south, and adjacent to the proposed library and elementary school to the north.
- The Square is strategically situated between the two pedestrian tunnel entry features to the GO Station, linking both uses as the focus for the Village.
- A terminus for the Spine Road (Ganton Hts.) and The Promenade (Bleasdale Ave.), linking broader community neighbourhoods with the Square.
- Lotting and built form will provide attractive primary or enhanced side elevations facing the Square.

Streetscape:

- Built form adjacent to the Civic Square shall be higher density product comprising townhouse and live-work units with opportunities for retail and community uses. Potentially 3-4 storey apartments may front on the west side and a library will be integrated on the north flankage.
- The proposed cultural amenity facility site is important to serve as a physical and visual terminus to the Spine Road (Ganton Hts.) and to provide an appropriate public use to integrate with the Civic Square.
- The design of the built form should emphasize the urban context with enhanced elevations facing public spaces and streets.
- Entrance gateways to the Civic Square shall be located at the most accessible points along the street and in line with the converging street terminus.
- Decorative light standards should lead and continue into the Square from the primary street connectors of The Spine Road (Ganton Hts.), The Promenade (Bleasdale Ave.) and Pleasant Road (Commuter Dr.).
- The segment of street trees fronting onto the Civic Square along Street D (Commuter Dr.), Pleasant Road (Commuter Dr.) and Street L (Sidford Rd.) will be planted within an urban, hard surface boulevard treatment consisting of unit pavers and precast concrete tree grates, to accomodate increased pedestrian traffic and on-street parking.

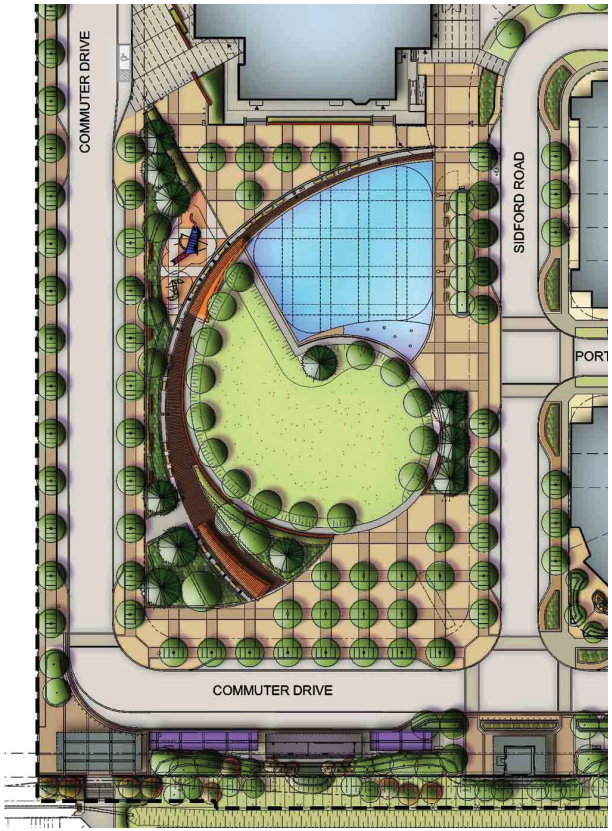
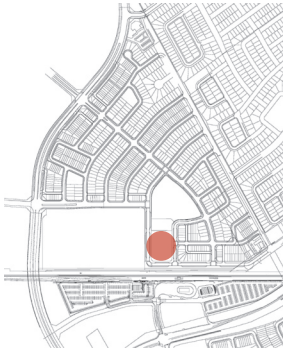


Figure 2.2a - Civic Square conceptual plan

Chapter 2.0 OPEN SPACE GUIDELINES

2.2 CIVIC SQUARE



Landscaping:

- The majority of the Square will be characterized by a formal layout with serpentine lines of trees contained within lawn areas to facilitate shaded passive use.
- A less formal planting approach will define the perimeter of the Square, consisting of both deciduous and coniferous tree and shrub species.
- Planting (trees and shrubs) will comprise species tolerant of urban conditions with an emphasis on native species.
- Accent planting at entrances to the Square shall include shrubs, ornamental grasses and floral displays which recognize the goals of the City of Brampton's "Flower City Strategy".
- Seating opportunities consisting of seatwalls and traditional benches, along with other street furniture including waste receptacles and decorative light standards.
- System of paths to provide accessible, convenient pedestrian connections.
- Canopy structures to provide visual interest and weather protection.
- A public art / water feature at the south-east entrance serves as a primary entry element.
- Reflecting pool that transitions to skating rink in the winter months.
- Layering of decorative paving types and patterns.
- Open lawn areas will allow for informal play and leisure activities.
- Integrating a partially reconstructed historic CPR Station attached to the proposed cultural amenity facility as a primary amenity facility for the Square. The intent is to utilize the salvaged architectural components of the station as originally designed and integrate with introduced elements to form a community use pavilion.

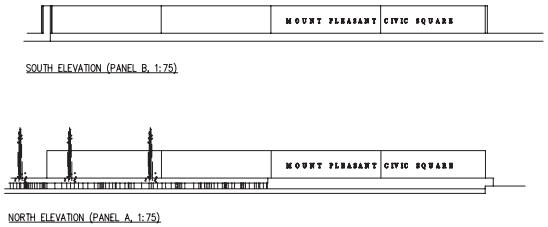


Image 2.2b - Corten steel feature signage panel

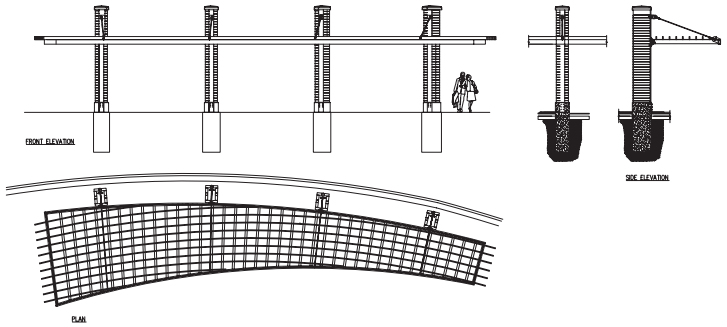


Image 2.2c - Pergola structure within the Civic Square

Image 2.2d - Playground structure within the Civic

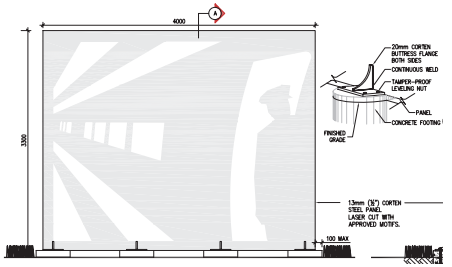


Image 2.2e - Decorative steel art panels as part of public art contribution within the Civic Square

Image 2.2f - Photo of original CPR Station to be integrated into the library facility along the Civic Square frontage

Chapter 2.0 OPEN SPACE GUIDELINES

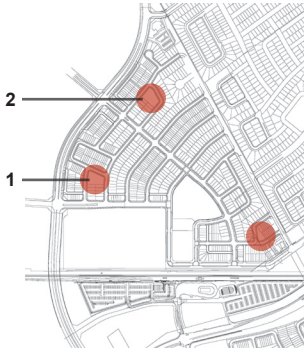
2.3 NEIGHBOURHOOD PARKS

Objectives:
- Serve as neighbourhood focus within the Village.
- Provide a passive use space with the potential for informal play within a soft landscaped setting organized by trees and grass.
- Provide active use playground facilities for children.
- Enhance the neighbourhood's image as an attractive, desirable place to live.
- Encourage people to interact in a vibrant public setting and reinforce a sense of security.
- Help foster a strong sense of place and community pride.
- An additional third Neighbourhood Park is expected to be located in the south-east corner of the site.

May contain the following elements:
- Playground facility (junior or senior), bench seating, gazebo shade structure, walkway, decorative metal perimeter fence with columns.

Streetscape:
- Surrounded by local neighbourhood streets consisting of a single row of street trees within grass boulevard and sidewalks on both sides.

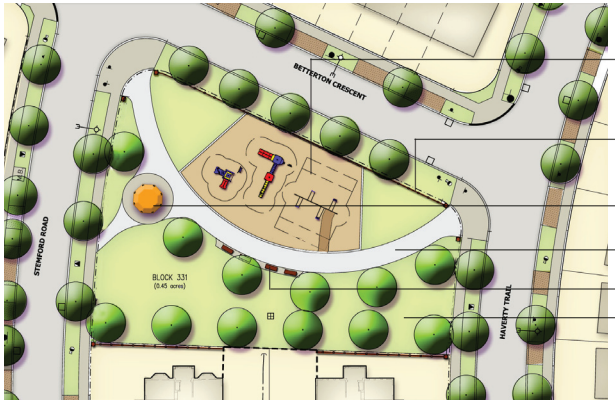
Landscaping:
- Tree planting to consist of both deciduous and coniferous trees
- Planting (trees and shrubs) will comprise species tolerant of urban conditions with an emphasis on native species.
- Open lawn areas will allow for informal play and leisure activities.



Park Block 1

Seating
Playground w/ accessible components
Decorative metal perimeter fencing w/ columns
Walkway
Gazebo shade structure
Open grass areas

Park Block 2

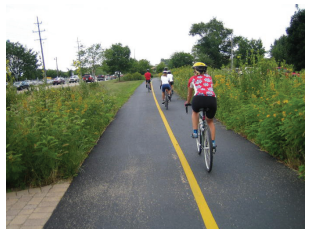


Playground w/ accessible components
Decorative metal perimeter fencing w/ columns
Gazebo shade structure
Walkway
Seating
Open grass areas

Figure 2.3 - Conceptual neighbourhood park plans

Chapter 2.0 OPEN SPACE GUIDELINES

2.4 OPEN SPACE BLOCK / MULTI-USE PATH



Objectives:

- Provide a green buffer and amenity for the Village along the James Potter Road interface.
- Enhance the neighbourhood's image as an attractive, desirable place to live.
- Provide a safe, convenient and attractive cycling, rollerblading and walking/jogging connection from the Mount Pleasant Community into the Village core and the GO Transit station.
- Provide a passive use space with the potential for informal play within a soft landscaped setting dominated by trees and grass.
- Help foster a strong sense of place and community pride.

May contain the following elements:

- bench seating, waste receptacle, lighting, low perimeter fencing, asphalt path

Landscaping:

- Tree planting to consist of both deciduous and coniferous trees.
- Planting (trees and shrubs) will comprise species tolerant of urban conditions with an emphasis on native species.
- Open lawn areas will allow for informal play and leisure activities.
- Multi-use path to be asphalt, 3.0m width and will accomodate cycling, rollerblading and pedestrian activities.
- Multi-use path to continue along James Potter Road with connections to the existing City Park to the north and the future Mixed-Use Centre to the south.
- A temporary connection of the multi-use path into the Village core shall be installed until build-out of the adjacent mixed-use block.

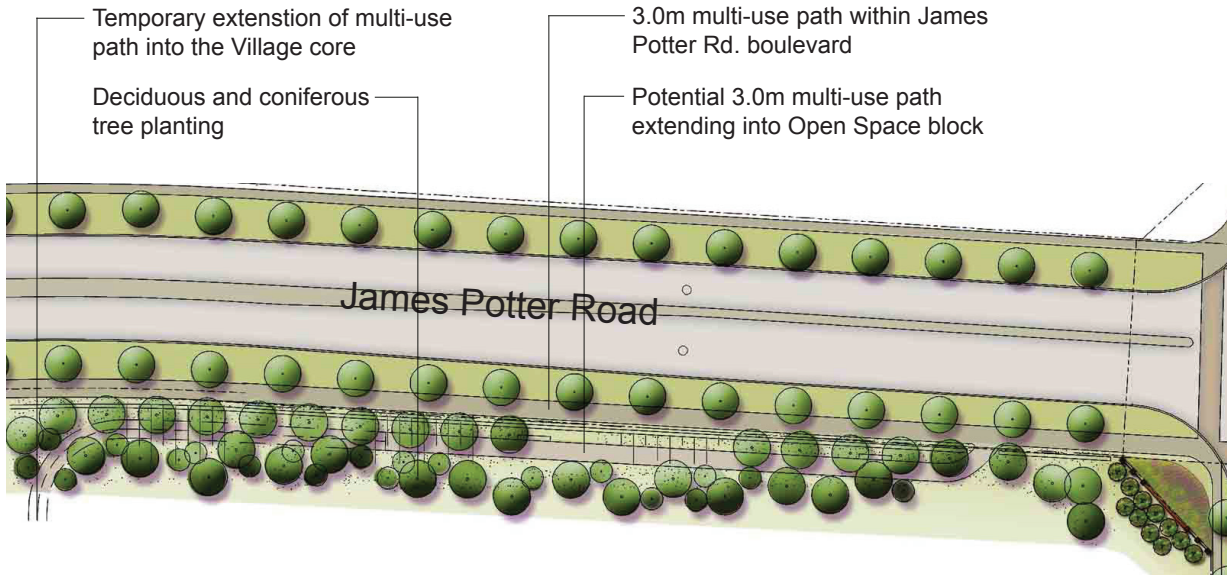
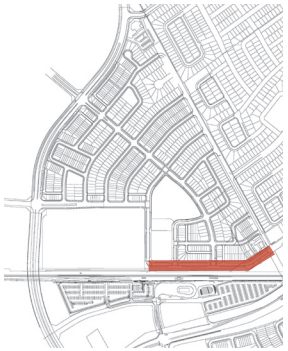


Figure 2.4 - Multi-use path within conceptual Open Space Block

Chapter 2.0 OPEN SPACE GUIDELINES

2.5 TRANSIT HUB
(RAILWAY TRACK INTERFACE)



The Transit Hub designates the area at the interface with the CN Rail tracks and largely describes the urban treatment found along Pleasant Rd. (Commuter Dr.). This treatment shall reflect the stated objective of achieving a transit-oriented, pedestrian friendly, attractive and vibrant urban core for the Village.

Objectives:

- Serve as the transit centre and, in association with the Civic Square, the symbolic focus for the Village and the broader Mount Pleasant community.
- Provide a prominent, identifiable character for Mount Pleasant Village and community.
- Provide an attractive, vibrant setting for pedestrians, commuters and residents, that will see use throughout the day and evening.
- Incorporate facilities that will encourage public transit ridership throughout the year.
- Ensure a strong link is achieved between the Village and Mount Pleasant GO Station.

Layout and Style:

- The transit hub will incorporate several elements and facilities including -
  - Transit shelters at bus layby
  - GO pavilion structures - entry to tunnels
  - Ceremonial clock tower
  - Buffer planting
  - Feature wall
  - Seating opportunities
  - Bike lock features
  - Bus transit layby / passenger pick-up-drop-off
  - Vehicle layby parking (kiss ‘n ride)

Landscaping:

- A combination of trees and shrubs within continuous planting beds will be integrated in the front and rear of the feature wall as a green buffer.
- Areas of decorative paving will designate sheltered and seating spaces adjacent to the wall for transit users.
- The use of a common material palette will be identified to create a family of elements that achieves a defined character for the Village.

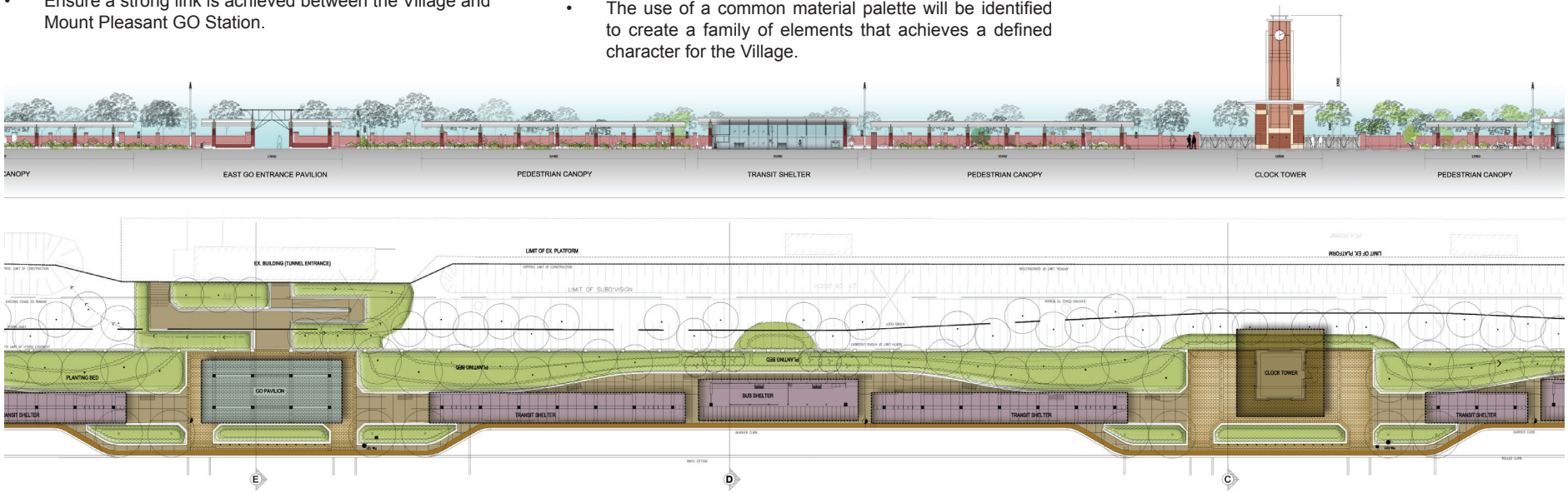


Figure 2.5a - Elevation and plan of a segment of the proposed Transit Hub along Pleasant Rd. (Commuter Drive)

Chapter 2.0 OPEN SPACE GUIDELINES

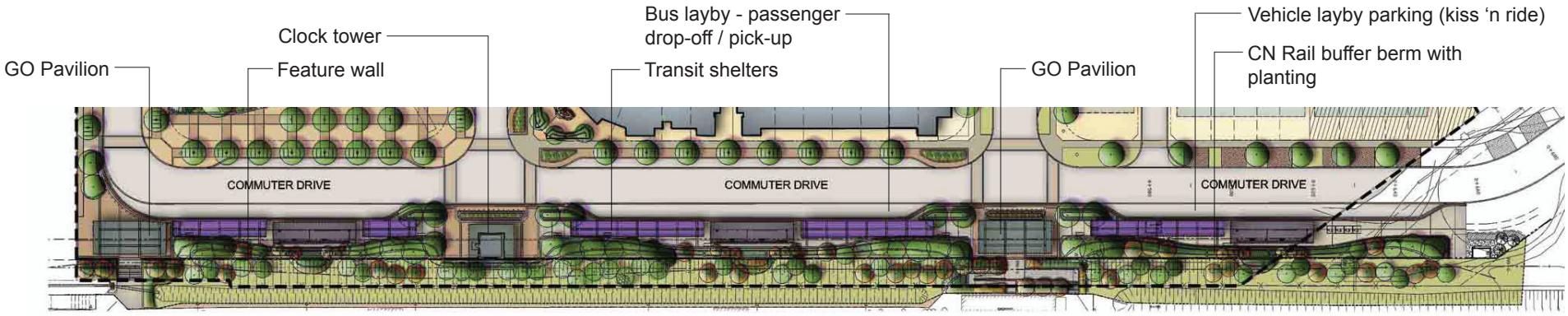


Figure 2.5b - Elements which combine to define the character of the Transit Hub

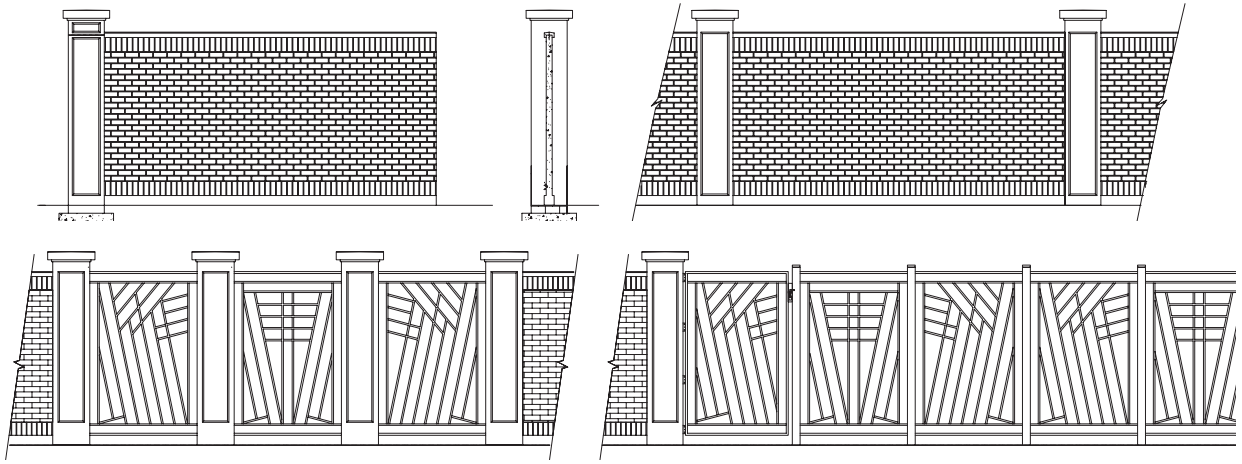


Figure 2.5c - Precast feature wall (masonry pattern) with segments of decorative metal screens for viewing opportunities

Chapter 2.0 OPEN SPACE GUIDELINES

2.6 GATEWAY LOCATIONS

Objectives:

- Announce arrival to and departure from the Village, emphasizing its unique character and role in relation to its surroundings.
- Create a sense of neighbourhood character.
- Serve as landmarks within the community fabric and assist with neighbourhood orientation and way-finding.
- Reflect and reinforce the prevailing architectural style of the area.
- Engage the principles of the City of Brampton's 'Flower City Strategy'.

Major gateways to the Village have been identified for the following locations:

Village Gateways

- The Spine Road (Ganton Heights)
- The Promenade (Bleasdale Ave.)
- James Potter Road
- Pleasant Road (Commuter Dr.)

GO Transit Pedestrian Entrances

- East and West Entrances
- Clock Tower

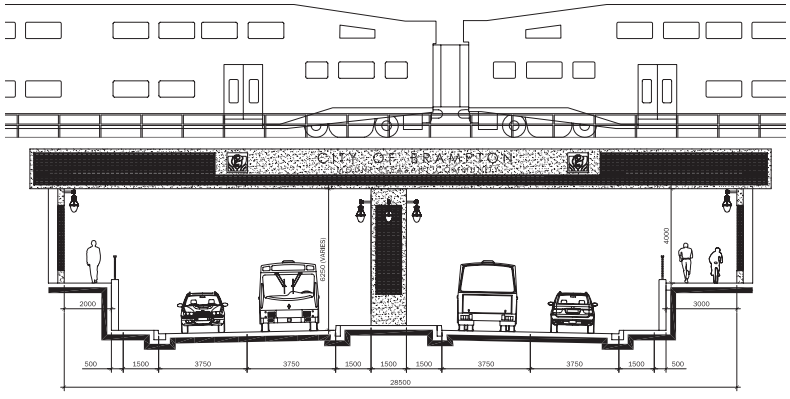


Figure 2.6a - Conceptual James Potter Rd. / CN underpass treatment (approaching northward)

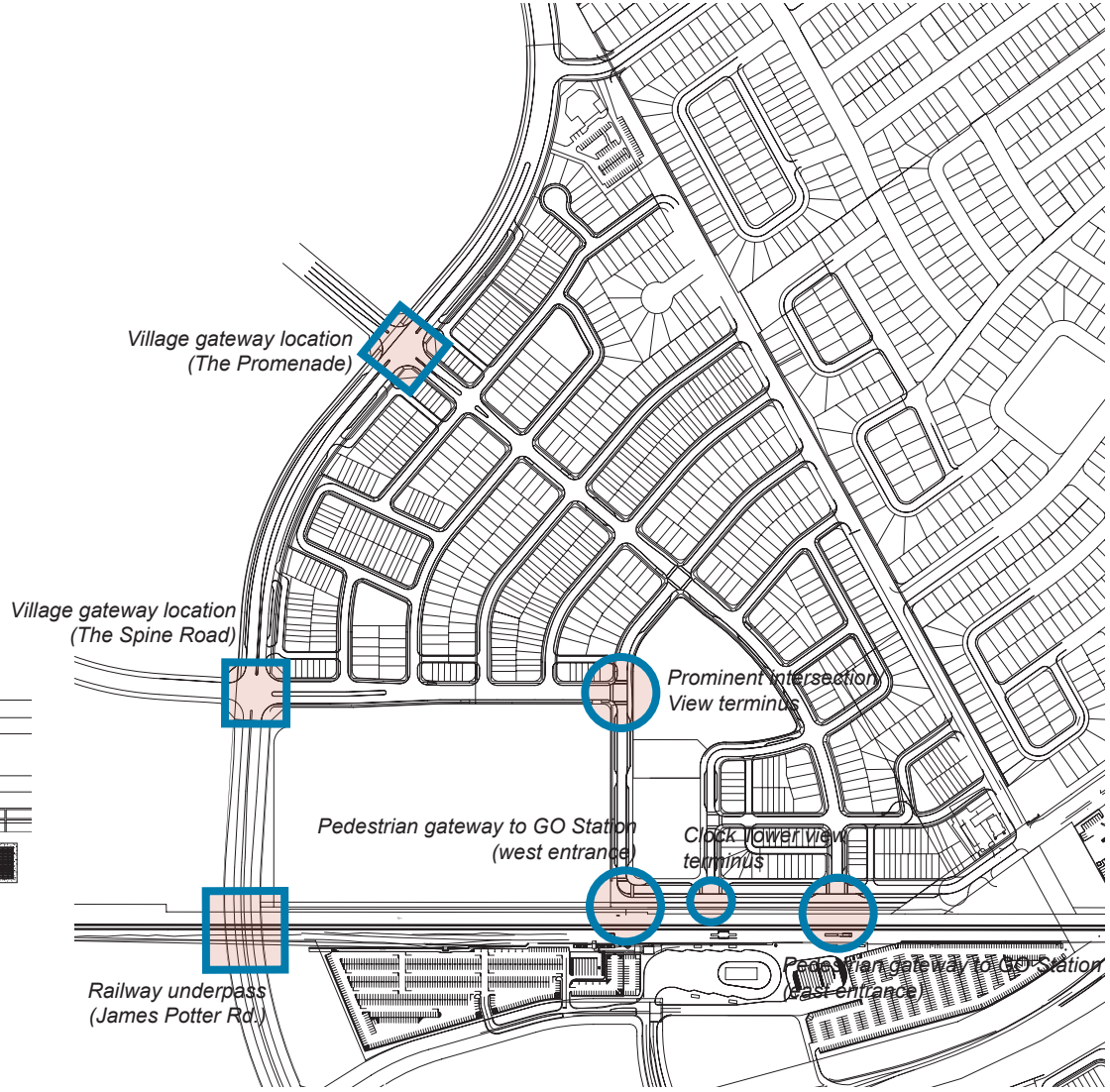


Figure 2.6b - Major gateway locations

Chapter 2.0 OPEN SPACE GUIDELINES

2.6.1 VILLAGE GATEWAYS

Objectives:

- Establish gateways at the two key intersections - The Spine Road (Ganton Hts.) and The Promenade (Bleasdale Ave.) intersecting with James Potter Road.
- Clearly identify and distinguish the Village within the surrounding Mount Pleasant Community.
- Integrate a formal design using hard and soft materials that reflect or are complimentary to the built form throughout the Village.
- Enhance and support connectivity to and use of the pedestrian pathway system.

Landscaping:

- Corner gateway features shall integrate with the landscaped medians along The Spine Road (Ganton Hts.) and The Promenade (Bleasdale Ave.).
- A mix of hard and soft materials will be used to form the gateway, with consideration for trees (deciduous and coniferous), shrubs, ornamental grasses, floral displays, decorative paving, decorative metal fencing, masonry components and lighting.
- Street tree planting within adjacent boulevards may be integrated into the planting of the gateways.
- Plant material arrangement and species type will be consistent for both the corner features and the island median.
- Floral displays will reflect the objectives of the City's 'Flower City Strategy'.
- Materials used for the built component of the gateways (brick seatwalls, paving, etc.) will be similar or complimentary to the prevailing materials used within the Village (buildings, feature wall, open space structures).
- A signage component identifying the Village shall be incorporated into the feature.
- Lighting at the gateway will be selected from fixtures used for the character streets and/or open spaces within the Village.
- Built form will be designed, in conjunction with the landscaping, to contribute to the prominence of the corner and the gateway.

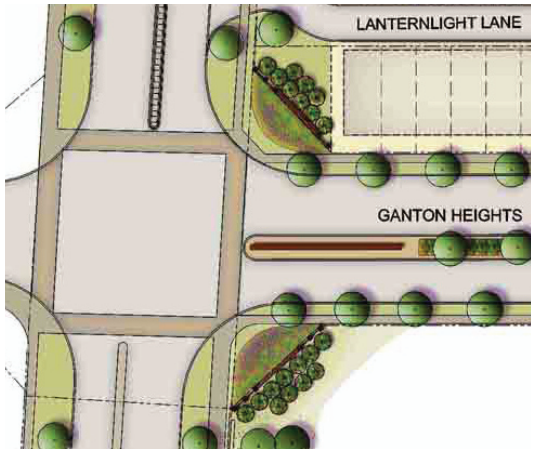


Figure 2.6.1a - Gateway concept at the Spine Road (Ganton Hts.)

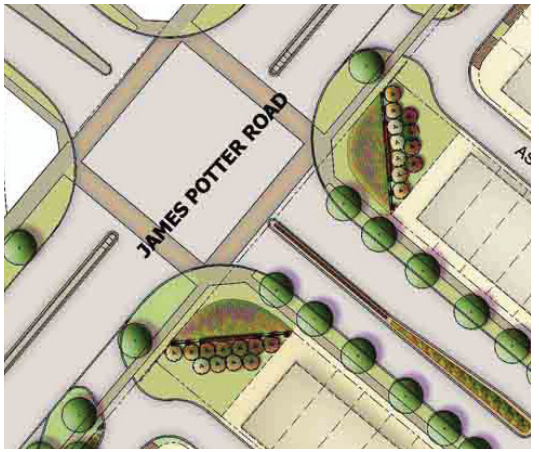


Figure 2.6.1b - Gateway concept at The Promenade (Bleasdale Ave.)

Figure 2.6.1c - Gateway feature concept

Chapter 2.0 OPEN SPACE GUIDELINES

2.6.2 GO TRANSIT PEDESTRIAN ENTRANCES

Objectives:

- Elevate GO Transit's significance within the community.
- Provide a convenient, safe and comfortable pedestrian entry to the Mount Pleasant GO Transit station, meeting all accessibility requirements.
- Develop an attractive, weather protected public amenity feature at the street terminus.
- Integrate the railway feature wall into the design of the entrance gateway structure.

Landscaping and Built Form:

- The terminus of the Street D (Commuter Dr.) and The Promenade (Bleasdale Ave.) ending at Pleasant Road (Commuter Dr.) shall align with the location of the gateway feature.
- Sufficient decorative paved area in front of the tunnel entrance feature should be provided to accomodate high volumes of pedestrian traffic at peak hours.
- The gateway feature shall provide sufficient shelter from inclement weather for transit users.
- The feature wall shall be incorporated into the design of the gateway shelter.
- The design of the gateway feature shall consider reflecting an industrial, railway motif that compliments the adjacent built form and the partial reconstruction of the historic CP Rail station within the Civic Square. The use of common materials and colour palette shall be used.
- Materials and design style will be complementary to other structures within the core area including the historic CPR station, the feature wall, the clock tower and the transit shelters.
- Hard and soft landscaping, signage, the feature wall along with the built form will be integrated as part of the streetscape character.
- In keeping with the rest of Pleasant Road (Commuter Dr.), substantial tree and shrub planting shall be planted where possible between the sidewalk and the feature wall.
- Additional planting and seating should be provided around the gateway structure to further highlight the significance of this feature to the Village.
- Floral displays shall be integrated with the landscape treatment to reflect the City of Brampton's 'Flower City' strategy.

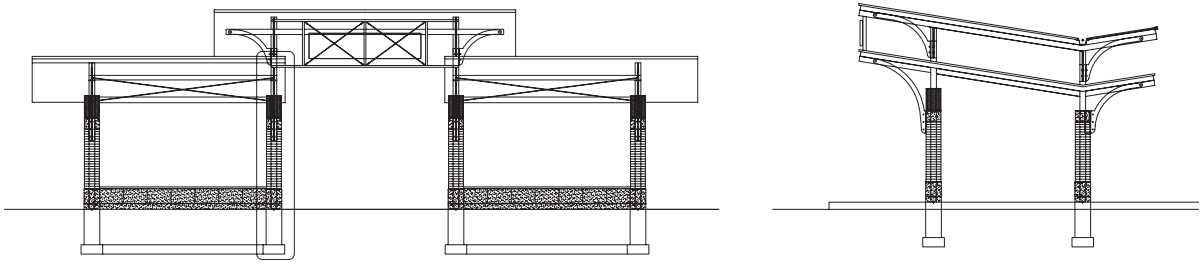


Figure 2.6.2a - Conceptual gateway feature elevation at GO Transit tunnel entrances

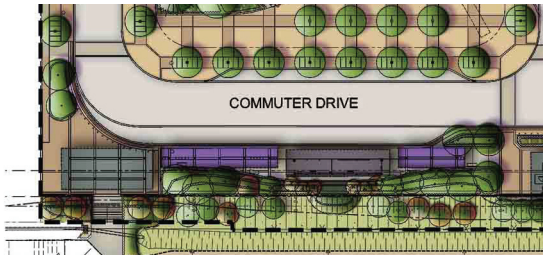


Figure 2.6.2b - Pedestrian gateway to GO Station (west tunnel)

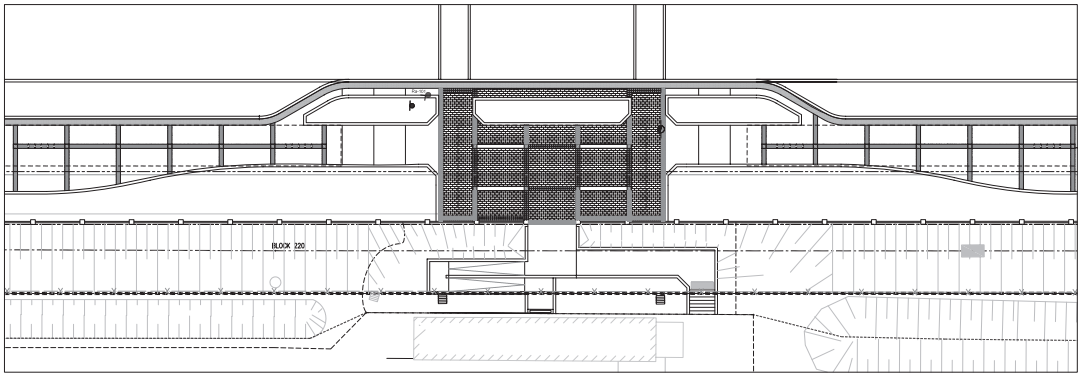
Figure 2.6.2c - Pedestrian gateway to GO Station (east tunnel)

Chapter 2.0 OPEN SPACE GUIDELINES

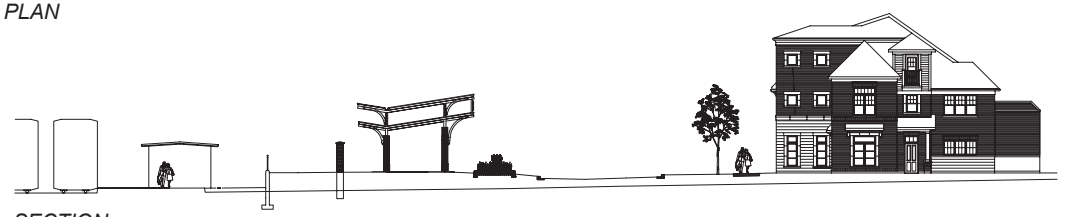
Landscaping and Built Form:

- The proposed entry amenity area should link with the existing tunnel entrance. This connection should be accessible, at least partially weather protected, visible and safe to ensure the comfort of riders and pedestrians are maintained throughout the day and evening.
- The existing tunnels to the station are currently suitable for connecting people to GO Transit and the Mixed-Use Centre to the south. Some of the important considerations that have been incorporated in the design include weather protection, the use of low-maintenance and durable materials, openness, minimal obstructed views and appropriate illumination levels with natural and artificial lighting for safe, comfortable day and night use.

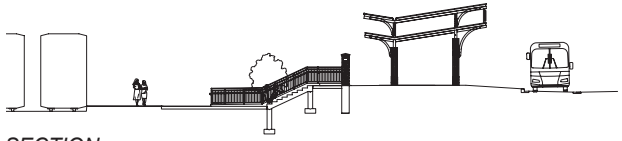
Image 2.6.2a - Existing stair entry and tunnel - low maintenance, durable



PLAN



SECTION

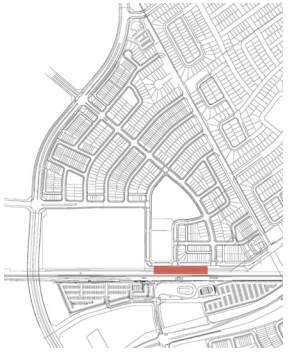


SECTION

Figure 2.6.2d - Street plan and sections of proposed GO pavilion

Chapter 2.0 OPEN SPACE GUIDELINES

2.6.3 BUS TRANSIT SHELTERS (COMMUTER DR.)



Objectives:

- Create a village atmosphere that is conducive to safe, comfortable and accessible transit ridership as part of the creation of a transit oriented community development.
- Provide all-season weather protection for bus passenger pick-up, as well as kiss 'n ride users.
- Create a neighbourhood element that relates to surrounding uses and components with respect to materials and scale.

Landscaping and Built Form:

- The Transit Shelters will be located along the south side of Pleasant Road (Commuter Dr.) in the core of the transit hub, with direct access from the Mount Pleasant GO Station, the Civic Square, the library and elementary school blocks and live-work units.
- It will be integrated with the landscape treatment along the south side of Pleasant Road (Commuter Dr.), adjacent to the rail tracks and the feature wall, as part of the streetscape character.
- Materials and design style will be complementary to other structures within the core area including the historic CPR station, the feature wall, the clock tower and the GO Transit pedestrian entrances.
- Bench seating, waste receptacles and bike racks will be integrated into the design and layout.
- It will incorporate transit related components such as fare readers, passenger info, scheduling, map directory, etc.
- The structure will predominantly comprise brick, steel and glass elements consistent with the material palette found throughout the Village core.
- The shelters will be suitably lit for easy visibility at night.
- Sufficient decorative paved area in front of the transit shelters should be provided to accomodate high volumes of pedestrian traffic at peak hours.
- Floral displays shall be integrated with the landscape treatment to reflect the City of Brampton's 'Flower City' strategy.

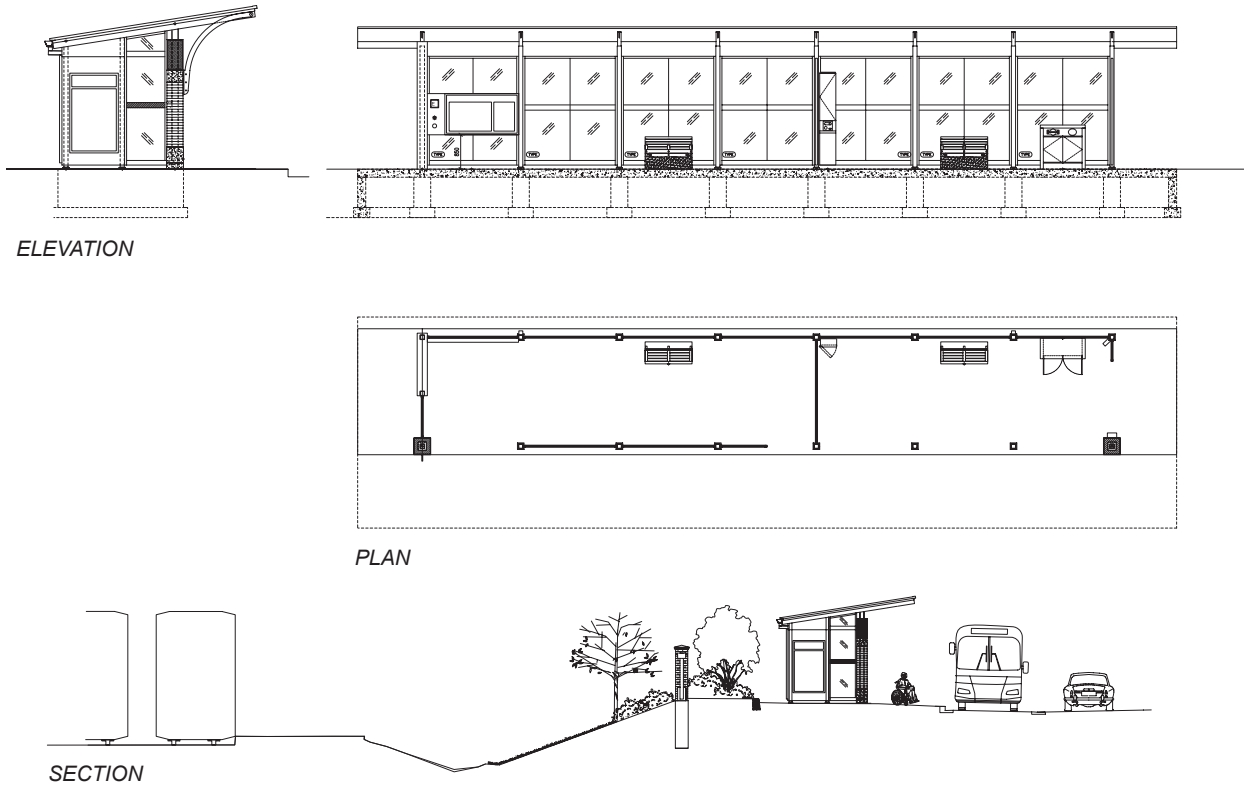


Figure 2.6.3 - Proposed bus transit shelter design

Chapter 2.0 OPEN SPACE GUIDELINES

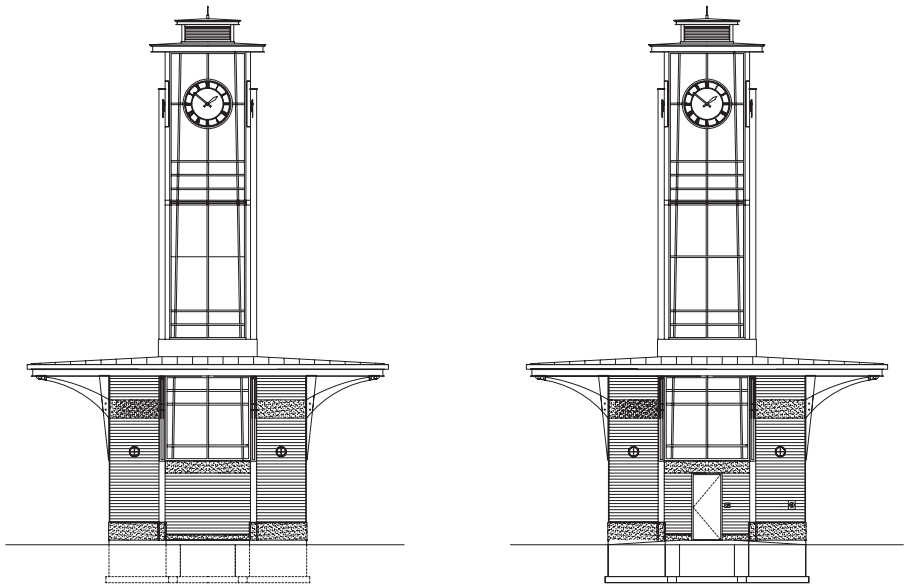
2.6.4 CLOCK TOWER (PLEASANT ROAD)

Objectives:

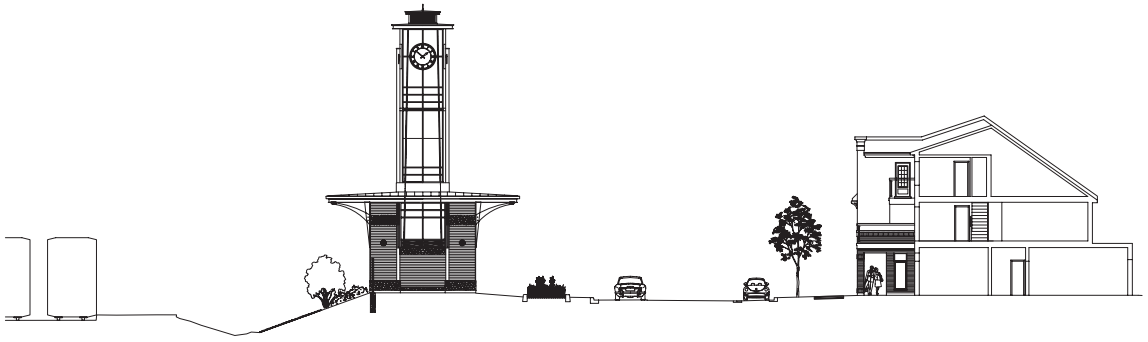
- Establish a symbolic landmark for the Village that is centrally located and noticeable from both sides of the rail tracks.
- Create a focal element that relates to surrounding uses and components with respect to materials and scale.
- Create a theme (“time”) that relates to the scheduling operation of GO Transit / Brampton Transit and its relevance to the act of commuting.
- Integrate restroom facilities for transit workers.

Landscaping and Built Form:

- The Clock Tower will be located at the terminus of Street L (Sidford Rd.) along Pleasant Road (Commuter Dr.) in the core of the transit hub, with direct access from the Civic Square and live-work units across the street.
- It will be integrated with the landscape treatment along the south side of Pleasant Road (Commuter Dr.), adjacent to the rail tracks and the feature wall, as part of the streetscape character.
- Materials and design style will be complementary to other structures within the core area including the historic CPR station, the feature wall, transit shelters and the GO Transit pedestrian entrances.
- The structure will predominantly comprise brick and steel elements consistent with the material palette found throughout the Village core.
- Sufficient decorative paved area in front of the clock tower should be provided to accomodate high volumes of pedestrian traffic at peak hours.
- Floral displays shall be integrated with the landscape treatment to reflect the City of Brampton’s ‘Flower City’ strategy.



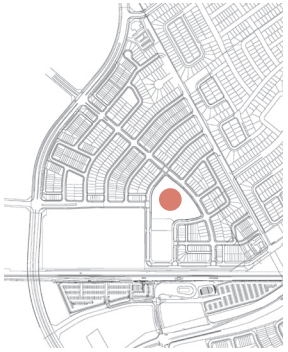
ELEVATION



SECTION

Figure 2.6.4 - Proposed clock tower design and street section

Chapter 2.0 OPEN SPACE GUIDELINES



2.7 ELEMENTARY SCHOOL

Objectives:

- Provide a school for residents that is walkable from all areas within Mount Pleasant Village.
- Introduce an alternative urban form school that is compact in form and street related.
- Orient and design the building to serve as an important view terminus for the Spine Road (Ganton Hts.) and The Promenade (Bleasdale Ave.).
- Consider alternative programming that can be satisfied by a compact building and site.
- Create a strong relationship with the potential adjoining library with respect to programming and architectural style.

Landscaping and Built Form:

- The main entry to the school should be oriented to the approach of The Promenade (Bleasdale Ave.) and designed with materials that reflect this importance.
- Materials used for the school should be high quality and compatible with the prevailing architectural theme for the Village.
- Associated with the main entry will be upgraded landscape planting (trees, shrubs, decorative paving, seating, etc.) that will reinforce the main entry and highlight it as a view terminus.
- Opportunities for outdoor activity space shall be considered.
- School parking on site will be minimized to allow more buildable area and opportunities for play. Additional parking demand will be met by on-street and lay-by parking along the adjacent streets.
- The parking should be buffered from the street with trees and shrubs in order to create continuity to the streetscape treatment.
- Minimize the set-back of the building from the street to create an urban form, make a strong connection with the Village core, including the Civic Square and cultural amenity facility, and maximize buildable area.

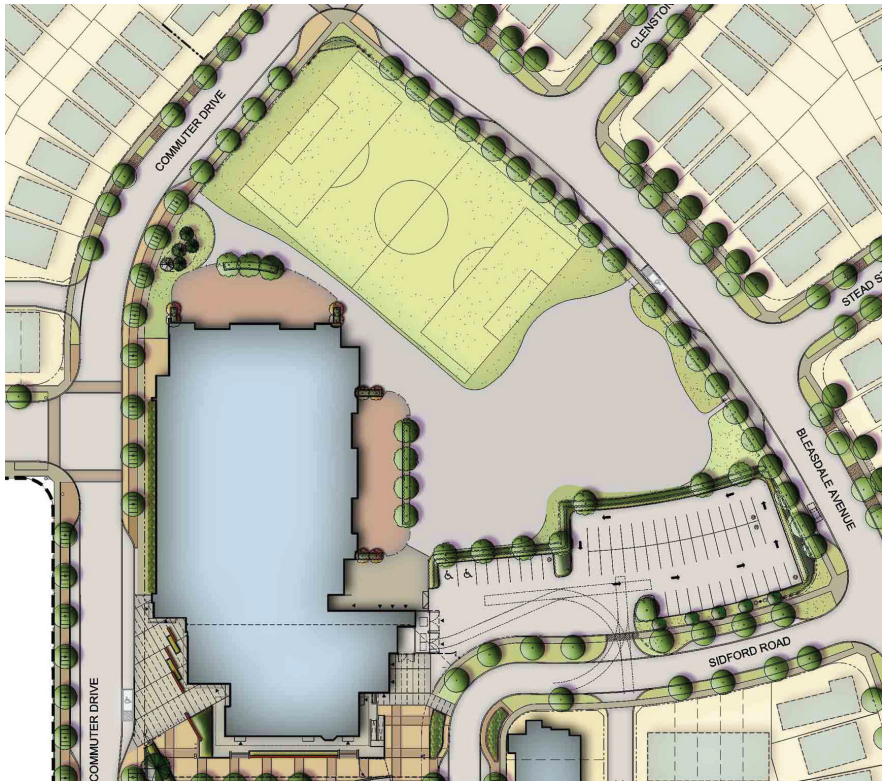


Figure 2.7 - Conceptual plan of proposed school block

Chapter 2.0 OPEN SPACE GUIDELINES

2.8 CULTURAL AMENITY FACILITY

Objectives:

- Provide a cultural amenity facility for residents and the surrounding community that is walkable from all areas within Mount Pleasant Village.
- Contribute to the Village core and help define it as the central civic hub for the Mount Pleasant Community.
- Consider multiple storeys for a more efficient use of a compact site.
- Integrate and reassemble the historic CPR Station as an entry and forecourt for the cultural amenity facility facing the Civic Square.
- Orient and design the building to serve as an important view terminus for the Spine Road (Ganton Hts.).
- Integrate with the Civic Square to create an interconnected public amenity area.
- Create a strong relationship with the adjoining school with respect to programming and architectural style.

Landscaping and Built Form:

- The main entry to the cultural amenity facility should be oriented to the terminus of the Spine Road and adjacent street.
- Design and utilize materials that will reflect the cultural amenity facility's importance as an important civic building for the community.
- Materials used for the cultural amenity facility should be high quality and compatible with the prevailing architectural theme for the Village.
- Associated with the main entry will be upgraded landscape planting (trees, shrubs, decorative paving, seating, etc.) that will reinforce the main entry and highlight it as a view terminus.
- Staff parking on site will be minimized to allow more buildable area and opportunities for connection with the Civic Square. Additional parking demand will be met by on-street and lay-by parking along the adjacent streets.
- Any parking should be buffered from the street with trees and shrubs in order to create continuity to the streetscape treatment and not detract from the architectural style or views to and from the Civic Square.
- Minimize the set-back of the building from the street to create an urban form, make a strong connection with the village core, including the Civic Square and school building, and maximize buildable area.

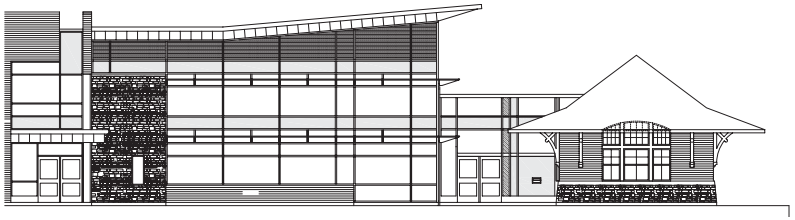


Figure 2.8a - Conceptual elevation of CPR Station integrated with new cultural amenity facility structure (MCA)

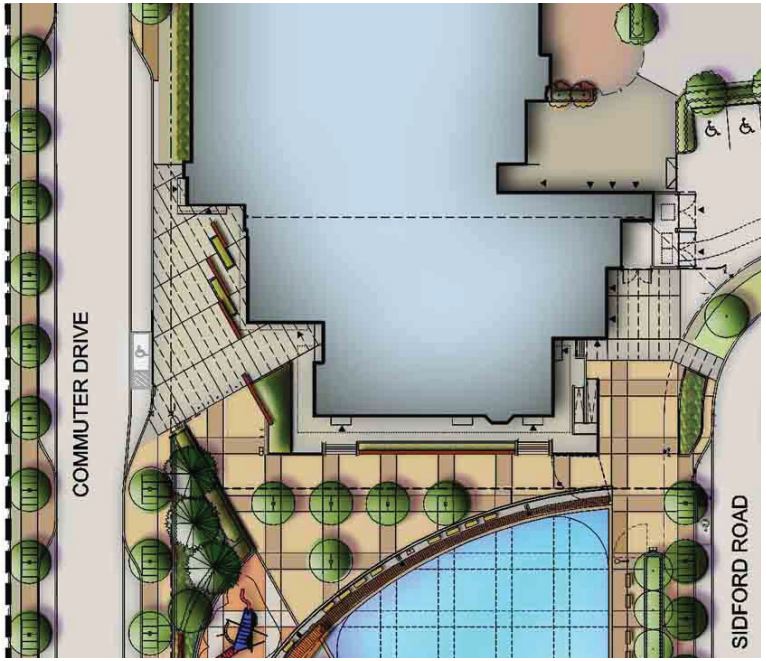


Figure 2.8b - Conceptual plan of cultural amenity facility block integrated with Civic Square

Image 2.8 - Photo of historic CPR Station to be reassembled for cultural amenity facility interface with Civic Square

Chapter 2.0 OPEN SPACE GUIDELINES

2.9 STREET HIERARCHY

INTRODUCTION

The character of Mount Pleasant Village will largely be defined through its streetscape design, layout and hierarchy. The street network will be comprised of a minor arterial road, James Potter Road, a major collector road, the Spine Road (Ganton Hts.), a minor collector road, The Promenade (Bleasdale Ave.), and Local Character Streets, including Pleasant Rd. (Commuter Dr.) and Old Creditview Road. These streets will be well integrated with the local street fabric to form blocks laid out in a modified grid pattern to encourage walking, neighbourhood accessibility and efficient public transit strategies.

Four modes of transportation will be accomodated within the street framework of the village, including walking, cycling, public transit and driving. Emphasis will be on creating vibrant, walkable streets, safe and convenient cycling opportunities, with either multi-use paths, on-street bike lanes or bike-friendly curb lanes, and extensive bus transit connections.

Objectives:

- Provide pedestrian friendly and attractive streets to encourage walking.
- Define and reflect the character of the village through streetscape elements, in tandem with the built-form and uses.
- Accomodate multiple modes of transportation, including walking, cycling, public transit (buses), and driving.
- A coherent network of streets to provide convenient and efficient use and establish a logical community structure.
- Optimize terminating views onto important neighbourhood features such as the Civic Square, library, school, the GO Transit pedestrian gateways and clock tower.
- Consider celebrating the history of the site through interpretive plaquing opportunities within the Civic Square, parks, civic buildings, gateways, etc.

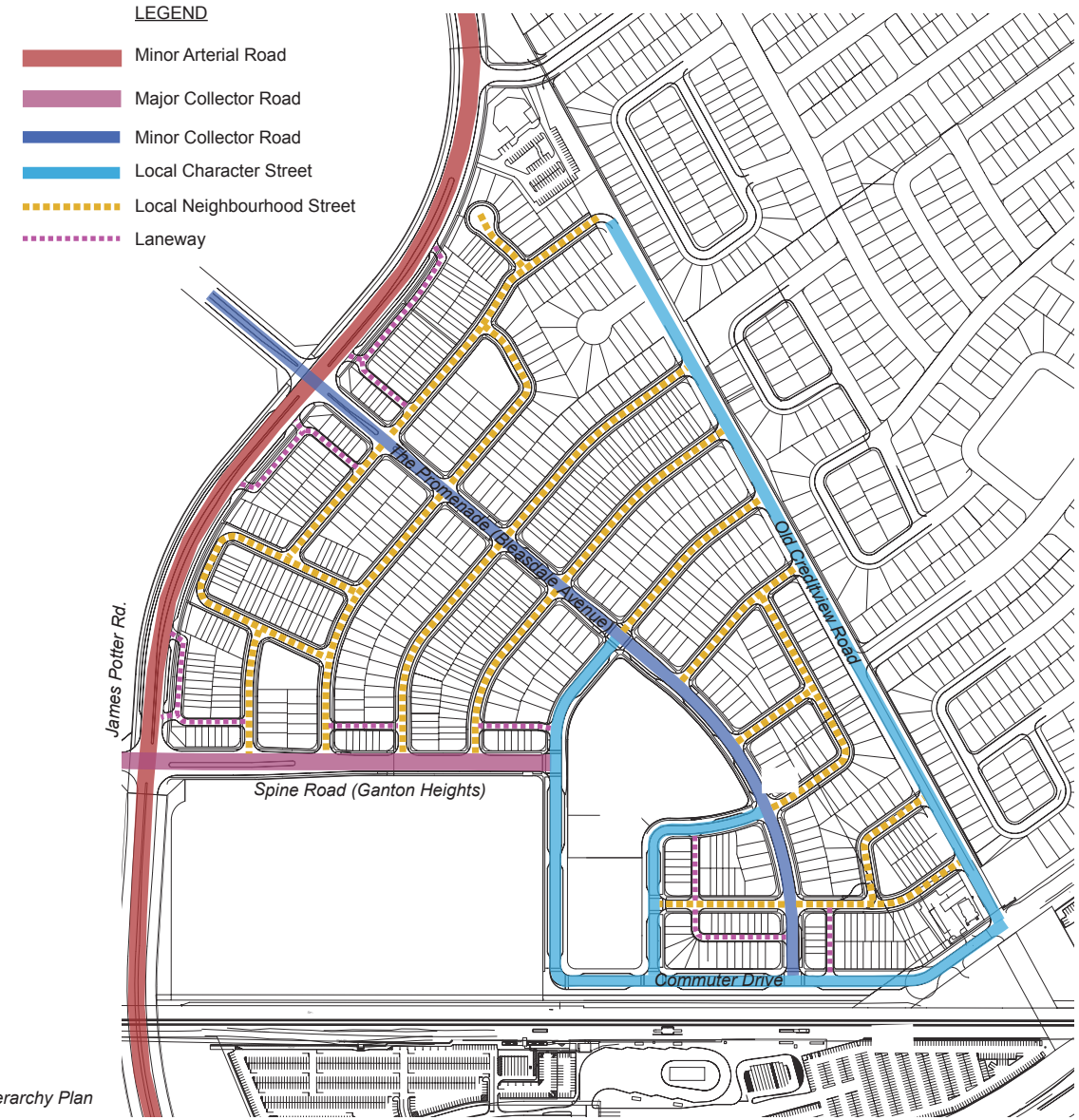


Figure 2.9 - Street Hierarchy Plan

Chapter 2.0 OPEN SPACE GUIDELINES

2.9.1 CIRCULATION

Critical to the effectiveness of Mount Pleasant Village as a transit-oriented development is the successful integration of the 4 modes of transportation - pedestrian, cycling, public transit and private vehicles. The modified grid pattern provides a framework for the development of the street sections which respond to these various uses. Principally, the overall street network provides direct, safe and efficient pedestrian connections throughout the entire Village. Interconnected with these pedestrian routes are the proposed cycling and transit linkages.

The cycling connections are categorized by 2 types - 3.0m multi-use asphalt trail and on-street bike lanes. The multi-use path will be located along the north-west side of James Potter Road and will cross at the Spine Road (Ganton Hts.) intersection, where it then enters the Village within the Open Space Block and through the Mixed-Use Block. The intention of the path is to accomodate cyclists, pedestrians, joggers and in-line skaters.

The on-street bike lanes are located along The Promenade (Bleasdale Ave.), extending from James Potter Road (and the multi-use path) to Pleasant Road (Commuter Dr.). Combined, both the multi-use path and the on-street bike lanes enable direct connections to the Village core and the GO Station from throughout the Mount Pleasant Community.

Transit or bus connections for Mount Pleasant Village is expected to be served by 3 designated routes - Mount Pleasant Route, Creditview Route and Creditview / Mount Pleasant Village Route. The Mount Pleasant Route runs along the Spine Road (Ganton Hts.) and circles the Civic Square / School Block, with direct connections to the GO Station drop-off. The Creditview / Mount Pleasant Village Route enters the Village along The Promenade (Bleasdale Ave.), turns south towards the GO Station along Street D (Commuter Dr.) and returns towards James Potter Road. The Creditview Route follows James Potter Road and connects with the two other routes at the Spine Road (Ganton Hts.) and the Promenade (Bleasdale Ave.) intersections.

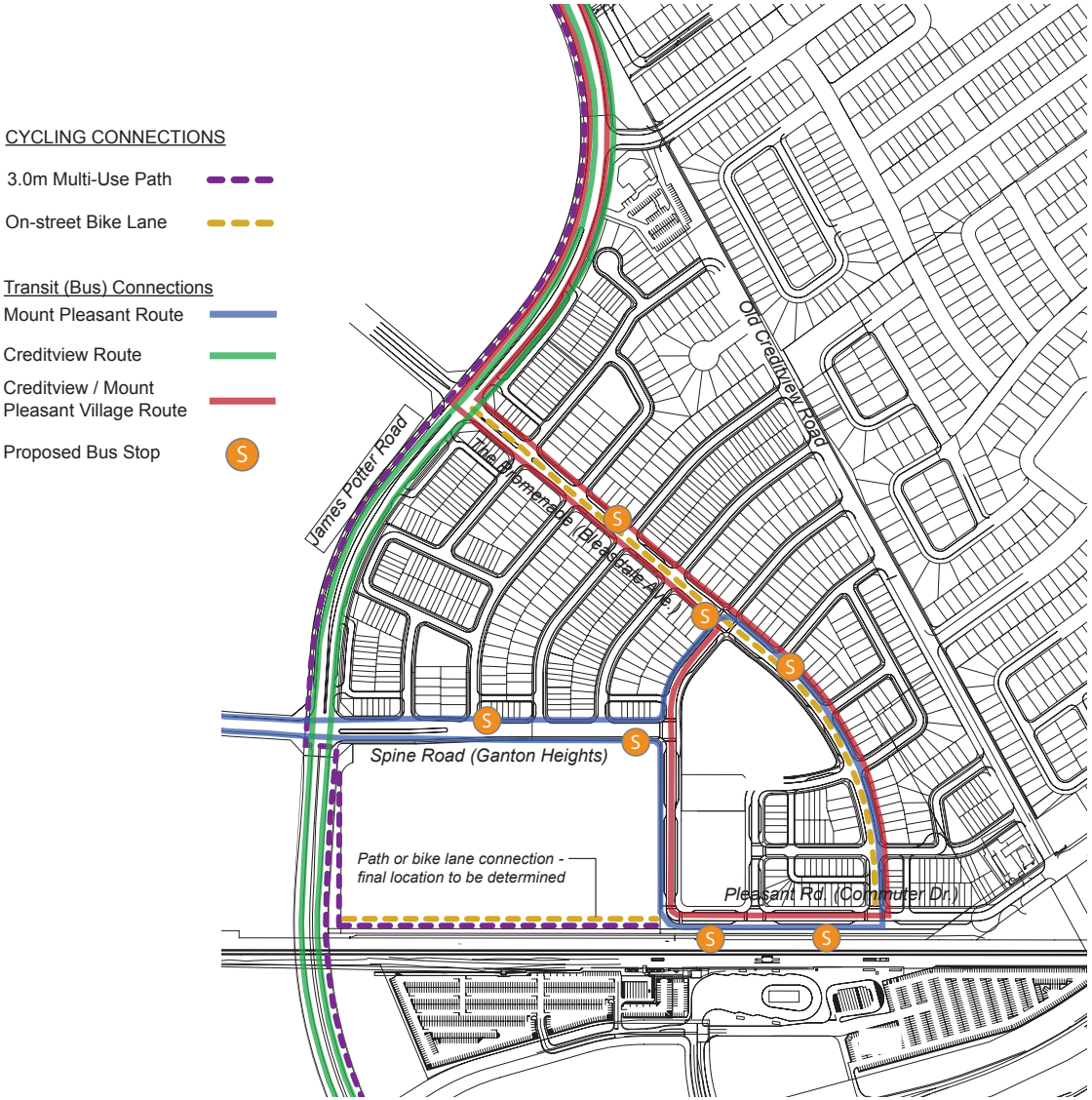


Figure 2.9.1a - Proposed Circulation Plan

Chapter 2.0 OPEN SPACE GUIDELINES

2.9.2 THE SPINE ROAD (GANTON HEIGHTS)

Objectives:

- Create a symbolic avenue, linking community wide nodes, neighbourhoods and significant green spaces to the Mount Pleasant Village and transit hub.
- Integrate safe and efficient movement of pedestrians, transit services, cyclists and vehicular traffic.
- Create a gateway street with enhanced landscape and streetscape treatment.

The Spine Road (Ganton Hts.) is the symbolic community avenue linking nodes, neighbourhoods and significant green spaces to the Mount Pleasant Village and GO Station.

Streetscape and Layout:

- Within the Village, built form will be consistent throughout both street zones; defined by mixed density development and enhanced urban landscape features.
- A single row of regularly spaced canopy trees will be provided along both sides of the street.
- The City's 'Flower City' strategy should be implemented along The Spine Road at the gateway, within the landscaped median and with hanging flower baskets attached to light standards.
- Decorative light standards shall reflect or compliment an industrial, railway theme and utilize the Brampton approved standard luminaire.
- Decorative paving should be integrated at major intersections to define pedestrian crosswalks, serve as traffic calming features, and add visual interest to the street.
- Street furniture should be consistent with the GO Transit entrance gateways and Civic Square features.
- Utilities should be located strategically to minimize negative visual effects.
- The planted island median will consist of a combination of hardscape and softscape features (i.e. decorative paving, groundcover and a row of regularly spaced canopy trees).
- Built form will be characterized primarily by lane based townhouses with some flankage single detached units and townhouses.
- Bus stops will be situated along the Spine Road (Ganton Hts.) towards James Potter Rd. and Street D (Commuter Dr.).

Right-of-Way:
(Note: ROW's proposed are considered non-standard)
Street Zone A (Section A-A - extension of the gateway):
Right-of-way: 30.0m
Planted island median: 4.0m
Roadway: 21.5m (2 thru-lanes in each direction, left turn lane at James Potter intersection)
Boulevard: 4.0m
Grass boulevard: 2.25m
Sidewalk: 1.5m on both sides
Parking: on-street during off-peak periods

Street Zone B (Section B-B - towards the Village core)
Right-of-Way: 23.0m
Roadway: 14.5m (2 thru-lanes in each direction)
Boulevard: 4.0m
Grass boulevard: 2.25m
Sidewalk: 1.5m on both sides

Figure 2.9.2b - The Spine Road (Ganton Hts.) layout at James Potter Rd. intersection

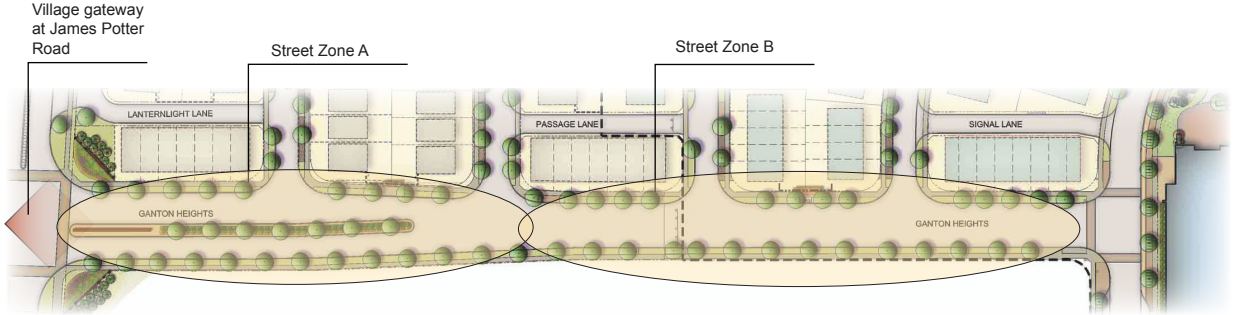
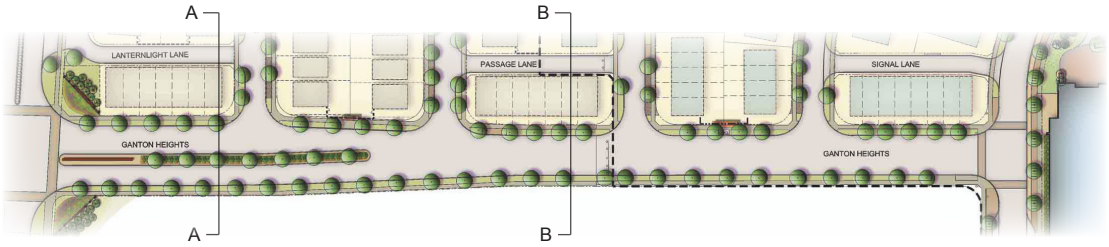


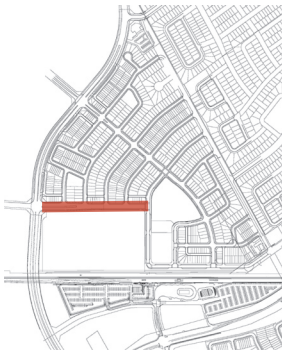
Figure 2.9.2b - Street zones within The Spine Road (Ganton Hts.)

Chapter 2.0 OPEN SPACE GUIDELINES

2.9.2 THE SPINE ROAD

Note:
ROW's proposed are considered non-standard





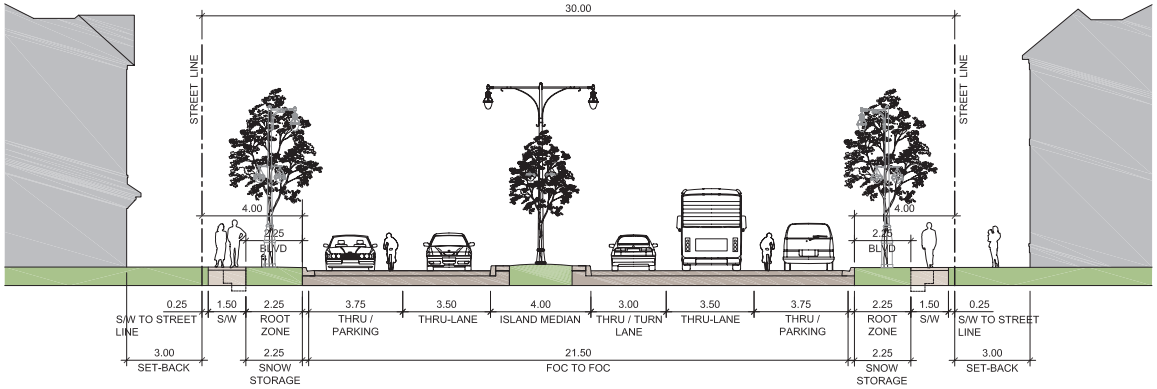


Figure 2.9.2c - Spine Road (Ganton Hts.) Cross-Section A-A (30.0m ROW, 5 lanes w/ transit / parking wide curb lanes)

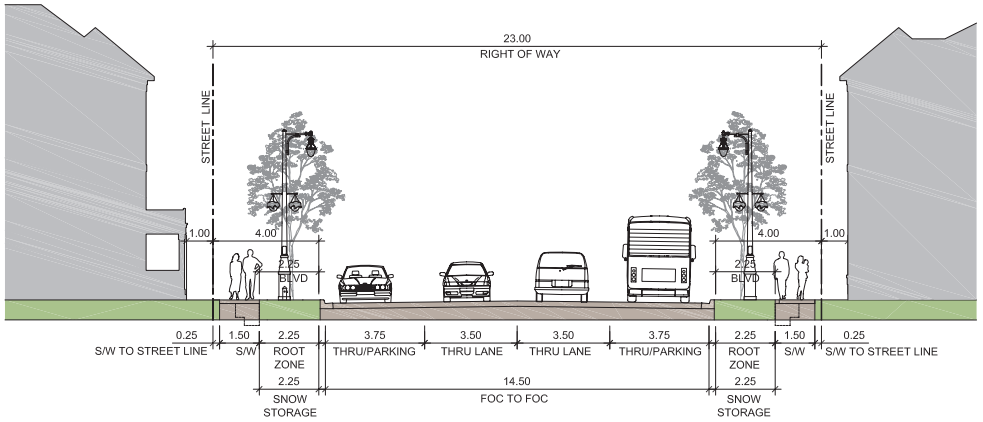


Figure 2.9.2d - Spine Road (Ganton Hts.) Cross-Section B-B (23.0m ROW, 4 lanes w/ transit / parking wide curb lanes)

Chapter 2.0 OPEN SPACE GUIDELINES

2.9.3 PLEASANT ROAD (COMMUTER DRIVE)

Objectives:

- Create a logical inviting interface between the GO Transit station and the Village by providing an east-west character street that runs parallel to the rail tracks on the north side.
- Incorporate a number of unique features that give the Village an inviting sense of urban identity through its streetscape treatment and built form.
- Provide pick-up / drop-off opportunities for bus transit and GO train users.
- Accomodate potential meter parking for retail customers, Civic Square users and residential visitors.
- Establish a green corridor along the track setback.

Pleasant Road (Commuter Dr.) consists of two distinct street interfaces:

- The north interface where live-work units (local retail/office use) and the Civic Square are of significance; and
- The track interface (south portion) where the feature wall, two GO Transit gateway features, a clock tower, transit shelters and bus layby and drop-off facilities are accommodated.

Streetscape and Layout (North Interface):

- The portion of the street adjacent to the Civic Square, GO Transit gateways and the live-work units will be asphalt with decorative paved crosswalks to create a sense of character and signify the importance of the core uses within the context of the Village and broader community.
- Utilities shall be strategically located to minimize visual impacts and barriers to pedestrian flow.
- A regularly spaced row of canopy trees will be provided along the street line, either within a grass boulevard or a hard surface treatment, depending on location and adjacent use.
- Unit pavers over continuous soil trench with trees in precast concrete grates will be installed on the north side between the GO Transit gateway features in order to enhance the urban character of the street, increase the pedestrian realm and facilitate on-street parking.
- Street furniture such as benches, street lights, waste receptacles, signage and flower baskets should be complementary to a railway, industrial theme to reflect the proposed structures of the transit hub. This may include components such as black coloured steel, simple lines, minimal ornamentation and robust, sturdy forms.

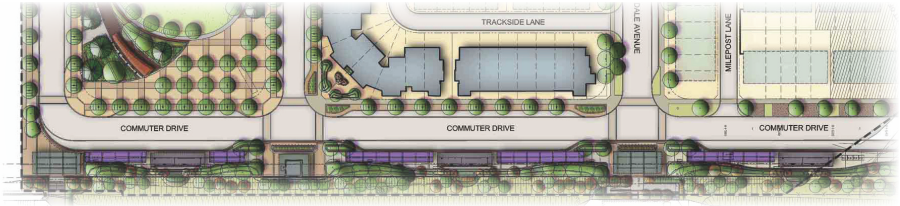
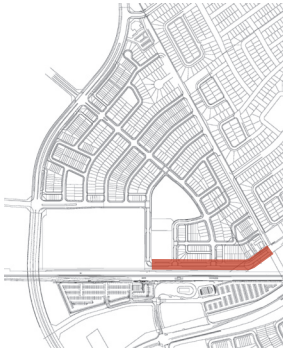


Figure 2.9.3a - Pleasant Road (Commuter Drive)



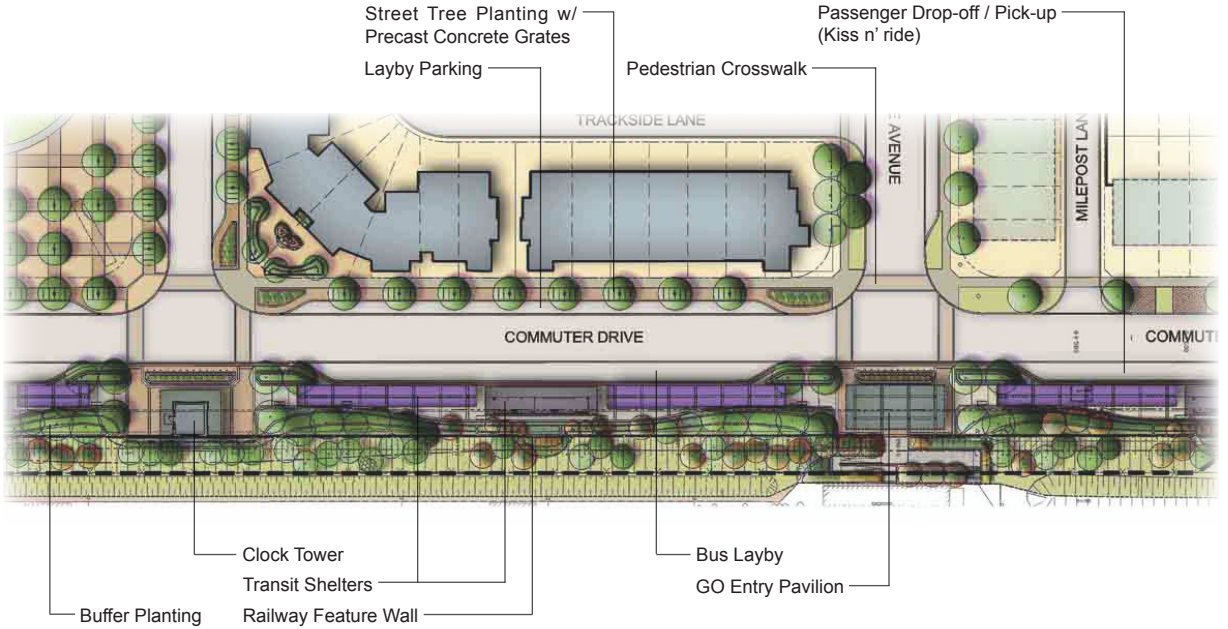


Image 2.9.3b - Examples of streetscape elements

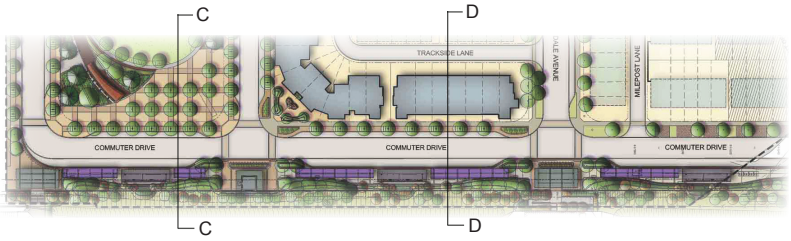
Chapter 2.0 OPEN SPACE GUIDELINES

2.9.3 PLEASANT ROAD (COMMUTER DR.)

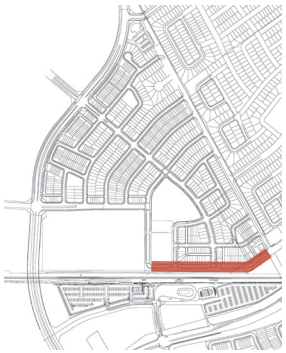
- Built-form fronting onto the north side of Pleasant Road (Commuter Dr.) will include live-work units and multi-storey residential units, along with the Civic Square.
- Setbacks shall be minimized to help integrate the built form with the street and achieve a comfortable pedestrian scale.
- A continuous street facade shall be created through a variety of architectural features such as canopies and window detailing to enhance visual interest and street cohesiveness.
- Height and massing of buildings should be sensitive to the pedestrian realm in order to reinforce a comfortable and safe walking experience.

Streetscape and Layout (Track Interface):
To reinforce the Village's relationship to the GO rail line, many visual and physical connections will be integrated through the track interface portion of Pleasant Road (Commuter Dr.).

- A single row of regularly spaced street trees shall be provided along the boulevard between the curb and sidewalk on the north side and a more informal grouping of trees and shrubs should be planted within the buffer zone.
- The sidewalk will increase in width along the bus stop / layby portion of the street, and shall be integrated with decorative paving at entrances to the pedestrian tunnels to accomodate increased use.
- The City's 'Flower City' strategy shall be incorporated into the landscape planting design at key areas, including the Civic Square interface, the tunnel gateway features and hanging flower baskets mounted to street lights.
- The feature wall shall be integrated into the streetscape and provide the south edge to Pleasant Road.



Right-of-Way:
(Note: ROW proposed is considered non-standard)
Section C-C / D-D
Right-of-way: 24.0m
Roadway: 14.5m (1 lane in each direction, bus pick-up/drop-off lane on south side, layby parking on north side) / 11.5m (1 lane in each direction, layby parking on north side)
Parking: designated lay-by parking on north side and portion of south side
Boulevard: 5.0m boulevard on the south side / 4.0m on north side
Sidewalk: varies on south side / 1.8m on north side



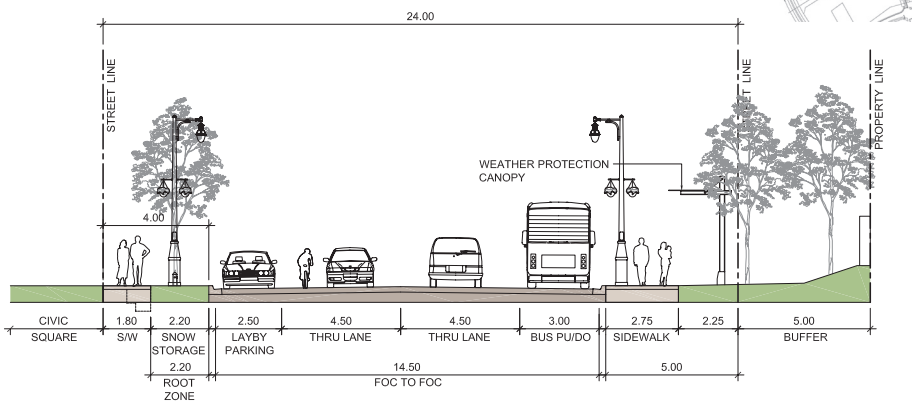


Figure 2.9.3c - Pleasant Road (Commuter Dr.) Cross-Section C-C (24.0 ROW, 2 lanes with bay parking and bus PU/DO)

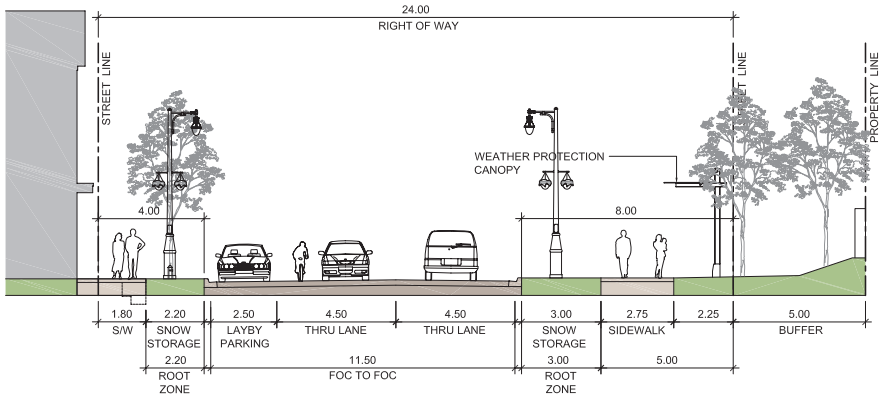


Figure 2.9.3c - Pleasant Road (Commuter Dr.) Cross-Section D-D (24.0 ROW, 2 lanes with bay parking)

Chapter 2.0 OPEN SPACE GUIDELINES

2.9.4 THE PROMENADE (BLEASDALE AVE.)

Objectives:

- Major north-south connector linking the Village with the community's natural heritage and facilities to the north.
- Integrate safe and efficient movement of pedestrians, transit services, cyclists and vehicular traffic.
- Create a gateway street with enhanced landscape and streetscape treatment.

Streetscape and Layout:

- Built form shall be defined by mixed-density development and enhanced urban landscape features.
- A single row of regularly spaced canopy trees will be provided along both sides of the street.
- Decorative light standards shall reflect or compliment an industrial, railway theme. Options to integrate alternating street and pedestrian light standards should be considered.
- Decorative paving should be used at intersections to define pedestrian crosswalks, serve as traffic calming and add character to the street.
- The planted island median will consist of a combination of hardscape and softscape features (i.e. decorative paving, shrubs/grasses, floral displays and potentially street trees).
- Adjacent built form to comprise primarily front-loaded single detached with a mix of flankage single detached / townhouses and lane-based townhouses.
- Layby parking to be located at school block and townhouse flankage condition.

Right-of-Way:
(Note: ROW's proposed are considered non-standard)
Section E-E (extension of the gateway):
Right-of-way: 26.5m
Planted island median: 4.0m / tapered
Roadway: 16.0m - single lane in each direction, on-street bike lane both sides, left turning lane at James Potter Rd.
Boulevards: 5.0m
Grass boulevard: 2.0m
Sidewalk: 1.5m on both sides

Figure 2.9.4a - The Promenade (Bleasdale Ave.)

Section F1-F1:
Right-of-way: 23.0m
Roadway: 15.5m - single lane in each direction, on-street bike lane both sides, layby parking both sides
Boulevards: 3.5m
Grass boulevard: 1.5m between sidewalk and property line
Sidewalk: 1.5m + 0.5m kill strip (both sides)

Section F2-F2:
Right-of-way: 23.0m
Roadway: 10.5m - single lane in each direction, on-street bike lane both sides
Boulevards: 6.0m
Grass boulevard: 3.0m between curb and sidewalk, 1.5m between sidewalk and property line
Sidewalk: 1.5m on both sides

Section G-G:
Right-of-way: 23.0m
Roadway: 13.0m - single lane in each direction, on-street bike lane on both sides, layby parking on one side
Boulevards: 6.0m on one side, 3.5m on side of layby parking
Grass boulevard: 3.0m between curb and sidewalk / 1.5m between sidewalk and property line on one side, 1.5m between sidewalk and property line on side if layby parking.
Sidewalk: 1.5m on one side, 1.5m with 0.5m kill strip on side of layby parking

Figure 2.9.4b - The Promenade (Bleasdale Ave.) at James Potter Road

Chapter 2.0 OPEN SPACE GUIDELINES

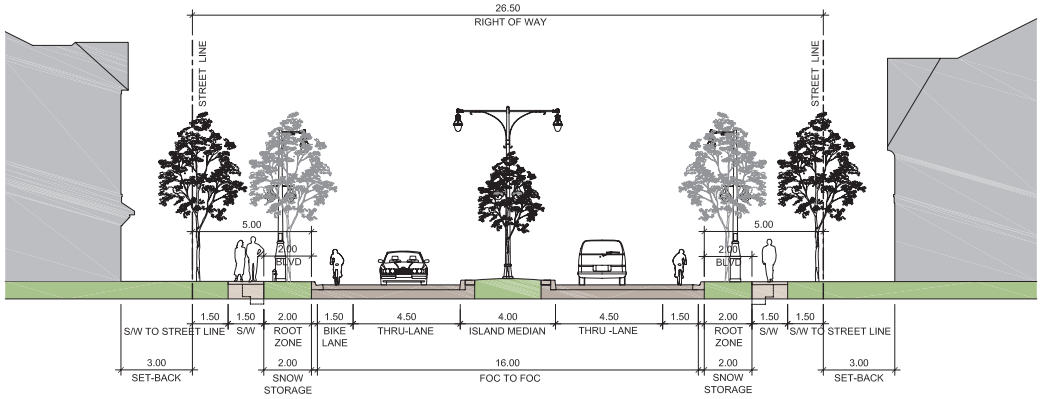


Figure 2.9.4c - The Promenade (Bleasdale Ave.) Cross-Section E-E (26.5m ROW, 4 lanes with median)

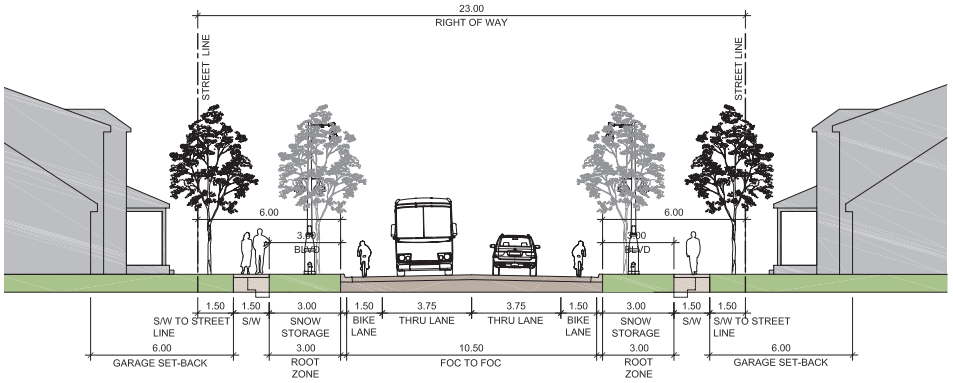


Figure 2.9.4d - The Promenade (Bleasdale Ave.) Cross-Section F-F (23.0m ROW, 2 transit and designated bike lanes)

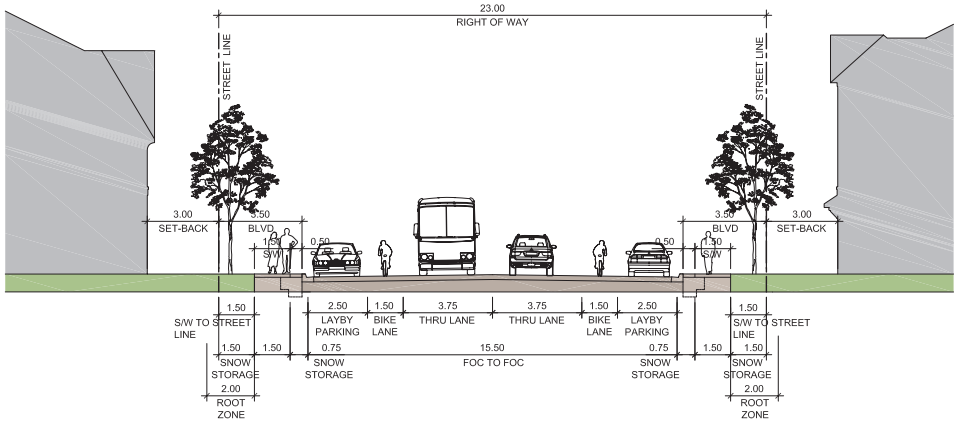
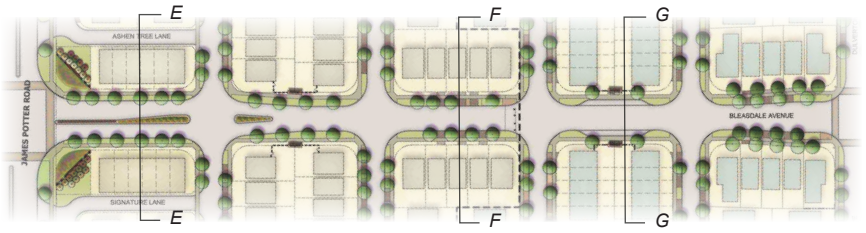


Figure 2.9.4e - The Promenade (Bleasdale Ave.) Cross-Section G-G (23.0m ROW, 2 transit and designated bike lanes with layby parking on both sides)



Chapter 2.0 OPEN SPACE GUIDELINES

2.9.5 JAMES POTTER ROAD

Objectives:

- Provide an attractive, pedestrian and cycling friendly minor arterial road along the north/north-west perimeter of Mount Pleasant Village.
- Maintain connections for all forms of transportation, providing means for pedestrians, cyclists, public transit and automobiles.
- Redefine the character of a major collector in a more urban context and scale through enhanced streetscape treatment.

Streetscape and Layout:

- Enhanced landscape treatment and decorative paved crosswalks should be integrated at the intersection with The Spine Road (Ganton Hts.) and The Promenade (Bleasdale Ave.) to increase the level of safety and comfort for pedestrians and cyclists.
- A multi-use recreation path shall be integrated into the boulevard along the north side of the street east of the Spine Road (Ganton Hts.) and south side of the street west of the Spine Road to allow for various recreational activities (cycling, jogging, in-line skating). It also serves to provide a more vibrant, active streetscape beyond just vehicular traffic.
- Breaks in the built form provide opportunities to bring village gateway features to the edge of the sidewalk for improved recognition and way-finding.
- Create wide treed boulevards (double row of trees on the south side and single row on the north) to provide shade, reduce the scale of the travelled roadway, buffer pedestrians and enhance the pedestrian realm.
- Establish as a major collector road with 2 lane traffic in either direction.
- Lay-by parking may be provided on both sides of the road to accomodate visitor parking requirements, reduce the perceived scale of the street and provide traffic calming.
- Higher density residential development primarily consisting of front-loaded townhouse on slip-off lane with some flankage condition shall be located adjacent to James Potter Road.

Right-of-Way:
(Note: ROW proposed is considered non-standard)
Section H-H:
Right-of-way: 36.0m
Roadway: 24.5m - 2 lanes in each direction, layby parking on both sides
Planted Island Median: 5.0m
Boulevard: 5.5m
Grass boulevard: 2.5m on side of multi-use path, on opposite side 2.75m between curb and sidewalk and 1.25m between sidewalk and property line
Sidewalk: as part of 3.0m multi-use path on one side, 1.5m on other side

Chapter 2.0 OPEN SPACE GUIDELINES

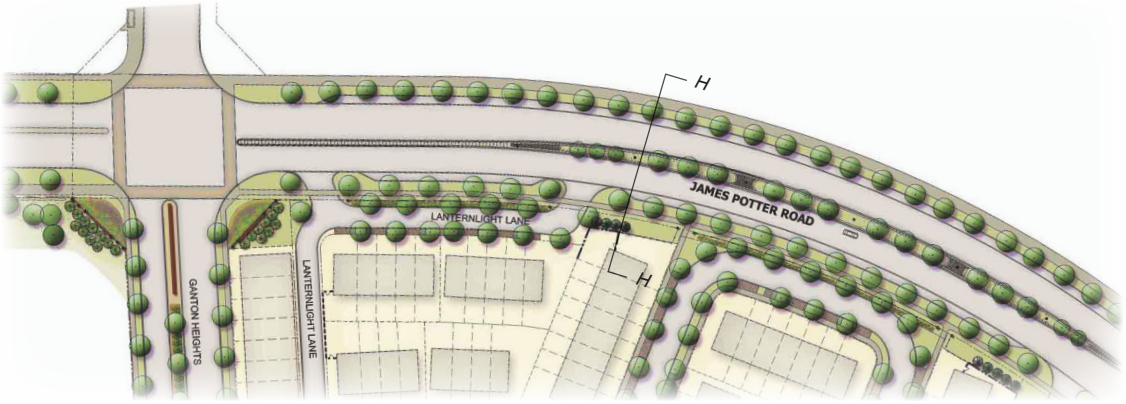


Figure 2.9.5a - James Potter Road with Landscaped Island Median

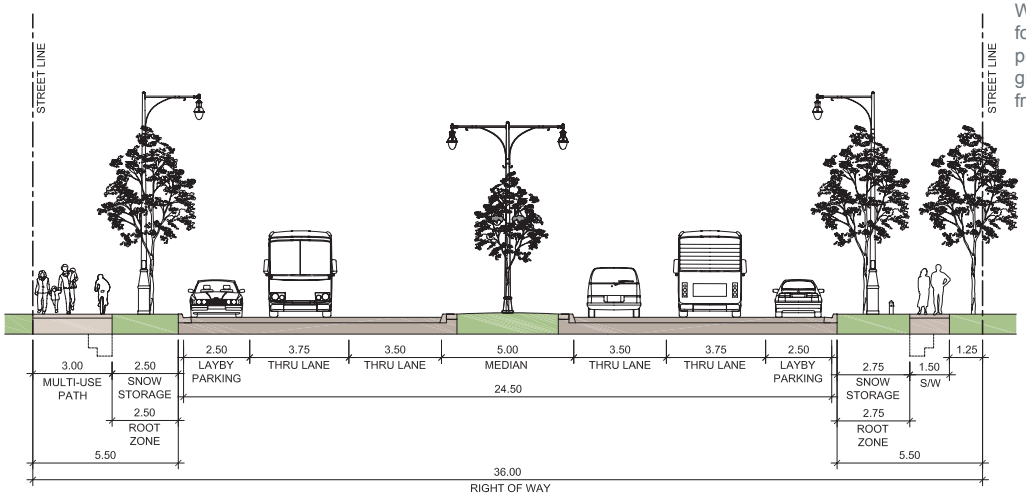
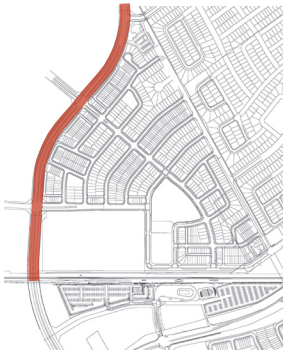
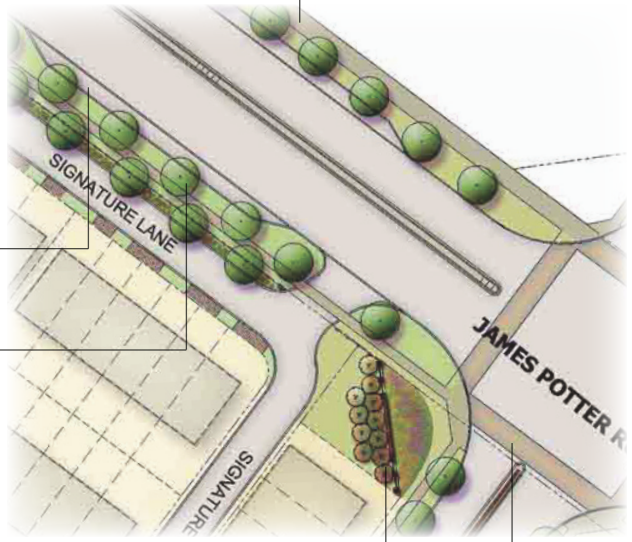


Figure 2.9.5b - James Potter Road Cross-Section H-H (36.0m ROW, 4 lanes with layby parking on both sides)





Multi-use recreation path

Lay-by parking to accommodate visitor parking requirements

Wide grass boulevards for street tree planting, promotes long term tree growth and provides buffer from vehicular traffic

Gateway features are visible to both pedestrians and vehicles

Decorative paving at intersections to enhance safety by delineating pedestrian crosswalks

Figure 2.9.5c- James Potter Road at the Spine Road

Chapter 2.0 OPEN SPACE GUIDELINES

2.9.6 OLD CREDITVIEW ROAD

Objectives:

- Maintain quiet minor north-south connection that forms the east boundary of Mount Pleasant Village.
- Bridge Mount Pleasant Village with the adjacent Fletcher's Meadow community.
- Connect to Pleasant Road (Commuter Dr.) and the core area.
- Retain and enhance the character of a scenic rural drive

Streetscape and Layout:

- The road should be maintained as a rural cross-section with swales and no curb faces.
- All adjacent residential development shall be front loaded with rear or side yards flanking the road with attractive, sturdy privacy fencing along the property line.
- Consideration shall be given to an upgraded facade treatment for rear and side flanking elevations facing the road.
- The west boulevard will include street trees and shrub planting consisting of native species located at the base of the proposed rear lot fencing.
- Street trees should consist of Sugar Maple (Acer Saccharum), planted 6-8m o.c., as a gesture to the roads previous agrarian character.
- Existing trees and buffer planting characterize the boulevard along the east side of the road, as part of the Fletcher's Meadow development, including the retention of remnant Sugar Maple's. This buffer planting will be retained in its current state.

Image 2.9.6a - Existing road character and treatment

Image 2.9.6b - Remnant Sugar Maple's

Image 2.9.6c - Existing buffer planting along east boulevard

- A concrete sidewalk will be located along the entire east boulevard, replacing the partial segment of asphalt walkway that is currently in place.

Right-of-Way:
(Note: ROW proposed is considered non-standard)
Section I-I:
Right-of-way: 20.0m
Roadway: 7.0m (single lane in each direction)
Parking: no parking
Boulevards: ditch drainage and planted buffer
Sidewalk: 1.2m along the east side

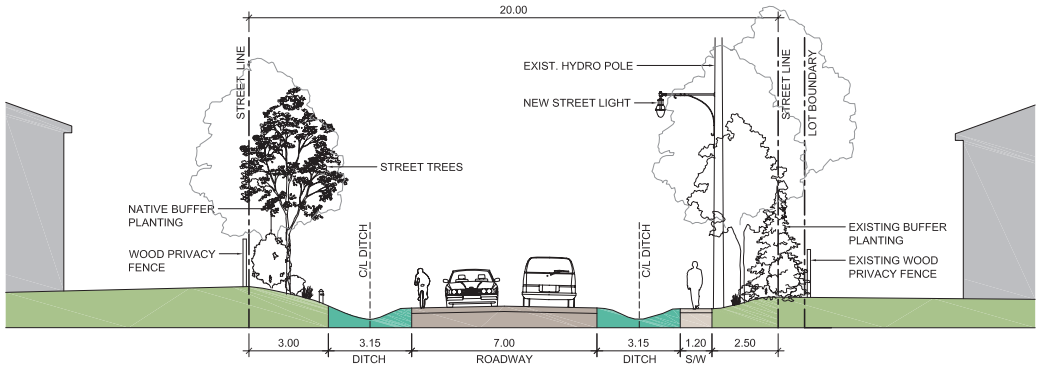


Figure 2.9.6a- Old Creditview Road Cross-Section I-I (20.0m ROW, buffer planting, 2 lanes with drainage ditches on both sides)

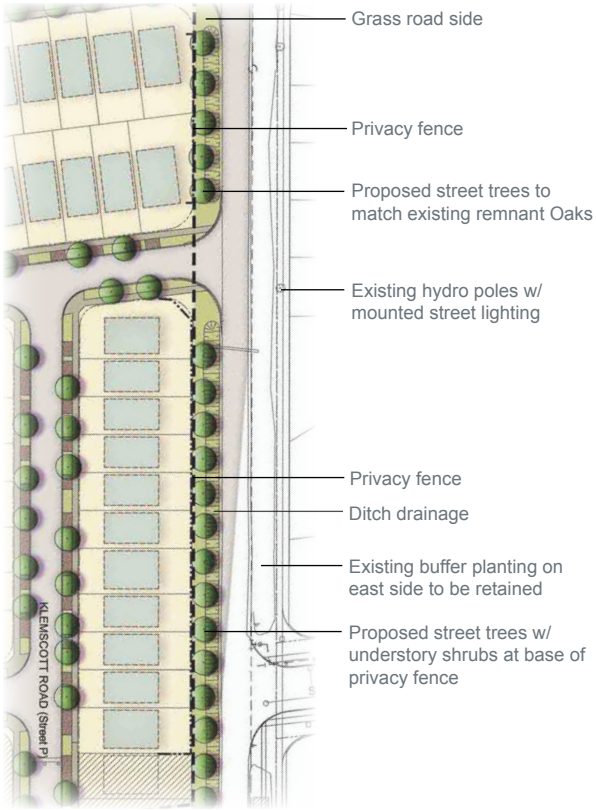
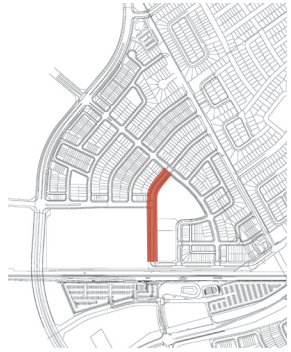


Figure 2.9.6b - Boulevard landscape treatment

Chapter 2.0 OPEN SPACE GUIDELINES

2.9.7 VILLAGE CORE COLLECTOR ROAD - STREET D (COMMUTER DR.)



Objectives:

- Create a vibrant streetscape that will enable safe, pedestrian friendly and attractive connections throughout the core area.
- Allow potential acces for bus transit while still maintaining a compact urban form.
- Facilitate transit service for core area amenities including the transit hub, Civic Square, cultural amenity facility and school sites.
- Maintain local street character and scale, integrating urban

Streetscape and Layout:

- Adjacent built form to consist of library, school and Civic Square, as well as mixed-density residential.
- Urbanized boulevard treatment adjacent to the west side of the Civic Square and school block, consisting of trees in precast concrete grates, continuous soil trench and decorative unit paving. Street trees along the west side adjacent to future mixed-use block to be planted within grass treatment alternating with decorative paving.
- Shall consist of single or double-sided layby parking with 2 travel lanes that can safely accomodate bus transit.
- Single row of regularly spaced canopy trees shall be provided along both sides of the street.
- Utilities shall be located strategically to minimize negative visual effects.
- Sidewalks shall be located on both sides of the street, unless replaced by decorative paving as an extension of the Civic Square paving.

Right-of-Way:
(Note: ROW proposed is considered non-standard)
Section J-J:
Right-of-way: 20.0m
Roadway: 12.0m - single lane in each direction, bus drop-off/pick-up layby on east side
Boulevard: 4.0m on west side, 3.5m on east side
Grass boulevard: 2.25m on west side, 1.75m on east side
Sidewalk: 1.5m on both sides

Section K-K:
Right-of-way: 22.5m
Roadway: 15.5m - single lane in each direction, layby parking on west side, bus drop-off/pick-up on east side
Boulevard: 4.0m on west side, 2.5m on east side
Grass boulevard: 2.25m on west side
Sidewalk: 1.5m on west side, 2.5m hard surface treatment on east side

Section L-L:
Right-of-way: 22.5m
Roadway: 14.0m - single lane in each direction, layby parking on both sides
Boulevard: 4.0m
Grass boulevard: 2.25m on west side alternating w/ hard surface treatment
Sidewalk: 1.5m on west side, 1.8m hard surface treatment on east side

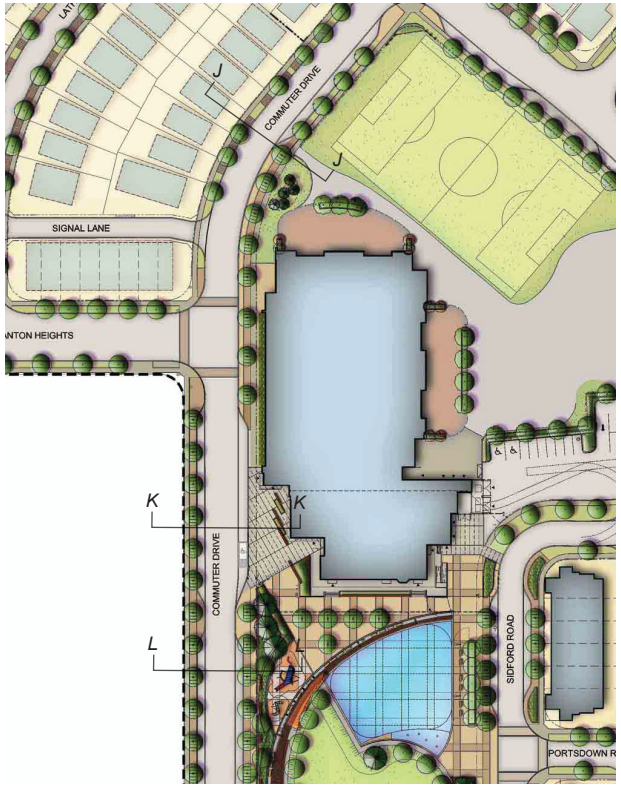


Figure 2.9.7a - Village Core Collector Road (Commuter Dr.)

Chapter 2.0 OPEN SPACE GUIDELINES

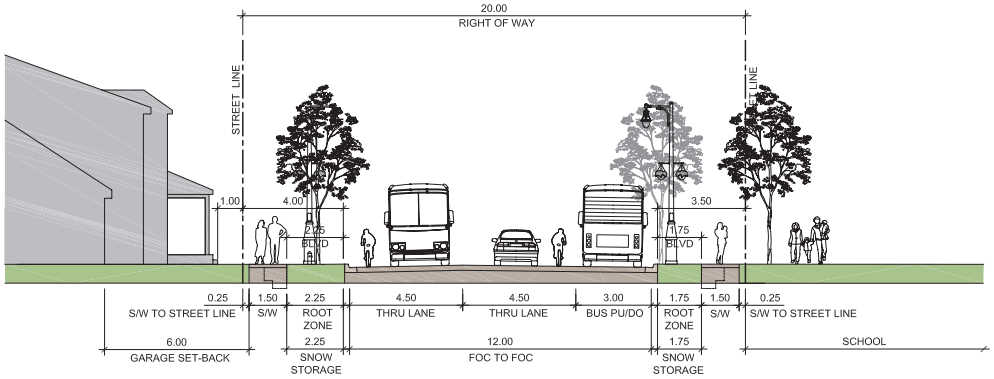


Figure 2.9.7b - Village Core Collector Road (Commuter Dr.) Cross-Section J-J (20.0 m ROW, 2 transit and bike friendly lanes with bus bay parking on one side)

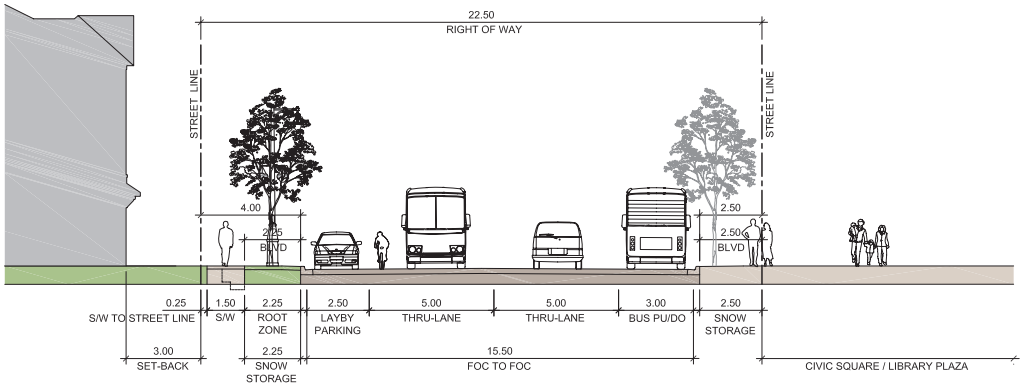


Figure 2.9.7c - Village Core Collector Road (Commuter Dr.) Cross-Section J-J (22.5 m ROW, 2 transit and bike friendly lanes with bus bay parking on one side and layby parking on opposite side)

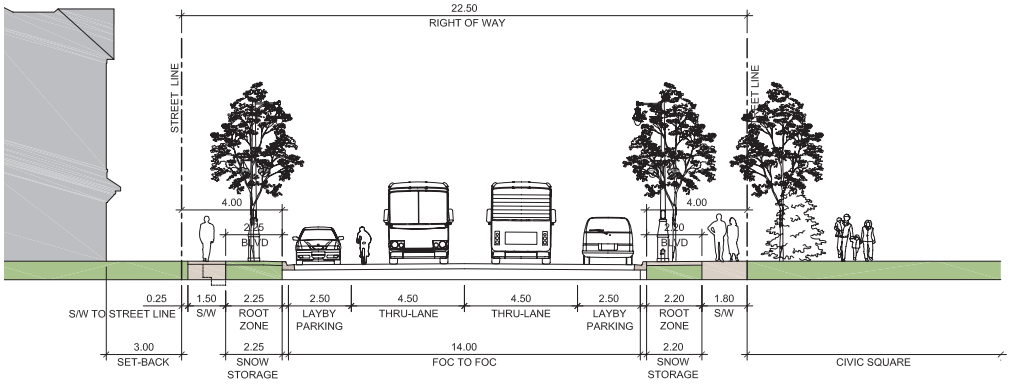
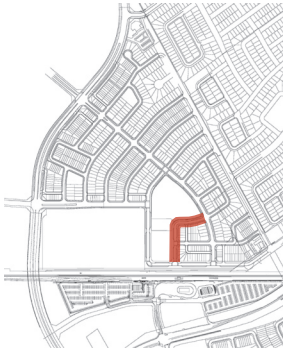


Figure 2.9.7d - Village Core Collector Road (Commuter Dr.) Cross-Section J-J (22.5 m ROW, 2 transit and bike friendly lanes with layby parking on both sides)

Chapter 2.0 OPEN SPACE GUIDELINES

2.9.8 VILLAGE CORE LOCAL ROAD - STREET L (SIDFORD ROAD)



Objectives:

- Create a vibrant streetscape that will enable safe, pedestrian friendly and attractive connections throughout the core area.
- Allow potential acces for bus transit while still maintaining a compact urban form.
- Maintain local street character and scale, integrating urban streetscape treatment appropriate to the adjacent uses. school sites.
- Maintain local street character and scale.

Streetscape and Layout:

- Adjacent built form to consist of Civic Square, cultural amenity facility site, school block, rear-loaded live-work units and front-loaded townhouses.
- Urbanized boulevard treatment adjacent to the east side of the Civic Square and along the live-work units, consisting of trees in precast concrete grates, continuous soil trench and decorative unit paving.
- Street trees adjacent to school block and townhouses to be planted in grass boulevard.
- Integrated planting beds at corners adjacent to live-work units.
- Shall consist of single or double-sided layby parking with 2 travel lanes that can safely accomodate bus transit.
- Single row of regularly spaced canopy trees shall be provided along both sides of the street.
- Utilities shall be located strategically to minimize negative visual effects.
- Sidewalks shall be located on both sides of the street.

Right-of-Way:
(Note: ROW proposed is considered non-standard)
Section M-M:
Right-of-way: 21.0m
Roadway: 12.5m - single lane in each direction, layby parking on both sides
Boulevard: 4.0m
Grass boulevard: 2.25m
Sidewalk: 1.5m on both sides

Section N-N:
Right-of-way: 18.5m
Roadway: 10.0m - single lane in each direction, layby parking on north side
Boulevard: 4.0m
Grass boulevard: 2.25m
Sidewalk: 1.5m on both sides

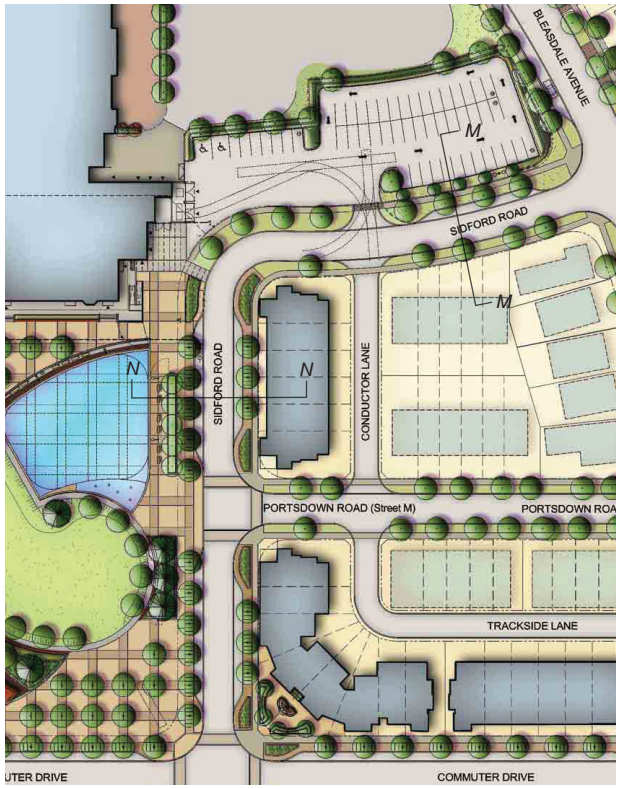
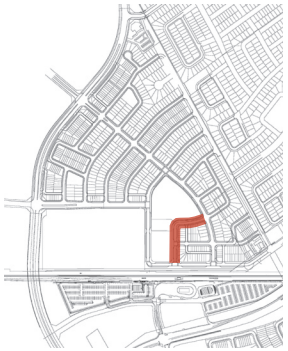


Figure 2.9.8a - Village Core Collector Road (Sidford Road)

Chapter 2.0 OPEN SPACE GUIDELINES



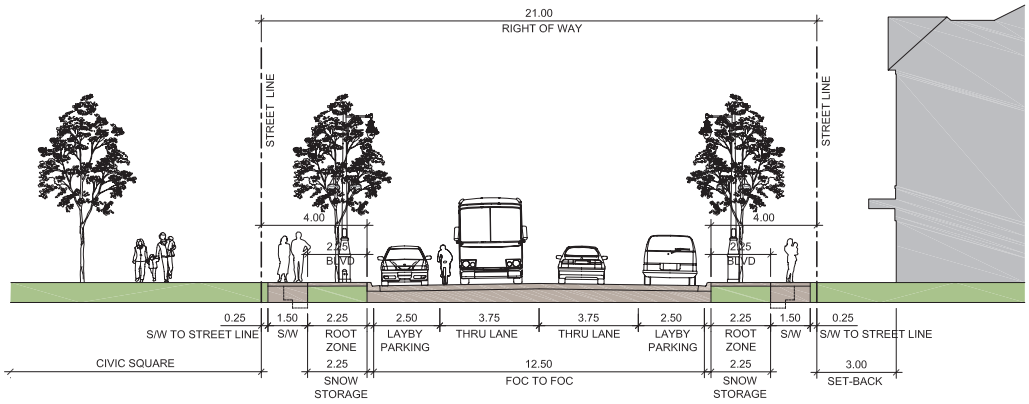


Figure 2.9.8b - Village Core Collector Road (Sidford Rd.) Cross-Section M-M (21.0m ROW, 2 thru lanes with layby parking on both sides

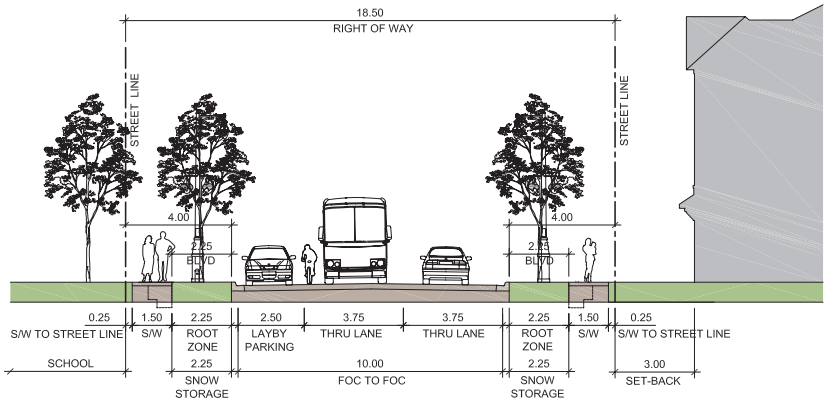


Figure 2.9.8c - Village Core Collector Road (Sidford Rd.) Cross-Section N-N (18.5m ROW, 2 thru lanes with layby parking on one side

Chapter 2.0 OPEN SPACE GUIDELINES

2.9.9 LOCAL NEIGHBOURHOOD STREETS

Objectives:

- Create vibrant streets that will enable safe, pedestrian friendly, attractive and convenient connections throughout the Village and the broader community.
- Reintroduce and encourage the use of the local street as the main informal gathering space for neighbours to interact.
- Promote 'eyes on the street' and a sense of security.

Streetscape and Layout:

- Built form along local neighbourhood streets to primarily consist of front-loaded townhouse and single detached units.
- Single rows of regularly spaced canopy trees shall be provided along both sides of the street within grass boulevards.
- Utilities shall be located strategically to minimize negative visual effects.
- The 7.5m roadway surface shall accomodate 2-way traffic with on-street parking on one side.
- Sidewalks shall be installed on both sides of the street.
- Street furniture will consist of standard street light fixtures and potentially waste receptacles at key areas.

Image 2.9.8 - Single detached homes with street related setbacks

Right-of-Way - Section O-O:
Note: ROW proposed is considered non-standard)
Right-of-way: 16.0m
Roadway: 7.5m
Parking: on-street on one side
Grass boulevard: 2.0m
Sidewalk: 1.5m both sides

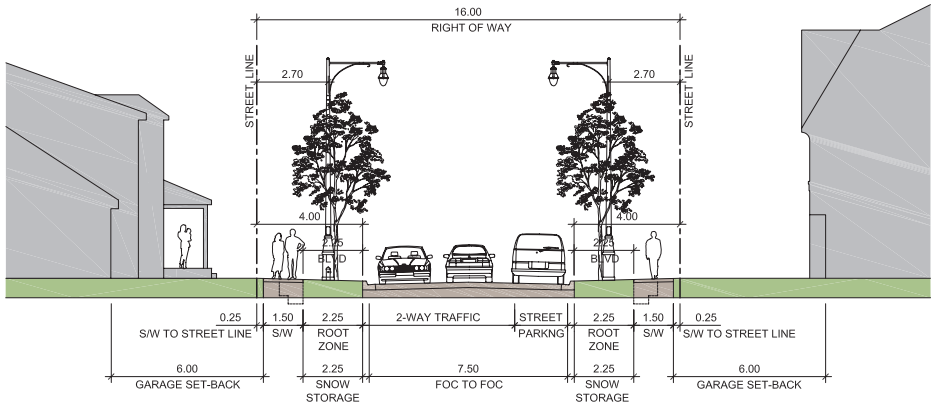


Figure 2.9.9a- Local Road Section O-O (16.0m ROW, 2 lanes with parking on one side)

Figure 2.9.9b- Structure of local neighbourhood streets

Chapter 2.0 OPEN SPACE GUIDELINES

2.9.10 WINDOW STREETS (BETTERTON CRESCENT)

Objectives:

- Provide a local street scale for homes situated facing James Potter Road.
- Establish a buffer from the busier and noisier James Potter Road.
- Allow built form to front onto James Potter Road without the need to provide intersecting streets at non-standard off-sets.
- Facilitate safe and convenient ingress and egress opportunities for drivers.

Streetscape and Layout:

- A double row of canopy street trees will be provided within the combined grass boulevard between the window street and James Potter Road boulevard.
- Built form facing the window street to consist of front-loaded townhouses.
- A low picket fence along the right-of-way line separating James Potter Road from the window street will be installed.
- Opportunities for shrub planting at the foot of the picket fence may be considered.
- Gateways will be integrated into the picket fence in line with approaching streets to facilitate convenient access for pedestrians.
- Utilities shall be located strategically to minimize negative visual effects.
- The 7.5m asphalt roadway surface shall accomodate 2-way traffic with on-street parking on one side.
- Sidewalks shall be installed on the house side of the street.

Right-of-Way:
(Note: ROW proposed is considered non-standard)
Section P-P:
Right-of-way: 13.75m
Roadway: 7.5m - single lane in each direction, on-street parking on house side
Boulevard: 4.0m on house side / 1.75m on adjacent street side
Grass boulevard: 2.25m on house side / 1.75m on adjacent street side
Sidewalk: 1.5m on one side (house side)

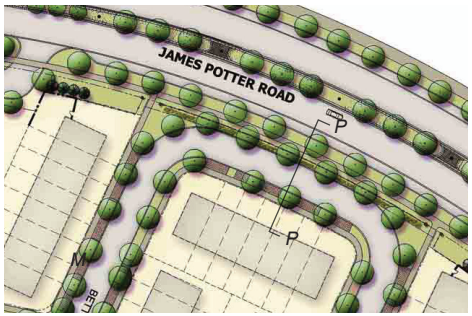


Figure 2.9.10b- Window street location

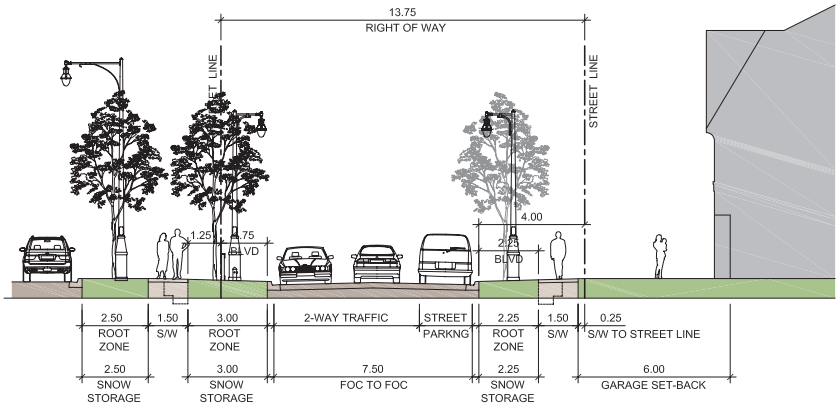


Figure 2.9.10a- Local Road Section P-P (13.75m ROW, 2 lanes with parking on one side)

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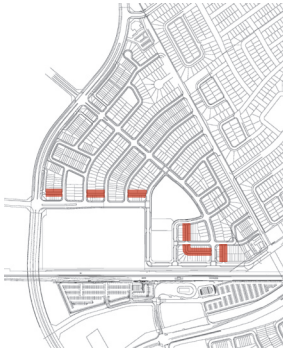


2.9.11 LANEWAYS

Objectives:

- Introduce a traditional urban form that benefits the community by minimizing interruptions along the street front, as an alternative to a series of repeating driveways.
- Reduce interruptions to the curb edge and allow for continuous rows of trees with a greater rooting area, resulting in healthier long term growth.
- Reduce curb cuts to facilitate additional opportunities for on-street parking.
- Enhance the pedestrian experience with a continuous street facade, elevating the appearance of the front yard and fostering a 'front door' oriented community.
- Potential for locating below and above-ground utilities into the lane and away from the street edge.

Streetscape and Layout:

- A 8.0m lane will be considered with no utility placement.
- Opportunities for greening the rear lane should be identified where appropriate for healthy, long term growth.
- The appearance of the lane should be enhanced through thoughtful design and selection of the garage, garage door and fencing details.
- The entry to the lane should be landscaped with grass, trees and shrubs where appropriate to enhance the streetscape perpendicular to the lane.
- Should consider asphalt paving as an alternative to poured-in-place concrete paving.

Right-of-Way:
Note: ROW proposed is considered non-standard)
Section Q-Q:
Right-of-way: 8.0m
Roadway: 6.0m
Section R-R:
Right-of-way: 8.0m
Roadway: 6.0m

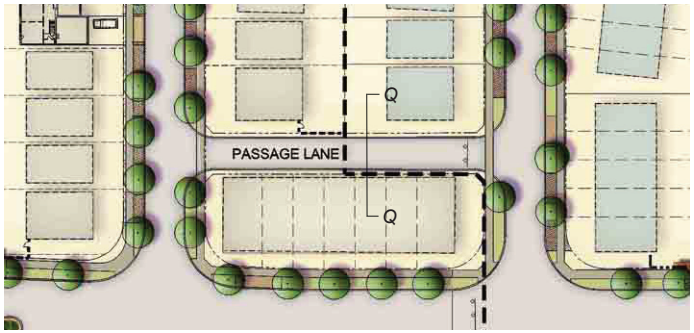


Figure 2.9.11c - Laneway at rear of townhouses along the Spine Road

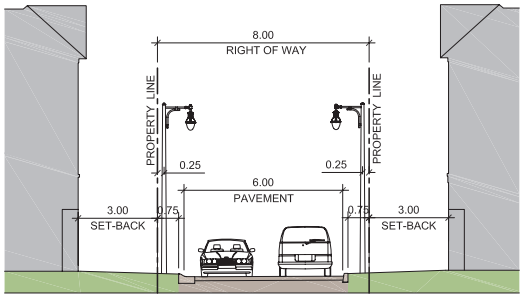


Figure 2.9.11a - Laneway Cross-Section Q-Q (8.0m ROW, 6.0m pavement)

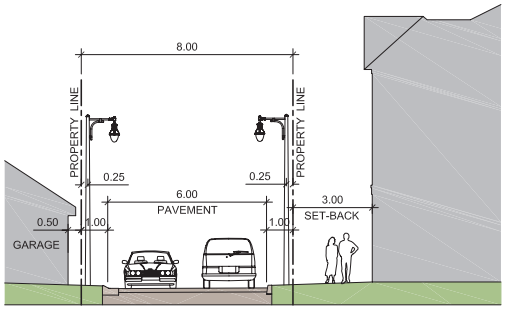


Figure 2.9.11b - Laneway Cross-Section R-R (8.0m ROW, 6.0m pavement)

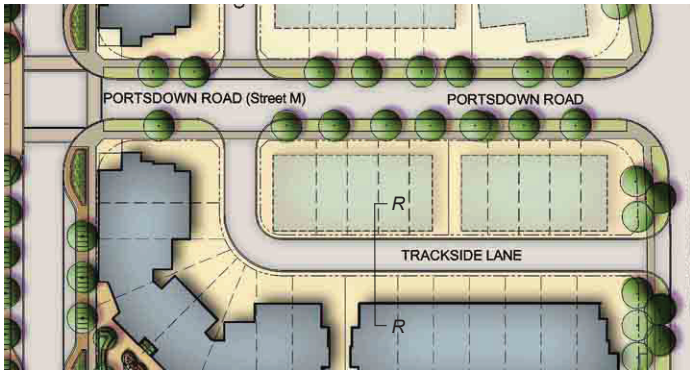


Figure 2.9.11d - Laneway at rear of live-work units / townhouses adjacent to the transit hub

Chapter 2.0 OPEN SPACE GUIDELINES

2.10 MIXED-USE CENTRE

(This section is referenced for context and is not represented as part of the Village proper).

The Mixed-Use Centre is defined as the area located south of the GO Station, generally bordered by the rail line to the north, the future James Potter Road Extension along the west, Bovaird Drive to the south, and Worthington Avenue to the east. The area is approximately 20 hectares (50 ac.) in size and is expected to be characterized by a concentration of large format commercial, local retail, community facilities, higher density residential (live-work units, mid-rise condominium), urban plazas and office use.

The Mixed-Use Centre will be conveniently linked as a major public transit destination, expecting to draw from the greater City of Brampton area as a primary shopping, civic and employment junction. Streets and architectural form will reflect an 'urban' style that will provide an accessible, walkable, vibrant and visually stimulating pedestrian experience.

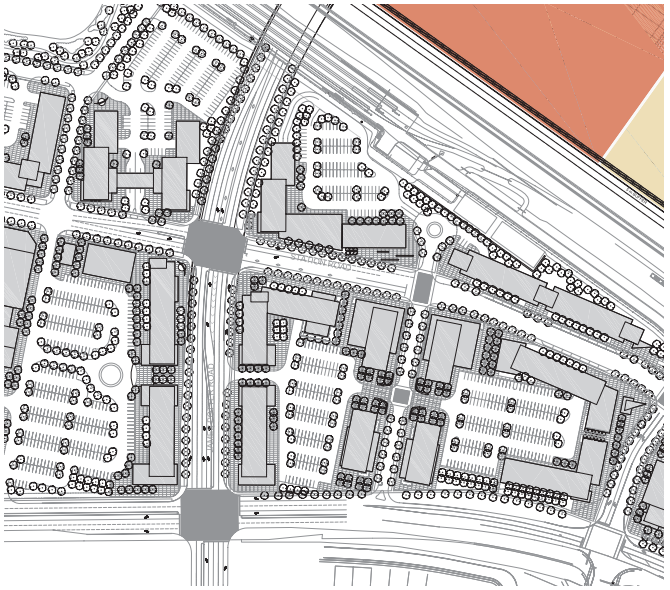


Figure 2.10 - Conceptual Mixed-Use Centre layout

2.10.1 PUBLIC OPEN SPACE

Strategically located within the street fabric of the Mixed-Use Centre will be urban plazas or town square public open spaces. These are key components in achieving an interconnected, urban community that attracts pedestrian use. The public open spaces will foster a strong sense of community and pride, encourage people to interact within a vibrant setting and reinforce a sense of security. They are passive use spaces that may include opportunities for seating and lounging, water features, public art and community gatherings. The plazas also serve as important way-finding and focal features at view terminus of streets.

Image 2.10.1a - Example of seating component within a public open space

Image 2.10.1b - Examples of materials defining an urban open space

Chapter 2.0 OPEN SPACE GUIDELINES

2.10.2 STREETSCAPE

Streetscape elements will visually create the connection between public open spaces and the built form. The combination of these various elements is a major component for developing a unique identity for both the Village and the Mixed-Use Centre, which strongly influences the response the residents, employees and visitors have toward the community. The design palette of the streetscape elements is to be simple and contemporary, while complementary to the established railway-inspired character of the Village. Consideration will be made for all elements of the streetscape, including street trees, lighting, decorative paving, fencing, seating, signage, utilities and waste receptacles. A way-finding system that considers the adopted architectural style of the Village and Mixed-Use Centre will be implemented.

2.10.3 BUILT FORM

Built form will be grade related and oriented to the streets and sidewalks. Parking facilities, whether surface parking or multi-level structures, are encouraged to be located away from the street frontage in order to maintain a continuous built edge that addresses the pedestrian scale and provides an attractive and engaging street presence.

A pedestrian-friendly, comfortable scale environment will be achieved by incorporating height and massing that is appropriate to the context of the street. Within the Mixed-Use Centre, it is expected that mixed-use buildings (office, live-work, retail) will be predominantly 4 to 6 storeys with minimal setbacks from the property line. Options for higher floors can be achieved by stepping back built space from a podium level. More prominent massing will be found at corners of major streets to highlight the significance of these intersections and define vistas. Alternative built form scale will only be considered if the goal of a transit oriented, pedestrian friendly environment is achievable. This includes ensuring that larger format retail is well integrated with other built form, through scale, materials and architectural design.

Chapter 2.0 OPEN SPACE GUIDELINES

2.11 ALTERNATIVE DESIGN STANDARDS

As described, Mount Pleasant Village is designed as a sustainable community in accordance with the principles of a Transit-Oriented Development (TOD). Emphasis will be on creating vibrant streets that enable safe, pedestrian friendly, attractive and convenient connections throughout the Village and the broader community. In order to achieve this vision for Mount Pleasant, Alternative Design Standards (ADS) have been proposed that help provide the framework for the development and establish Mount Pleasant Village as a uniquely urban, green, efficient and conveniently accessible neighbourhood. The following describes key standards related to the urban design component for the Village. These components include:

- Boulevard Widths / Double Sidewalks on all Roads
- Pedestrian Movement
- Landscaped Island Medians
- On-Street Parking
- Intersections / Crosswalks
- Character Street Paving
- Street Lighting
- Way-finding Signage
- Street Trees with Metal Tree Grates
- Street Furniture
- Residual Landscape Amenity Space
- Urban Village / Densities
- Flankage Amenities

2.11.1 Boulevard Widths / Double Sidewalks on all Roads

Boulevard widths have been standardized as 4.0 metres (property line to face of curb) for generally all road widths to accomodate both a City standard 1.5 metre sidewalk and a planted boulevard width of 2.0 metres minimum. Joint use utility trenches will be located entirely beneath the sidewalk surface area. Apart from laterally-fed above ground utilities, such as fire hydrants and street lights, this will allow a full 2.0 metre width of continuous soil trench for tree growth. This is vital to provide opportunities for wider rooting area and ensuring trees aren't too close to snow-plow rows and salt spray and results in attractive, green streets with healthier long term tree growth.

Sidewalks are located on both sides of every street to encourage pedestrian activity by providing convenient connections, improved accessibility, emphasis on the street as the neighbourhood gathering place and fostering the sense that this Village is a front-door urban community.

Image 2.11.1 - Street trees in grass boulevards with sidewalks on both sides

Chapter 2.0 OPEN SPACE GUIDELINES

2.11.2 Pedestrian Movement

As an extension of sidewalks on both sides of the street, Mount Pleasant Village will primarily be a pedestrian environment where convenient, direct, safe and comfortable walking access will be provided to the Village core, all transit stops and throughout the community. All sidewalk routes are to be bordered by either residential units, retail and community amenities or major public open spaces such as the Civic Square. As is the case throughout the planned Mount Pleasant Community, retail and service uses within the Village will be associated with transit stops in order for people to combine tasks within single trips. As well, facilities such as the entry features to the GO Station and the transit shelters are oriented to the pedestrian in regards to scale, and will provide weather protection and seating opportunities.

Safe pedestrian crossings will be located at each intersection with design emphasis given to those along the Spine Road (Ganton Hts.), The Promenade (Bleasdale Ave.) and within the Village core. It is critical to the vitality of Mount Pleasant that walking is a desirable option in order to put people in the streets and public open spaces, promote the viability of public transit use and to limit automobile trips.

Image 2.11.2 - Pedestrian activity creates a vibrant, safe neighbourhood

2.11.3 Landscaped Island Medians

Landscaped island medians have been located along both the Spine Road (Ganton Hts.) and The Promenade (Bleasdale Ave.) leading to the Village core. The medians are used to celebrate the approach to the neighbourhood as an extension of the gateway features located at the intersection of James Potter Road, and as a reflection of the City of Brampton's Flower City Strategy. The islands may feature decorative paving, street tree planting, shrubs, ornamental grasses and floral displays. The medians will be irrigated to ensure plants are established for long term growth.

Image 2.11.3 - Landscaped island median

2.11.4 On-Street Parking

On-street parking is planned for most streets within the Village, including major and minor collector and minor local roads. Convenient on-street parking serves as resident and visitor parking, traffic calming and access to mixed uses such as retail, particularly in higher density areas. Streets are perceived to be reduced in scale, contributing to a more comfortable walking and cycling environment and helping to form an urban character. As well, utilizing on-street parking spaces fulfills a portion of the calculated parking requirements, reducing the quantity of valuable land devoted to unsightly parking facilities.

Adjacent to the school block will be school bus layby parking to facilitate the safe and convenient transfer of students. Similarly, transit bus layby parking will be provided along the south side of Pleasant Road (Commuter Dr.) within the community transit hub.

Image 2.11.4 - Local street examples with on-street parking

Figure 2.11.4 - Mount Pleasant Village Parking Distribution

Chapter 2.0 OPEN SPACE GUIDELINES

2.11.5 Intersections / Crosswalks

Special design consideration has been given to intersections along The Spine Road (Ganton Hts.), The Promenade (Bleasdale Ave.) and within the Village transit hub. These intersections may comprise 3 metre wide crosswalks consisting of decorative impressed asphalt paving. The decorative paving clearly distinguishes the crosswalks from the asphalt road surface, providing a safer pedestrian environment by defining a sense of caution for drivers. As the crosswalks lead to the GO Transit gateways and surround the Civic Square, they celebrate the procession to the Village core and the significance of this area for the greater Mount Pleasant and Northwest Brampton community. The decorative paving can also visually connect the Village by being reflected within the Civic Square, Pleasant Road (Commuter Dr.) and gateways.

The impressed asphalt paving shall be specifically manufactured for road surface use and the base designed and engineered to withstand frequent bus and car traffic.

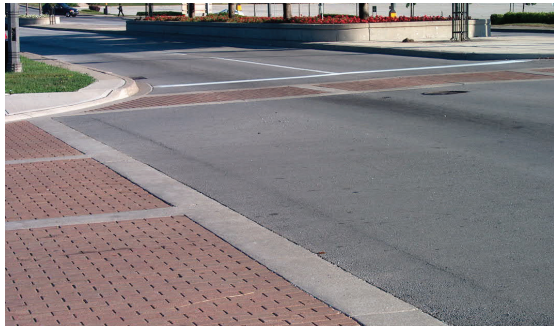


Image 2.11.5 - Crosswalks with decorative paving

Chapter 2.0 OPEN SPACE GUIDELINES

2.11.6 Street Lighting

Mount Pleasant Village will consist of a hierarchy of street light poles and accessories that will correspond with the scale and use of the individual street types. The style of lighting will reflect or coordinate with a contemporary approach to the industrial railway theme, consisting of minimal ornamentation and simple lines. The design will be unified with the selection and design of street furniture, transit shelters and other design features within the Village.

The luminaires (Lumec - Renaissance Series) and poles are as per the City of Brampton standard and will meet the requirements from a photometrics and maintenance standpoint. All poles will have identical arms, fittings and support brackets, in black colour. As well, the pole types specified will be polished concrete also in black colour.

Character streets, including the Spine Road (Ganton Hts.), The Promenade (Bleasdale Ave.), Pleasant Rd. (Commuter Dr.), and Street L (Sidford Rd.) within the transit hub of the Village will be identified through pole accessories such as hanging baskets, banners and decorative bases.

Standard local streets will be characterized by 'communications' style poles that will internally house connections for communications services.
Taller poles will be associated with James Potter Road, including a double arm luminaire for island median locations. As well, Pleasant Rd. (Commuter Dr.) will have taller poles to ensure proper illumination with fewer poles to allow for appropriate coordination with the urban design features associated with the transit hub. Given that these poles are spaced wider apart, pedestrian scaled hanging basket poles may be situated centred between the street light poles along Pleasant Rd. (Commuter Dr.) to provide for better continuity of hanging baskets.

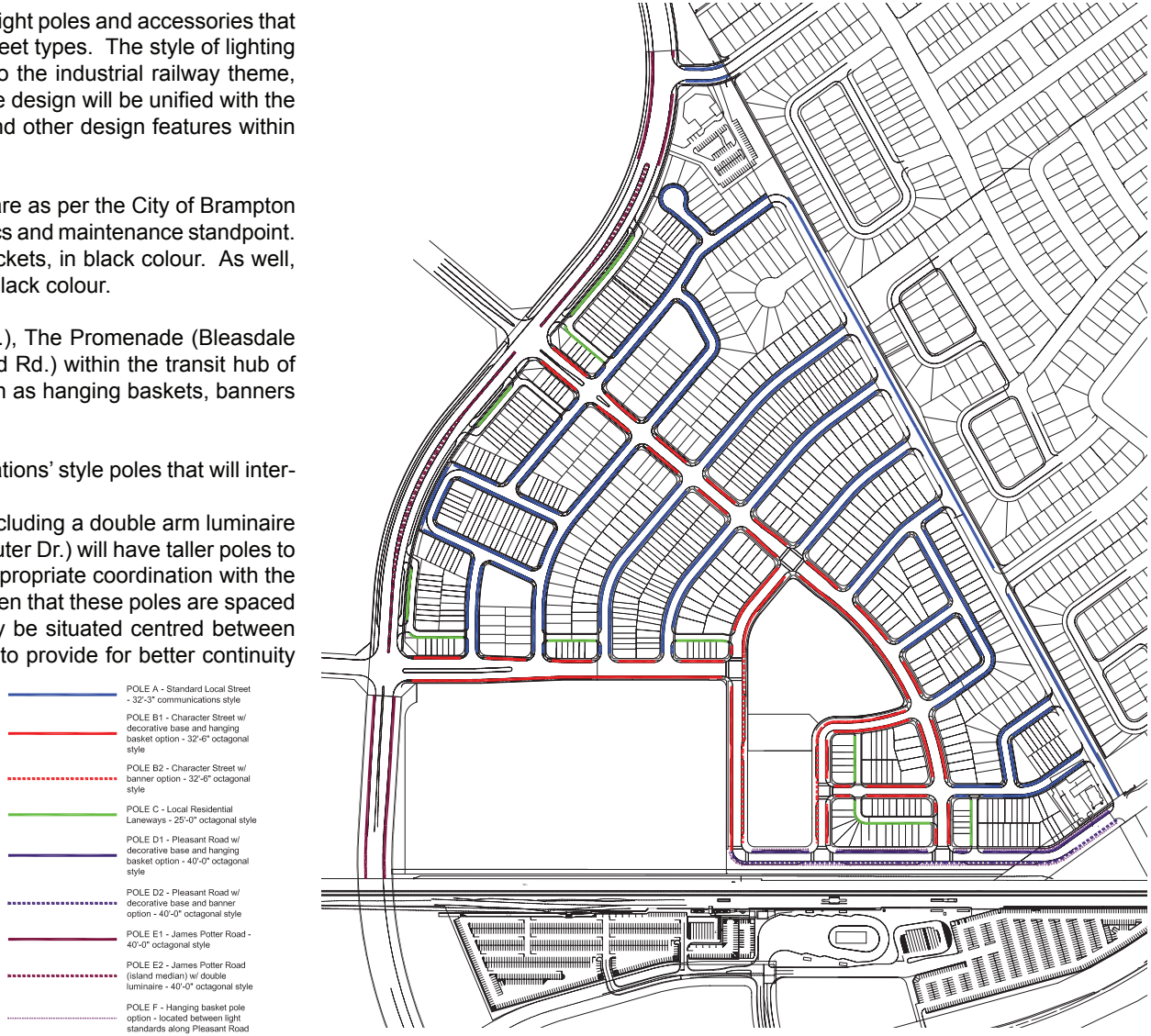
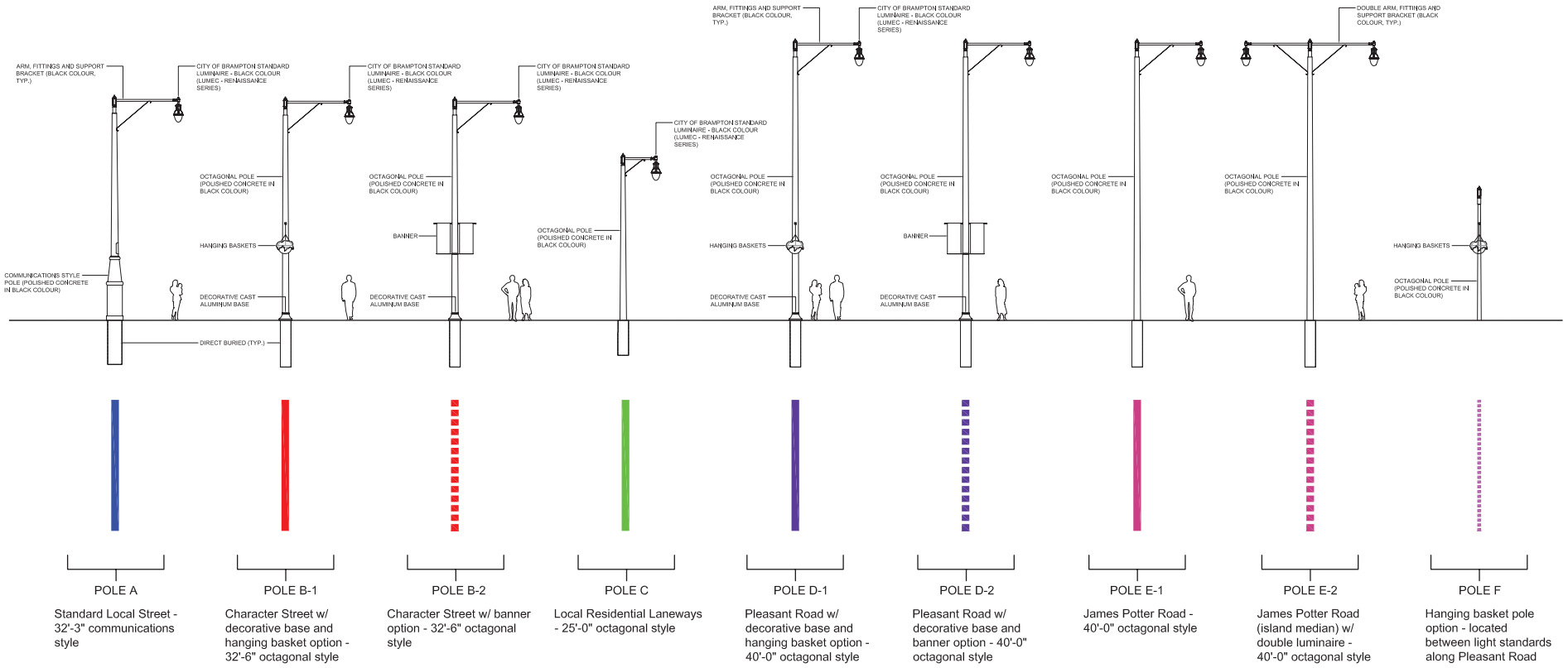


Figure 2.11.6a - Preliminary Street Lighting Plan

Chapter 2.0 OPEN SPACE GUIDELINES



POLE A
Standard Local Street - 32'-3" communications style

POLE B-1
Character Street w/ decorative base and hanging basket option - 32'-6" octagonal style

POLE B-2
Character Street w/ banner option - 32'-6" octagonal style

POLE C
Local Residential Laneways - 25'-0" octagonal style

POLE D-1
Pleasant Road w/ decorative base and hanging basket option - 40'-0" octagonal style

POLE D-2
Pleasant Road w/ decorative base and banner option - 40'-0" octagonal style

POLE E-1
James Potter Road - 40'-0" octagonal style

POLE E-2
James Potter Road (island median) w/ double luminaire - 40'-0" octagonal style

POLE F
Hanging basket pole option - located between light standards along Pleasant Road

Figure 2.11.6b - Conceptual street lighting types

2.11.6 Street Lighting

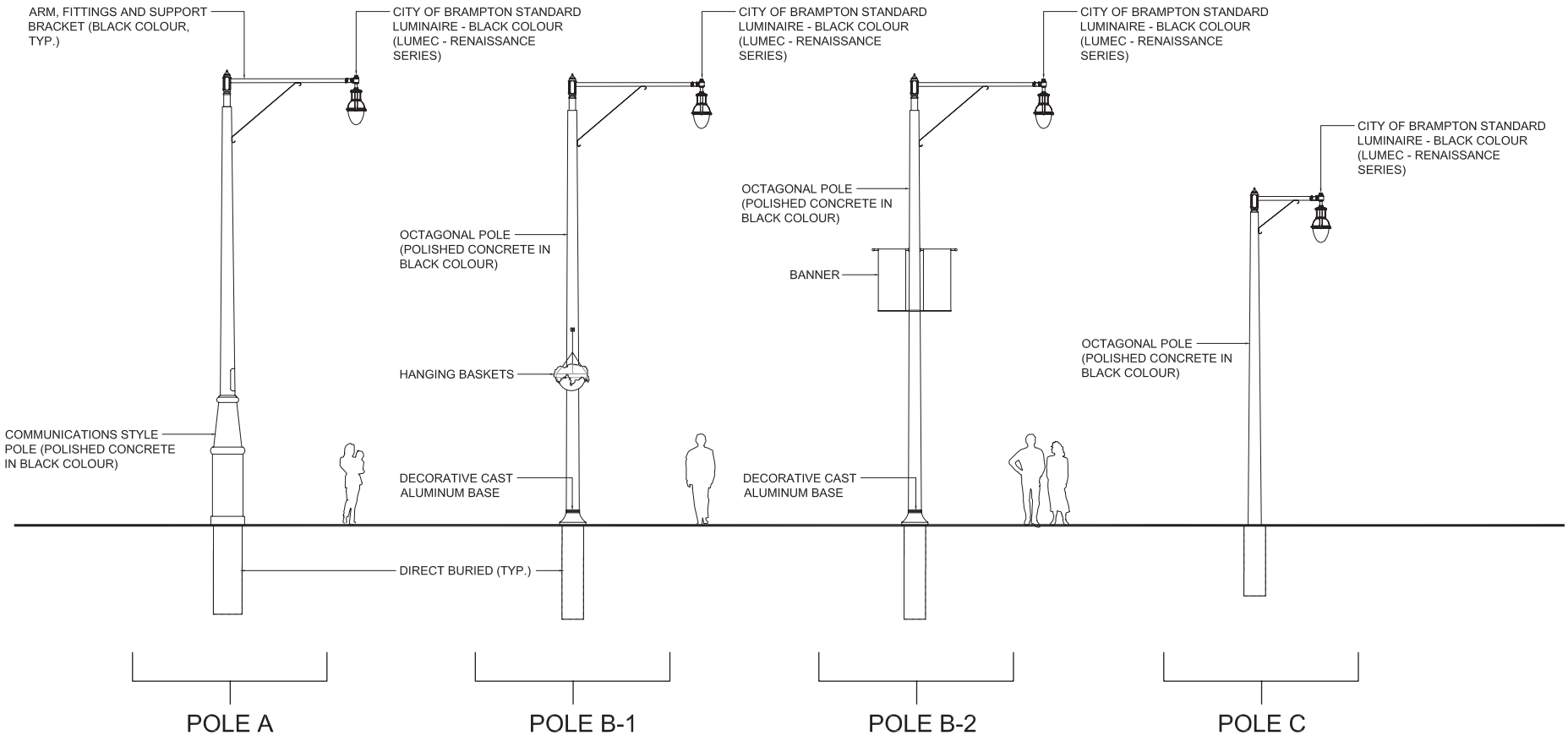


Figure 2.11.6c - Conceptual street lighting types

Chapter 2.0 OPEN SPACE GUIDELINES

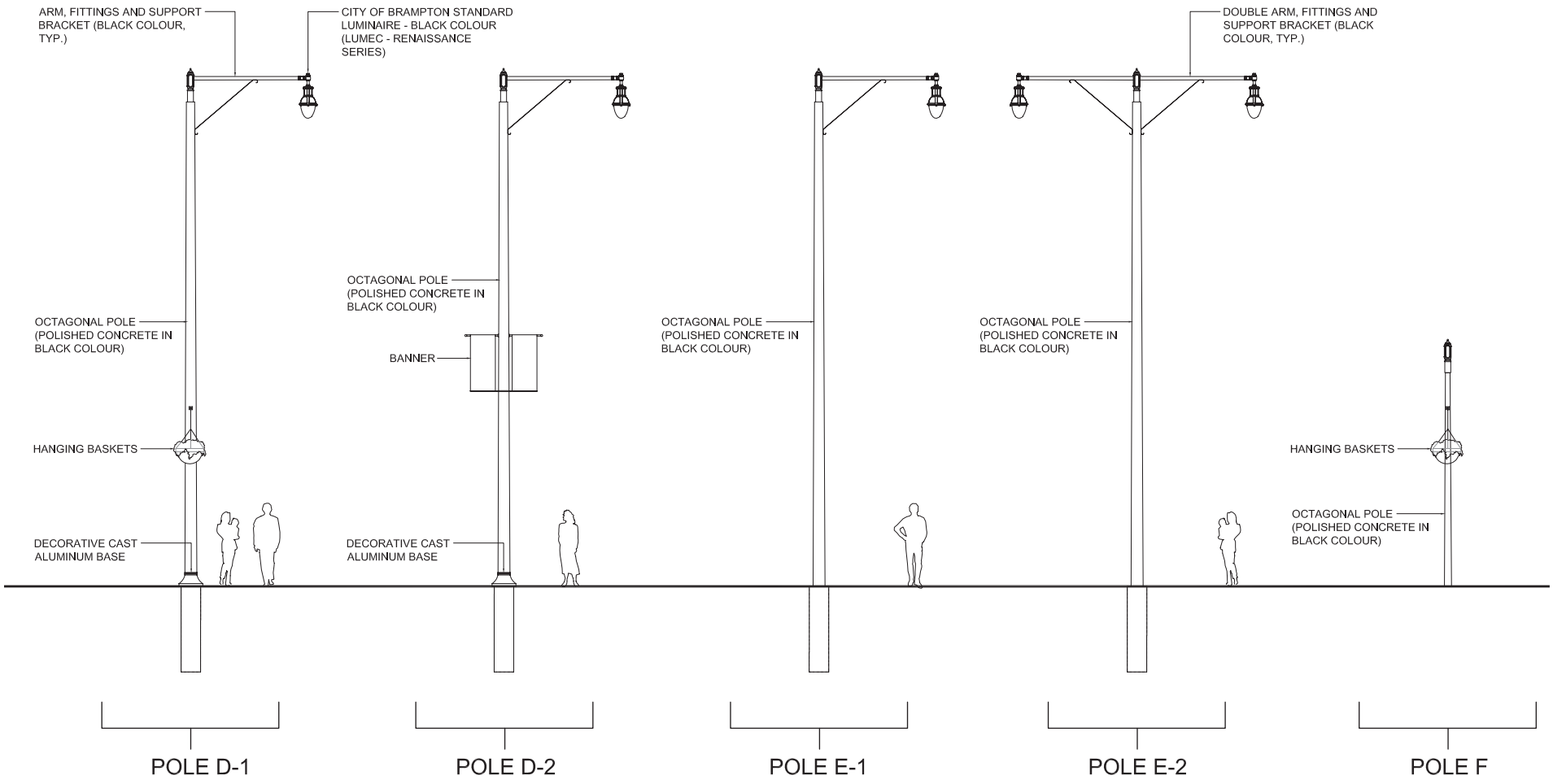


Figure 2.11.6c - Conceptual street lighting types

Chapter 2.0 OPEN SPACE GUIDELINES

2.11.7 Signage

Way-finding Signage will be designed to complement the street lighting proposed for the Village. The signage will reflect a contemporary approach to the industrial railway theme, consisting of black colour, steel poles, arms and supports, minimal ornamentation and simple lines. Variations of the design will be considered with site specific applications. Where appropriate, signs may either be for directional purposes or for community information and notification. As well, heritage interpretive plaques may be installed in areas where designated heritage buildings and/or landscapes are situated.
All signage will be designed in accordance with the City of Brampton's Outdoor Wayfinding and Signage Program.

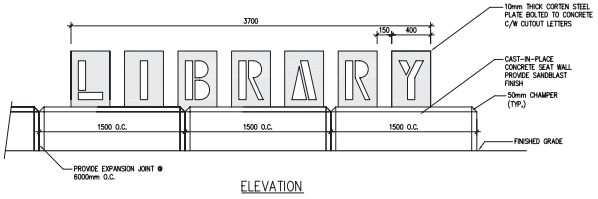


Figure 2.11.7a - Conceptual Cultural Amenity Facility Plaza Signage

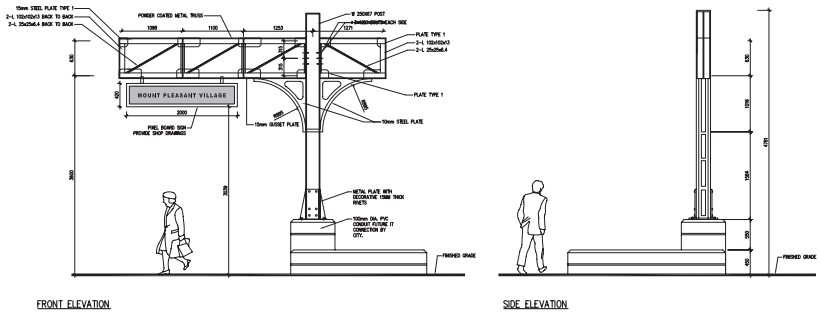


Figure 2.11.7b - Conceptual Mount Pleasant Village Signage

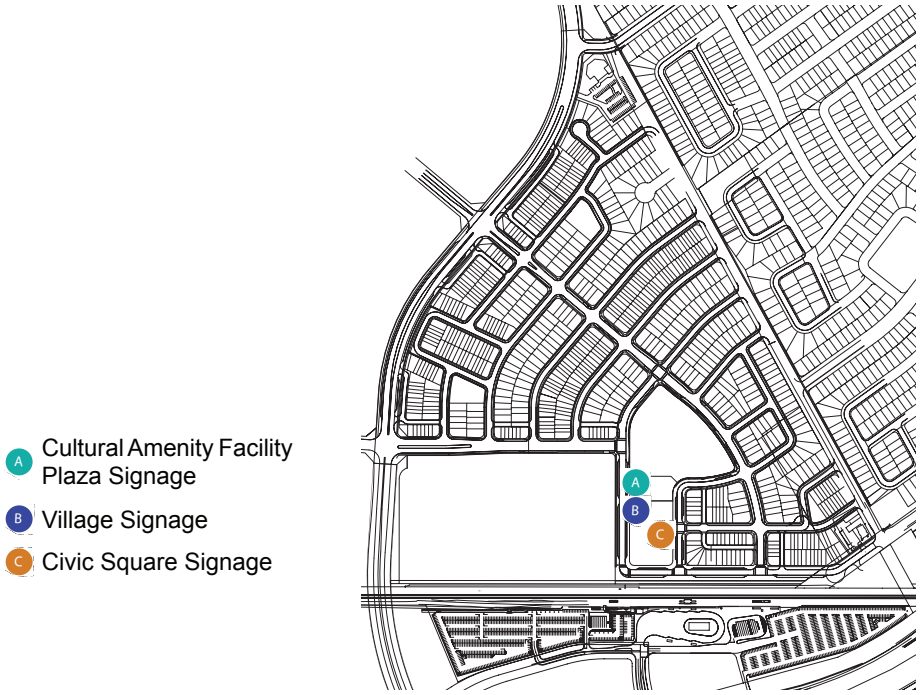
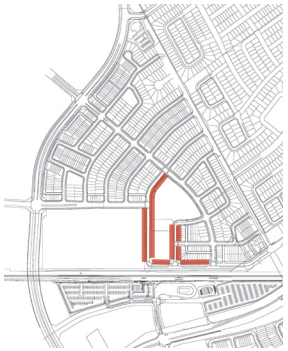


Figure 2.11.7c - Conceptual Civic Square Signage

Chapter 2.0 OPEN SPACE GUIDELINES



2.11.8 Street Trees with Precast Tree Covers

Street trees and landscaping are key components to establishing a more sustainable, green, attractive and vibrant neighbourhood. Planting within Mount Pleasant Village will reflect proper planting practices and techniques conducive to the long term health of all vegetation. The intention is to avoid planting conditions inherent in many urban environments, characterized by minimal soil volumes, poor soil structure, lack of irrigation and improper drainage. Street tree will be tolerant of urban conditions, particularly with respect to drought and salt spray.

In addition to typical street trees within grass boulevards, Mount Pleasant Village proposes an urban model streetscape consisting of precast concrete tree covers with soil trench and decorative unit paving within a portion of the core area. Aesthetically, the urban boulevard treatment will be unified with other landscape and streetscape features. Functionally, the combined trees grates and unit paving will sustain high pedestrian traffic for sidewalk areas adjacent to live-work units and the Civic Square and across from the GO Station / transit hub along Pleasant Road (Commuter Dr.).

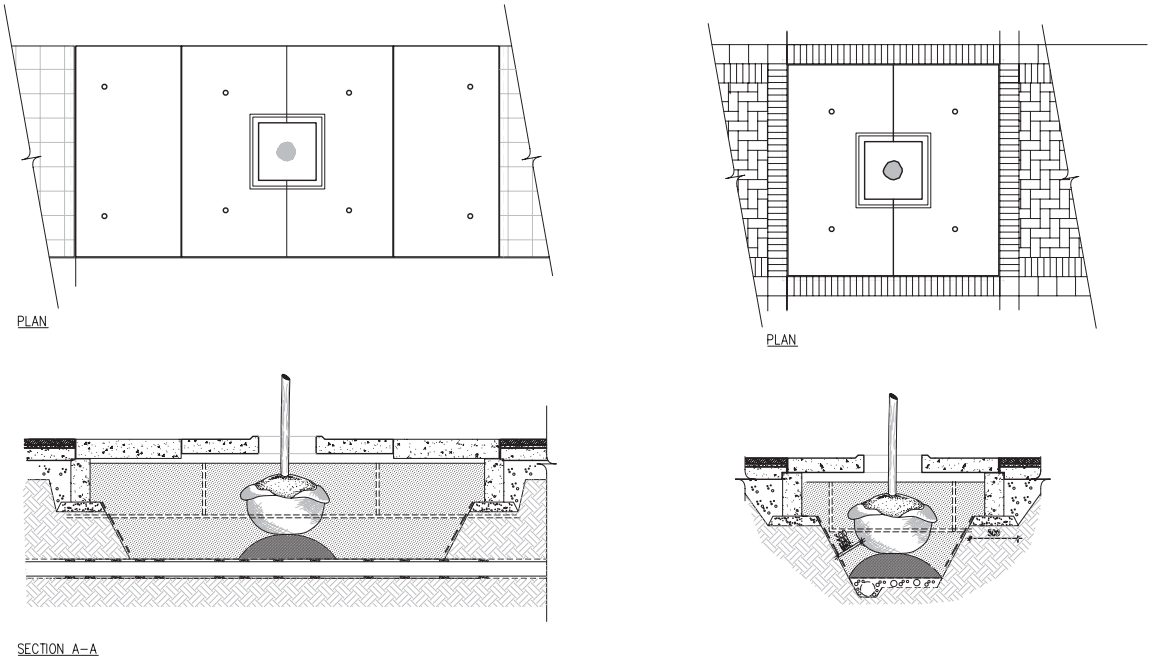
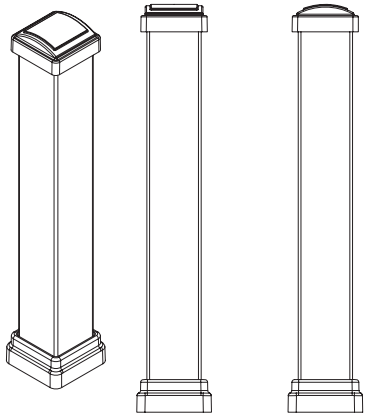


Figure 2.11.8 - Precast concrete tree grates with decorative unit paving

Chapter 2.0 OPEN SPACE GUIDELINES

2.11.9 Street Furniture

Separate from the proposed street lighting, way-finding signage and tree grates, the street furniture will consist of a simple bench, waste receptacle, bike rack and bollard combination. The design will be unified with the other streetscape elements and consist of metal, painted black in a simple, durable, robust urban form, with applications particularly for the Civic Square and transit hub.



Bollards

Bike Rings

Bench

Waste Receptacle

Image 2.11.9 - Street furniture to consist of bollards, bike rings, benches and waste receptacles.

Chapter 2.0 OPEN SPACE GUIDELINES

2.11.10 Privacy Fence

Specific to Mount Pleasant Village and consistent with other public realm elements found within the Civic Square and Transit Hub, 1.8m ht. corner lot privacy fencing will be designed in a simple, robust manner, with solid wood components and fasteners. At 2.0m ht., the acoustic fence will be similar in appearance, but with dimensionally thicker fence boards. In addition, the following will apply -

- The design of fencing visible from the public realm should be compatible throughout the Village.
- Corner lot fencing is intended to screen private rear yards otherwise exposed to flanking streets and should be located within private property.
- Privacy fencing is encouraged to extend between the side walls of garages on adjacent lots.
- The builder is completely responsible for ensuring fencing complies with the City of Brampton fencing requirements and by-laws.
- Acoustic fencing to be in compliance with applicable noise fencing requirements and municipal standards.

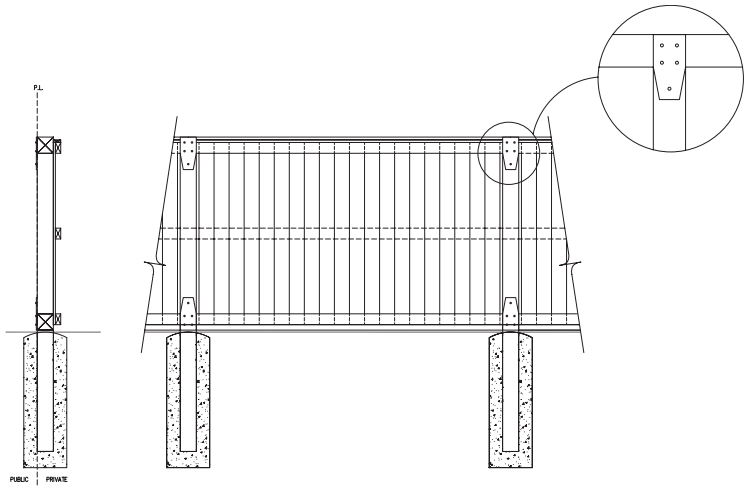


Figure 2.11.10 - Proposed wood privacy fence detail.

2.11.11 Courtyard Fence

Several corner lot singled detached houses located along The Promenade will be configured to form courtyard opportunities adjacent to the front porches. These courtyards will be framed by low decorative metal fencing with masonry columns, bordered on the inside by a row of cedar hedging for privacy. The masonry columns will be consistent with the brick type and colour of the house. The intent is to consider the courtyard enclosure as an extension of the house design and to ensure a quality, attractive element from the public realm perspective.

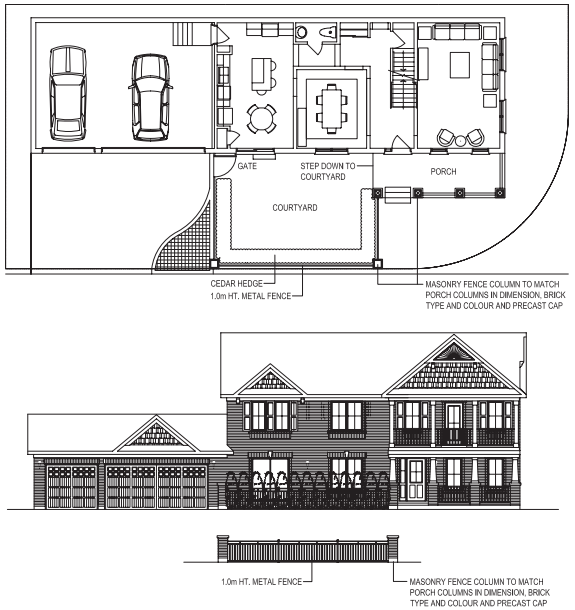


Figure 2.11.11 - Proposed corner lot courtyard fence.

Chapter 2.0 OPEN SPACE GUIDELINES

2.11.12 Flankage Amenities

Opportunities will exist within certain flankage conditions, in particular along The Promenade and the Spine Road, for streetscape amenities which integrate Canada Post community mailboxes with landscape features such as wood arbours with masonry columns and wood fencing. The arbour and fence will be designed in a simple, robust manner, with solid components consistent with structures found within the Transit Hub and Village Square.
These amenities provide attractive, practical areas to situate community mailboxes within core areas of the Village.

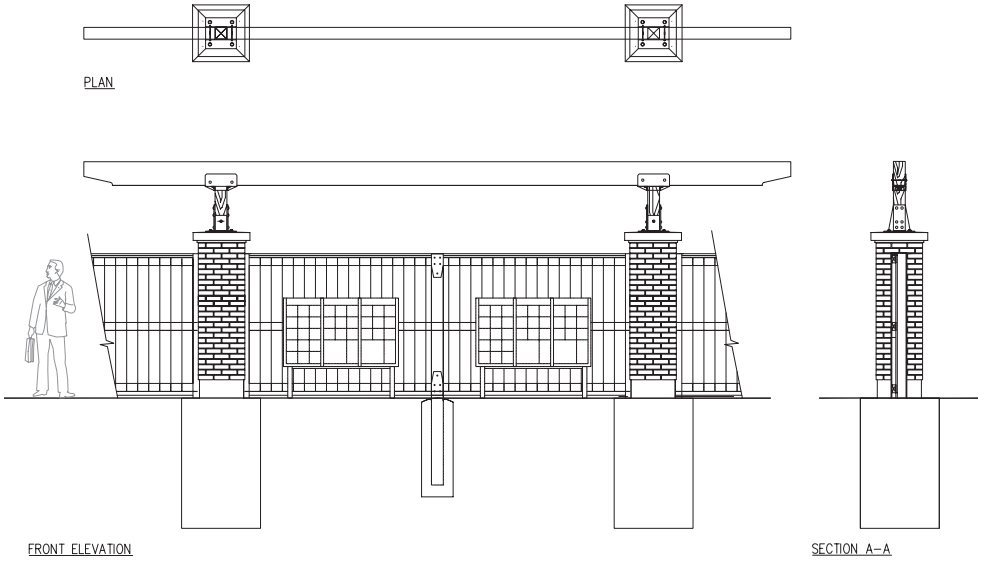


Figure 2.11.12a - Proposed mailbox and arbour treatment.

Figure 2.11.12b - Conceptual flankage amenity siting for mailbox and arbour.

Chapter 2.0 OPEN SPACE GUIDELINES

2.11.13 Urban Village / Densities

A primary component of a TOD community is the establishment of critical density targets that will support and encourage public transit ridership and result in frequent use of all facets of the urban village, including the streets, public open spaces and retail and community amenities. Mount Pleasant Village provides an unprecedented level of higher density that achieves this vision. Standard unit mix density for typical residential product will consist of single detached, standard townhouse, rear lane townhouse, live-work townhouse, and potentially 4 to 6 storey apartments and other higher density forms within the future phase Mixed-Use Block. The densities are calculated with the objective of realizing some very key principles, namely marketability, built-form, buildability, aesthetics and balance. Refer to Section 3.0 Residential Architecture/Built Form for more detailed guidelines.

Image 2.11.13 - Higher density built form such as townhouses and live-work units, conceptually shown above, will form a key component of the Village residential fabric (Quadra Design Studios)

2.11.14 Privately Owned / Publicly Accessible Amenity Space

The live-work units proposed within the transit hub along Pleasant Rd. (Commuter Dr.) will provide a unique opportunity to create an upgraded exterior space that, in combination with the adjacent boulevard area, can compliment the treatment found on the opposite corner within the Civic Square. This space will be an attractive, valuable outdoor amenity that will serve as an extension of the retail or service function at the corner. The treatment will consist of decorative paving and a hierarchy of planting within curb planters.

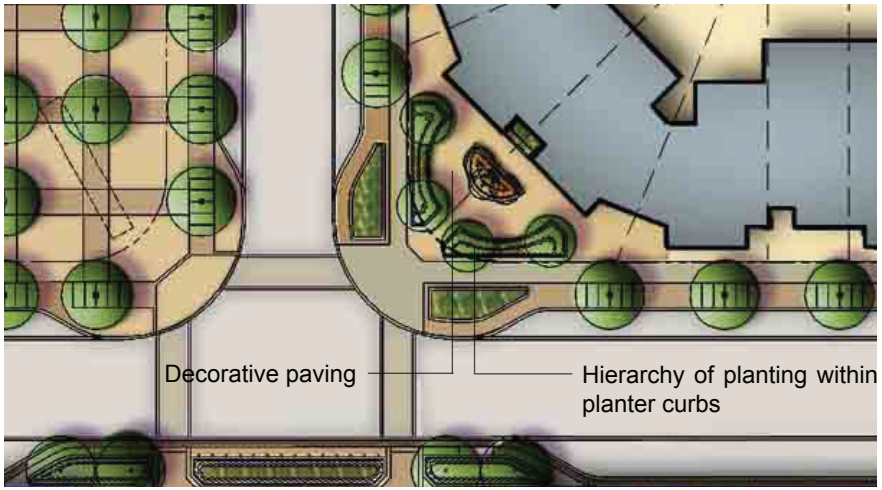


Image 2.11.14 - Public and private realm combine to provide corner open space upgrade at proposed live-work units.

2.12 DESIGN REVIEW AND APPROVAL

These guidelines have been prepared to complement the City of Brampton's existing process and procedures for review and approvals. In order to ensure that the proposed landscape design is consistent with the design intent prescribed in this report, the developer / design landscape architect should submit landscape drawings for review. This will allow an opportunity for the Control Landscape Architect to identify any design issues that the developer / design landscape architect may wish to address prior to final submission.

Submission Requirements:

When 1st Submission is made to the City, the Control Landscape Architect should be circulated with the following:

- 2 sets of landscape plans

The Control Landscape Architect will review the drawings and provide comments to the design landscape architect in a timely manner. These comments should be addressed through revisions to the drawings and /or otherwise mutually agreed to changes prior to re-submission to the City. For final design approval the Control Landscape Architect should be circulated with the following:

- 2 sets of revised landscape plans
- A letter/ memo summarizing the changes to the landscape plans

Submissions for landscape design control review shall be made to:

STLA Design Strategies (NAK Group of Companies)
355 Adelaide Street West, Studio 300
Toronto, Ontario, M5V 1S2
Tel: 416.340.8100
Fax: 416.340.7100

Chapter 2.0 OPEN SPACE GUIDELINES

2.13 LANDSCAPE COST RESPONSIBILITY MATRIX

	Capital Cost Developer Responsibility	Capital Cost City Responsibility	Infrastructure Stimulus Funded (ISF)
STREETSCAPE			
• Street Trees - 70mm cal., boulevard tree pits and grates, boulevard unit paving, subsurface drainage, irrigation			•
• Street Trees - 70-80mm cal., sodded boulevard	•		
• C.I.P. Concrete Planter Curbs			•
• Boulevard Planters - shrubs/ornamental grasses, irrigation			•
• Decorative Paved Crosswalks			•
• Hanging Planter Baskets			•
• Creditview Rd. Buffer / Boulevard Treatment	•		
• Buffer Planting at CN Rail			•
• School Corner Boulevard Planting			•
• Corner Lot Residential Cedar Hedging	•		
• Fencing - wood privacy, wood acoustic, decorative metal, flankage mailbox structure	•		
• Corner Plaza at Live-Work Units - concrete planter/seatwall, planter curbs, planting, subsurface drainage	•		
• Granular Access for Hydro One Brampton - west end of Transit Hub	•		
• Bell Walk-In Cabinet Planting	•		
• Irrigation			•
• Gateway Elements / Features - corner feature with planting, water service and irrigation, entry median with paving, planting and irrigation as required	•		
• Community Mailbox Flankage Treatment (along Ganton Heights and Bleasdale Ave.)	•		
• Street Lighting	•		
• Street Lighting (paired luminaires)			•

	Capital Cost Developer Responsibility	Capital Cost City Responsibility	Infrastructure Stimulus Funded (ISF)
TRANSIT HUB / ARCHITECTURAL STRUCTURES			
• Clock Tower			•
• GO Entrance Pavilion (2)			•
• Bus Stop Canopies (3)			•
• Bus Station Shelters - 2 with servicing and 1 without servicing			•
• West GO Station Access Steps			•
• East GO Station Access Steps			•
• GO Station Access Lighting			•
• C.I.P. Concrete Planter Curbs			•
• Decorative Paving - impressed and colour concrete, sandblasted banding, unit pavers			•
• Site Furniture - benches, metal bollards, trash and recycling receptacles, bike racks			•
• Decorative Metal Screens / Panels			•
• Terraseeding South Slope Berm			•
• Planting - including trees and shrubs within CN buffer			•
• Irrigation			•
CIVIC SQUARE			
• Rough Grading and Servicing			•
• Fountain / Pool / Skating Rink			•
• C.I.P. Concrete Seatwall			•
• C.I.P. Concrete Planter Curbs			•
• Paving - including concrete and unit paving			•
• Tree Pits and Grates			•
• Civic Square Signage Panel			•
• Sculpture Base			•
• Pergola (2)			•
• Site Furniture - benches, trash and recycling receptacles, bike racks, metal gates			•
• Play Area - playground equipment, play curb, rubberized surface			•
• Lighting			•
• Central Lawn Area			•
• Planting - trees, shrubs, perennials and ornamental grasses			•
• Ice Resurfacer Ramp			•
• Irrigation			•

Chapter 2.0 OPEN SPACE GUIDELINES

	Capital Cost Developer Responsibility	Capital Cost City Responsibility	Infrastructure Stimulus Funded (ISF)
PARK BLOCKS			
• Grading, topsoil, sodding and tree planting		•	
• Walkways, hard surface paving (asphalt / concrete)		•	
• Drainage system, internal		•	
• Furniture and lighting		•	
• Shade structure		•	
• Playground to standard and approval of City		•	
• Perimeter fence with columns	•		
• Decorative paving (corner treatment), pre-cast columns	•		
• Aluminum decorative fencing adjacent to the play area	•		
• Shade structure - one shade structure per park	•		
• Enhancements to light standards and site furniture	•		
• Multi-use path within Open Space Block, extending into mixed-use block to transit hub	•		
CULTURAL AMENITY FACILITY PLAZA			
• Rough Grading and Servicing			•
• C.I.P Concrete Planter Curbs			•
• Plaza Concrete Paving			•
• Unit Paving			•
• Concrete Seatwalls			•
• Library Plaza Sign / Pixelboard / Seatwall			•
• Skating Rink Refrigeration / Fountain Pool - Mechanical			•
• Lighting			•
• Irrigation			•
• Planting - trees, shrubs, perennials, ornamental grasses			•
PRECAST CONCRETE WALL			
• CN Feature Wall			•
PUBLIC ART FEATURES			
• Public Art Features - within Civic Square			•

Chapter 3.0 ARCHITECTURAL DESIGN GUIDELINES

Explanatory Note:

The text and images contained in this document are only a conceptual representation of the intended version and character of the development. In this regard, they should not be construed or interpreted literally as to what will be constructed. Furthermore, this information may not, under any circumstances, be duplicated in promotional literature for marketing of the community.

Although these guidelines represent current City standards for various community design elements at the time of issue, final designs may vary from standards in guidelines as standards in technology, safety and construction codes may have been updated over the application approval period, which may have a duration of 3-5 years or longer. Some examples of such community design elements are street lighting fixtures and street signs, road cross-sections and construction standards, utility locations, fencing standards, associated construction methodologies and plant material selections.

These guidelines are for the use of the original residential builder, however, subsequent homeowners are encouraged to abide by these guidelines should any alteration be contemplated to the exterior of the dwelling as originally approved, and that the proposed design and construction will be in compliance with all other authorities having jurisdiction.

Chapter 3.0 ARCHITECTURAL DESIGN GUIDELINES

This chapter provides a framework of architectural design guidelines for the exterior appearance of new and restored residential and community buildings within the Village. This section will discuss architectural design guidelines pertaining to building scale, architectural massing, transition to adjacent development, treatment at street and upper level architectural detailing, rhythm of windows and door, and relationship of buildings to public realm. The following guidelines are intended to augment the urban design criteria established in Chapter 2.0 - 'Landscape Guidelines' and to assist developers, builders, designers and City staff in achieving a high standard of residential design quality to promote a safe, attractive neighbourhood with a positive visual identity and a strong character.

Architectural design quality is one of the founding principles of the vision for the Mount Pleasant Village. All new housing shall be subject to a privately administered Architectural Design Review Process prior to issuance of building permits by the City.

The Residential Architecture / Built Form design guidelines are organized as follows:

1. Design Guidelines for Community Streetscapes
2. Residential Architectural Design Criteria
3. Design Guidelines for Garages
4. Design Guidelines for Priority Lots
5. Architectural Design Review and Approval Process

Performance standards and design objectives within these guidelines are in addition to requirements of the Zoning By-law, Conditions of Draft Approval, Subdivision Agreements and all other applicable agreements and legislation. Approvals by the Control Architect do not release the builder from complying with the requirements of the City of Brampton, the Project Engineer or any other approval authority. It is the builder's complete responsibility to verify conformance with all required authorities. Developers and builders are required to comply with these Guidelines throughout the design, marketing and construction processes.

Only those dwelling designs which have been given approval by the Design Control Architect shall be offered for sale.

Plans, photographs, elevations and diagrams contained within these Architectural Guidelines are conceptual in nature and by no means represent the only manner in which the guidelines outlined in this document could or should be implemented. Where landscape features or elements, such as decorative landscape pillars, fencing, etc, are shown in images in the Built Form Guidelines, they should not be construed to represent proposed treatments for such features. For details on proposed landscape elements, the reader shall refer to the 'Landscape Guidelines' section of these Guidelines.

The author of these Built Form / Architectural Guidelines (John G. Williams Limited, Architect) acknowledges that the information provided in this document has been coordinated with and is not contradictory to the content of the *Open Space Guidelines* prepared by STLA.

In addition to the design criteria stated herein, the design and siting of residential built form within Mount Pleasant Village shall comply with provisions of the Council approved "Architectural Control Guidelines for Ground-Related Residential Development" (ACGGRD), an addendum to the City-Wide Development Design Guidelines (DDG) (chapter 7).

Chapter 3.0 ARCHITECTURAL DESIGN GUIDELINES

3.1 DESIGN GUIDELINES FOR COMMUNITY STREETSCAPES

3.1.1 Building and Site Relationship

The Village is designed to be a unique urban neighbourhood within the Mount Pleasant Community. Located at the southern edge of the Mount Pleasant development area, adjacent to the GO Station, it will act as a transit hub and a terminating node for The Spine Road connection.

Density:
The greatest density will be evident immediately north of the railway line, along Pleasant Road within the vicinity of the Civic Square and tunnel entries to the GO station, as well as areas to the west south of the Spine Road. This will create a higher order core area within the Village that will cater to mixed uses. Other areas of greater density development will be integrated along the James Potter Road, The Spine Road and The Promenade. Greater density will be in the form of rear and front loaded townhouses, live-work units and potentially duplexes and condominium apartments.

Mixed Use:
Live-work units will be situated around the Civic Square and immediately opposite the station to meet retail requirements of commuters and local residents. It is estimated that the Village may include between 10,000 to 15,000 square feet of retail, with potential to include a convenience store, dry cleaner, cafe, dental office, barber shop, etc. Potential mixed-use shall also be associated with the proposed future higher density west of the core area.

Height and Massing:
A pedestrian-friendly, comfortable scale environment will be achieved by incorporating height and massing that is appropriate to the context of the street. Good design will maintain the height at two to four storeys adjacent to the street with an option for higher floors to be set back. More prominent massing will be found at corners of major streets to highlight the significance of these intersections and define vistas.

Setbacks:
Setbacks of buildings from the street will be kept to a minimum along major and minor collector roads where higher density and live-work units are situated. Increased setbacks would be apparent along local streets where single-detached homes are prominent.

Lanes:
Lane-based housing is proposed for strategic areas of the Village. Lane-based housing promotes a traditional urban form that benefits the Village by removing the garage and servicing elements from the streetscape and fostering a pedestrian-friendly streetscape.

Garages:
Garages for dwellings within the core area of the Village and along primary streets will generally be located away from street view to the greatest extent feasible. Front loaded street-facing garages will occur in other areas of the neighbourhood, outside of the core area and away from primary streets. Where street-facing garages occur, they will be designed to be a subordinate element within the streetscape.

Image 3.1.1a - The architectural forms within the Village should provide for a harmonious mix of distinctive architecture

Image 3.1.1b - Architectural forms will evolve further away from the station

Image 3.1.1c - The Village is designed to be a unique urban neighbourhood

Chapter 3.0 ARCHITECTURAL DESIGN GUIDELINES

3.1.2 Architectural Form

Various architectural forms are proposed for the Village, they consist of:

- Street Accessed 30' and 36' Single Detached dwellings
- Lane Accessed Townhouse dwellings
- Street Accessed Townhouses dwellings
- Live-work Units
- Existing Heritage Church Building
- Future Mixed Use/High Density Residential

The various architectural forms within the Village should provide for a harmonious mix of distinctive architecture which may incorporate both modern and traditional influences. It is important that the architectural form and, in turn, it's architectural style is designed to be complementary to the design of the public realm.

Apart from the customary brick exterior, other materials such as siding and prefinished stucco are encouraged to change the character throughout the Village. As well, architectural styles may vary to further characterize streets and sub-neighbourhoods and reflect uses.

Architectural styles and themes will be developed in a co-ordinated manner in consultation with the Builder, the Design Architect and the Control Architect.

Figure 3.1.2 - Village built form types

Chapter 3.0 ARCHITECTURAL DESIGN GUIDELINES

3.1.3 Village Identity Areas

Village Identity Areas serve to foster a unique 'sense of place' within the Mount Pleasant neighbourhood by providing identifiable landmarks that recognize the distinct character of the Village (see Figure 3.1.1).

Built form located in Village Identity Areas will have heightened public visibility. Opportunities to accentuate an architectural theme or to create a distinct streetscape shall be explored in these areas during the dwelling design review/architectural control process.

The following Village Identity Areas will be examined:

- Civic Square (with Heritage CPR Station)
- Village Gateway
- GO Transit Gateway
- Pleasant Road / Heritage Church
- The Spine Road
- The Promenade
- James Potter Road
- Old Creditview Road

Figure 3.1.3 - Village Identity Areas

Chapter 3.0 ARCHITECTURAL DESIGN GUIDELINES

Village Identity Areas within the Mount Pleasant Neighbourhood

i) Civic Square

- The Civic Square serves as the ceremonial, commercial and civic focus for the neighbourhood and helps to foster a strong sense of community pride, encourages people to interact within a vibrant setting and reinforces a feeling of security.
- The Civic Square will be surrounded by higher intensity development to generate pedestrian activity and reinforce the notion of a community centre.
- The historic Brampton CPR station will be integrated with the proposed library as a focal building within the Civic Square.

Built Form Response:

- The Civic Square will be framed by future 3-4 storey mixed-use buildings to the west, live-work units to the east and a library to the north, with Pleasant Rd. and the GO Lands along the south side.
- Dwelling entries should be oriented towards the Civic Square.
- The interplay of building materials and colours between the built form and the public realm of the Civic Square should be complementary and harmonious.
- Buildings with views from all public open spaces will be regarded as landmarks / focal elements and require higher order architectural detailing with special attention to massing, wall articulation and fenestration.
- Garages are not permitted to directly face the Civic Square.
- Architectural reference for new buildings should respect and relate to the historic Brampton CPR station within the Civic Square. Arts & Crafts architectural influences will be encouraged.

Image 3.1.3a - Civic Square conceptual image with adjacent live-work units

Image 3.1.3b - Historic Brampton CPR Station

Image 3.1.3c - Conceptual Live-Work units adjacent to Civic Square

Chapter 3.0 ARCHITECTURAL DESIGN GUIDELINES

Village Identity Areas within the Mount Pleasant Neighbourhood

ii) Village Gateways

- Gateways are located at main entrances to the Village, specifically at the intersection of The Spine Road and The Promenade with James Potter Road and at the intersection of the The Promenade with Pleasant Road.
- Gateway locations provide excellent opportunities to express the character of the community.

Built Form Response:

- The design of the gateways should reflect the prevailing architectural style of the adjacent built form in order to provide a sense of continuity and neighbourhood cohesiveness.
- Dwelling designs should be coordinated with the design of landscaped entry features.
- Dwellings located at gateways require the highest order of design quality.
- Three-storey building massing is required to emphasize the importance of these locations.

Image 3.1.3d - Enhanced architectural detailing and massing is required for gateway corner units

Chapter 3.0 ARCHITECTURAL DESIGN GUIDELINES

Village Identity Areas within the Mount Pleasant Neighbourhood

iii) Pedestrian Tunnel Gateway to GO Transit

- Two pedestrian tunnel gateways to the Mount Pleasant GO Station are located along the south side of Pleasant Road adjacent to the Civic Square.
- These gateways elevate the GO Station's significance within the community and provide an opportunity to emphasize the railway, industrial vernacular in close proximity to the Civic Square.

Built Form Response:

- Building types across from the gateways and adjacent to the Civic Square will consist of live-work units and townhouses. These should be designed and oriented to acknowledge the gateway locations and the importance of pedestrian traffic related to the GO Station.
- Set-back of the built-form will be minimized to make a strong connection with the street.

Image 3.1.3e - Conceptual Images of GO Transit Hub (excerpt)

iv) Pleasant Road / Heritage Church

- Pleasant Road is an east-west character street that runs parallel to the rail tracks on the north side and supports a number of unique features that lends the Village an inviting sense of urban identity through its adjacent built form.

Built Form Response:

- Adjacent building form will include live-work units, rear-lane townhouses flankages, street-accessed townhouses and the existing Heritage Church.
- Materials and colours should be used that help create a logical and harmonious transition between all built form components along the street, including the Civic Square area, the Heritage Church and the GO Transit gateway and station.

Image 3.1.3f - Live-work unit precedent

Chapter 3.0 ARCHITECTURAL DESIGN GUIDELINES

Village Identity Areas within the Mount Pleasant Neighbourhood

vi) The Spine Road

- The Spine Road is the symbolic community avenue, linking nodes, neighbourhoods and significant green spaces to the Mount Pleasant Village and GO Station. It will be urban in character with transit and street related, compact built form.

Built Form Response:

- Built form along the north side of the Spine Road will typically comprise rear-loaded townhouse product with street-accessed townhouse and single detached flankages. A compatible mix of two and three storey building massing will occur.
- Future 3-4 storey mixed-use buildings may occur on the south side of the Spine Road.
- Buildings should be oriented toward the street with minimum setbacks to help create a vibrant, walkable urban avenue.
- Garages shall not face the Spine Road.
- Given the high profile of The Spine Road, enhanced architectural articulation should characterize both front and side elevations.
- The design of all dwellings should be coordinated to include similar architectural style, colours and materials to create a sense of harmony.

Image 3.1.3g - Image of rear-loaded townhouses facing Spine Road / The Promenade

Image 3.1.3h - Dwelling units located close to the street

vii) The Promenade

- The Promenade is designed with an emphasis on greenery and to encourage pedestrian and bicycle travel with dedicated bike lanes, double rows of street trees where possible and limited driveway interruptions.

Image 3.1.3i - Image of townhouse flankage facing Spine Road / The Promenade

Image 3.1.3j - Alternating architectural detailing provides for an interesting street facade

Built Form Response:

- Built form will primarily comprise two and three storey rear and front-loaded townhouse product and single detached dwellings, with some flanking street-accessed townhouses.
- All flankage conditions should be treated as front facades with special attention to massing, wall articulation and fenestration.
- Buildings to be oriented toward the street with minimum setbacks to help create a vibrant, walkable urban avenue.
- Porches, stoops, canopies and porticos may be used to define the entrances to dwellings and to allow for an urban appearance within the streetscape.
- The design of all dwellings should be coordinated to include a range of compatible architectural styles with a variety of mixed colours and materials. Mixing of colours and materials within townhouse blocks is encouraged to promote the individuality of each unit.
- Where garages face The Promenade, they shall be limited to a single car width.
- Garages at corner lot locations shall not face The Promenade.

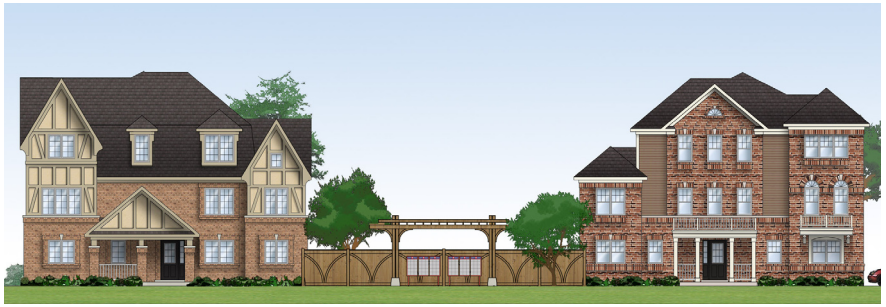


Image 3.1.3k - Enhanced architectural detailing at corner units and flankage conditions

Image 3.1.3l - Conceptual image of mixed-use building

Chapter 3.0 ARCHITECTURAL DESIGN GUIDELINES

Village Identity Areas within the Mount Pleasant Neighbourhood

viii) James Potter Road

- James Potter Road is a 4-lane major collector that borders the Village along the north/north-east perimeter.

Built Form Response:

- The setbacks for the built form will be greater than with The Spine Road and The Promenade to provide a sense of comfort for residents and pedestrians given the anticipated vehicle speed for a major collector.
- Built form will primarily comprise three storey front-loaded townhouses accessed from slip-off lanes parallel to James Potter Road. Driveways shall not directly access James Potter Road.
- South of the Spine Road, future high density residential / mixed use blocks are proposed.
- The design of all dwellings should be coordinated to include similar architectural style, colours and materials to create a sense of harmony along the road.

ix) Old Creditview Road

- Old Creditview Road is that portion of the existing Creditview Road that runs south of the James Potter Road and terminates at the future Pleasant Road.
- The street will retain its rural form, possibly retaining the rural road transect including the existing drainage swales.

Built Form Response:

- Existing residential development on the east side of Old Creditview Road consists of rear yards with fencing located along the street line.
- Proposed built form will consist of townhouse and single detached units with rear or side yards abutting onto Old Creditview Road.
- Although a rear or side yard fence will typify the interface with the street, an enhanced the architectural treatment is required for facades visible from to Old Creditview Road.

Image 3.1.3m - Conceptual image of front-loaded townhouses facing James Potter Road

Image 3.1.3n - Conceptual image of potential high density residential apartment building

Image 3.1.3o - Existing condition on Old Creditview Road

Image 3.1.3p - Enhanced architectural treatment of the facades visible from Old Creditview Road will be required

Chapter 3.0 ARCHITECTURAL DESIGN GUIDELINES

3.1.4 Community Safety

Refer to Section 2.1 of the "Architectural Control Guidelines for Ground-Related Residential Development" (ACGGRD), Chapter 7 within Brampton's Development Design Guidelines (DDG), for further design guidelines for "Community Safety".

Image 3.1.4a - Village streetscapes should be designed to foster "eyes on the street" for community safety

3.1.5 Street & Building Relationship

Refer to Section 2.2 of the "Architectural Control Guidelines for Ground-Related Residential Development" (ACGGRD), Chapter 7 within Brampton's Development Design Guidelines (DDG), for further design guidelines for "Street & Building Relationship". In addition, the following will apply:

- Siting houses close to the minimum required front setback is recommended unless otherwise stated for any special areas within the Village.
- Repetitive urban style elevations with simple roof and building massing are encouraged in special areas within the Village.

3.1.6 Model Repetition / Façade Variety

Refer to Section 2.3 of the "Architectural Control Guidelines for Ground-Related Residential Development" (ACGGRD), Chapter 7 within Brampton's Development Design Guidelines (DDG), for further design guidelines for "Model Repetition / Facade Variety". In addition, the following will apply:

- Typically, identical dwelling elevations will not be permitted directly adjacent or directly opposite one another. However, for certain 'community identity areas' the façade repetition may be desirable to create a consistent streetscape rhythm of design and colour, characteristic of historical precedents. This may occur where the following criteria is met:
  - where it is desirable to create a distinct street identity;
  - within a townhouse block;
  - where variety and identity is provided among individual streets within the village to achieve identifiable sense of place.

Image 3.1.5a - Building placement should define street edge

3.1.7 Massing Within the Streetscape

Refer to Section 2.4 of the "Architectural Control Guidelines for Ground-Related Residential Development" (ACGGRD), Chapter 7 within Brampton's Development Design Guidelines (DDG), for further design guidelines for "Massing Within the Streetscape". In addition, the following will apply:

- Massing should be transitioned from the higher density areas to lower density areas by providing appropriate building designs which create harmonious streetscape massing.

Image 3.1.6a - Variety of harmonious architectural expression should occur within the streetscape

3.1.8 Driveways

Refer to Section 4.6 of the "Architectural Control Guidelines for Ground-Related Residential Development" (ACGGRD), Chapter 7 within Brampton's Development Design Guidelines (DDG), for further design guidelines for "Driveways". In addition, the following will apply to buildings with front-loaded garages and driveways:

- A mix of single and double car driveways within a streetscape is encouraged.
- Use of staggered garages is encouraged (Refer also to Sec. 3.3.1 of this document).

Chapter 3.0 ARCHITECTURAL DESIGN GUIDELINES

3.1.9 Streetscape Elements

Refer to Section 2.6 of the “Architectural Control Guidelines for Ground-Related Residential Development” (ACGGRD), Chapter 7 within Brampton’s Development Design Guidelines (DDG), for further design guidelines for “Streetscape Elements”.

3.1.10 Fencing

Refer to Section 2.5 of the “Architectural Control Guidelines for Ground-Related Residential Development” (ACGGRD), Chapter 7 within Brampton’s Development Design Guidelines (DDG), for further design guidelines for “Fencing”. In addition, the following will apply:

- The design of fencing visible from the public realm should be compatible throughout the Village.
- Corner lot fencing shall be provided by the developer/builder for all applicable corner dwellings. (Some corner lot building forms may not require fencing i.e. Live/Work units).
- Corner lot fencing is intended to screen private rear yards otherwise exposed to flanking streets and must be :
  - designed by the developer’s consulting landscape architect.
  - consistent with the design, materials and details of other community fencing.
  - in compliance with applicable noise fencing requirements and municipal standards.
  - located within private property.
  - follow the lot line to a point approximately 1500 mm beyond the corner of the dwelling and then return to within 1350 mm of its flanking face to accommodate a gate.
- Where front yard fencing occurs, its design should be :
  - consistent in design and materials with the architectural style of the community.
  - no greater than 900 mm in height.
  - designed to allow for transparency.
  - uniform in appearance throughout the community.
- Privacy fencing is encouraged to extend between the side walls of garages on adjacent lots.
- The builder is completely responsible for ensuring fencing complies with the City of Brampton fencing requirements and by-laws.

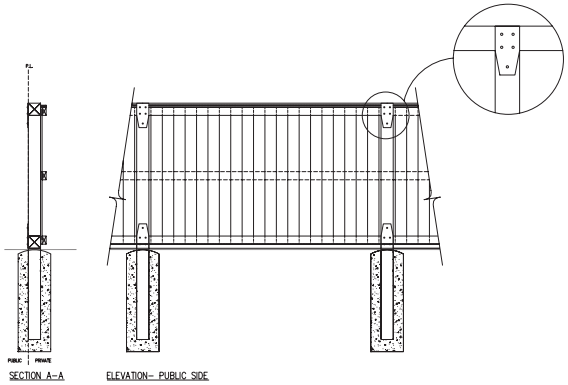


Figure 3.1.10a - Wood privacy fence design

3.1.11 Municipal Address Signage

Refer to Section 3.14 of the “Architectural Control Guidelines for Ground-Related Residential Development” (ACGGRD), Chapter 7 within Brampton’s Development Design Guidelines (DDG), for further design guidelines for “Municipal Address Signage”. In addition, the following will apply:

- The design of the address plaque should be complementary to the character of the Village and design of the dwelling.

3.1.12 Light Fixtures

Refer to Section 3.15 of the “Architectural Control Guidelines for Ground-Related Residential Development” (ACGGRD), Chapter 7 within Brampton’s Development Design Guidelines (DDG), for further design guidelines for “Lighting”.

Chapter 3.0 ARCHITECTURAL DESIGN GUIDELINES

3.2 ARCHITECTURAL DESIGN CRITERIA

3.2.1 Dwelling Types

New housing within the Village will include: Single Detached dwellings on lot frontages of 30' and 36', Townhouses (Lane-Accessed, Street-Accessed), Live-Work Units and Multi-Storey High Density Residential / Mixed Use Apartment Buildings. The wide range of housing types proposed will provide visual diversity within the neighbourhood and enhance the housing choices available to the marketplace.

Mount Pleasant Village is envisioned as a transit-oriented community, utilizing higher residential densities and urban design standards. As such, innovative housing forms not specifically addressed in these guidelines may be proposed by the developer. They will be reviewed by the Control Architect, in conjunction with City of Brampton staff, and considered based upon their design merits.

i) Single Detached Dwellings

Single detached dwellings shall be designed to individually and collectively contribute to the character of the Village. Within Mount Pleasant Village single detached dwellings with street-accessed single and double-car garages are proposed.

Image 3.2.1a - Streetscape with single detached dwellings

Image 3.2.1b - Single detached corner dwelling

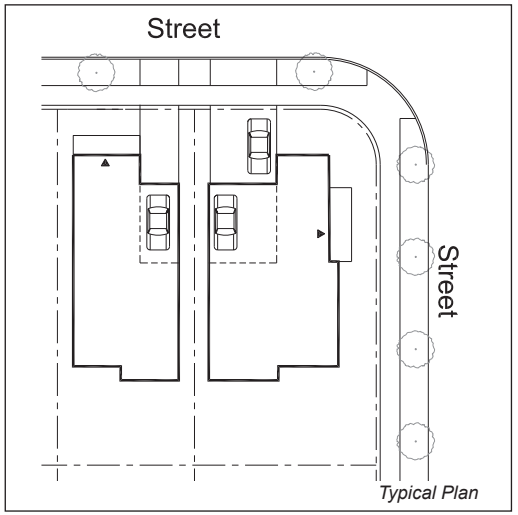


Figure 3.2.1a- Typical Single Detached Dwellings

- Building elevations visible from public areas shall incorporate appropriate massing, proportions, wall openings and plane variation in order to avoid large, blank façades.
- A variety of architectural expressions and elevation treatments shall be required for single detached dwellings to provide visual diversity within the streetscape. Individual buildings should combine to create visual harmony when sited collectively with other dwellings.
- Each dwelling shall have façade detailing consistent with its architectural style.
- For corner units, the flanking side elevation and rear elevation shall be given a similar level of architectural detailing as the front elevation.
- Main entries for corner dwellings are encouraged to be oriented to the flanking lot line or higher order street. Exceptions to this include corner units along The Promenade where main entries face The Promenade and garages are accessed from the minor local street on the flanking side of the dwelling.
- Dwellings with covered front porches or porticos are encouraged.
- Attached street-facing garages should be incorporated into the main massing of the building.
- Street-facing garages are encouraged to be either flush with or recessed behind the main ground floor building face or the front entry feature (i.e. a covered porch or portico).
- Minimize street facing garages which project beyond building face or front entry feature.
- A portion of Old Creditview Rd. will be uniquely defined by single detached dwellings backing onto the street with rear yards, rear lot fencing and buffer planting as the interface. This will mirror a similar existing built form configuration along the east side of Old Creditview Rd. Consideration will be given to upgraded facade treatment for these rear flanking elevations facing the road.

Image 3.2.1c - Single-car detached dwelling

Image 3.2.1d - Double-car detached dwelling

Chapter 3.0 ARCHITECTURAL DESIGN GUIDELINES

ii) Townhouses

Since townhouse blocks are comprised of individual units grouped together into a larger architectural form, the massing and design of each townhouse block, rather than the individual units, will be reviewed and approved based upon the design merits of the block. Within Mount Pleasant Village the following types of townhouses are proposed:

- Lane Accessed Townhouses
- Street Accessed Townhouses
- Refer to conceptual diagrams on this page and following page

- The overall streetscape composition along a defined street block (intersection to intersection) shall display massing and design continuity while achieving adequate streetscape variety.
- Balanced wall articulation is required to avoid large unbroken expanses of roof or wall planes, including the stepping of units and the use of bays and gables where appropriate.
- Clustering of townhouse blocks by "bookending" or providing end units having the same distinctive design feature (such as tower features, bay projections, balconies or other suitable feature) is encouraged. The intention is to create an identifiable sense of place for pedestrians.
- A mix of townhouse massings should be provided and should be grouped together to achieve harmonious massing.
- Increased building massing should occur for townhouses within the Village's strategic core areas.
- Street-facing garages are encouraged to be either flush with or recessed behind the main ground floor building face or the front entry feature (i.e. a covered porch or portico).
- For lane-based townhousing, the required outdoor amenity space may be provided in the form of a balcony above the garage.
- Well articulated, repetative urban style elevations with simplified roof lines and building massing is encouraged on lane accessed townhouses.
- Facade materials proposed for the front and rear elevations will be .

Image 3.2.1e - End unit design feature

Image 3.2.1f - Variety in detailing within each townhouse to avoid monotony

Image 3.2.1g - Prominent corner unit architecture is required

Chapter 3.0 ARCHITECTURAL DESIGN GUIDELINES

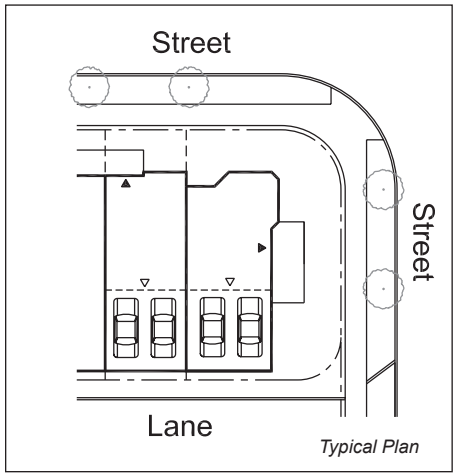


Figure 3.2.1b - Lane Accessed Townhouses

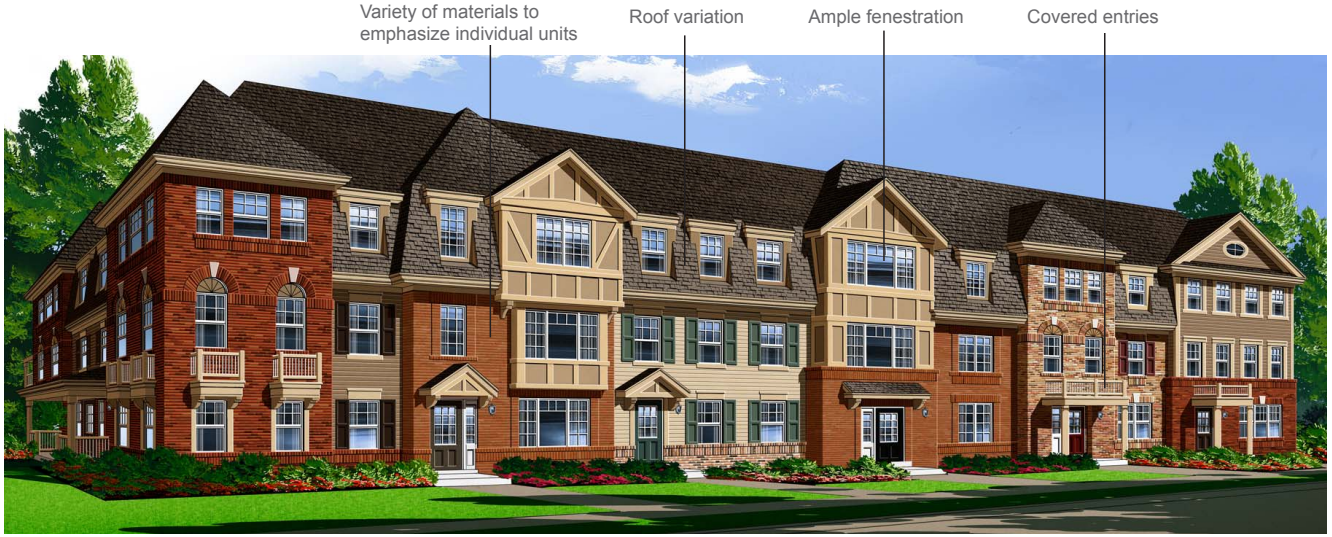


Image 3.2.1h - Lane Accessed Townhouses

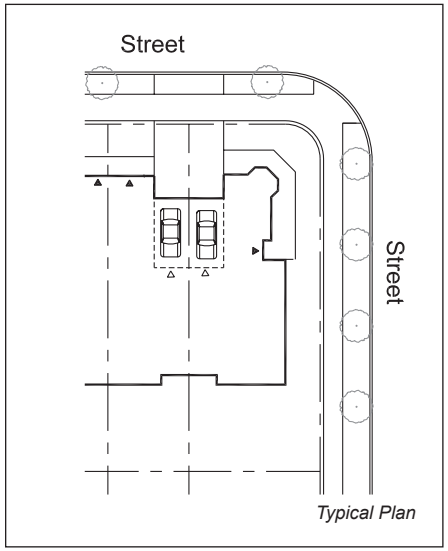


Figure 3.2.1c - Street Accessed Townhouses

Image 3.2.1i - Street Accessed Townhouses

Chapter 3.0 ARCHITECTURAL DESIGN GUIDELINES

iii) Live-Work Units

Live-Work Units are comprised of individual units grouped together into a larger architectural form (similar to townhouses), with typically business-oriented space on the ground floor and residential space above (see fig. 3.2.1f). In addition to the design principles stated previously for Townhouses, the following design criteria shall apply for Live-Work Units:

- Building facades should be designed to create a positive and cohesive streetscape appearance. This may be achieved through architectural detailing such as differing building materials, canopies/awnings, window treatment and size, and colour.
- Opportunity for signage should be located between the first and second storey. Backlit signage is discouraged.
- Large ground floor windows are encouraged.
- Large sidewalks should be provided in front of the street-facing elevations to provide a comfortable pedestrian environment. Landscaping and street furniture within the boulevard are encouraged in order to enhance the pedestrian experience.
- Main entrances should be ground-related and wheelchair accessible.
- Corner buildings should provide facades which appropriately address both street frontages.
- Garages shall not face the street.

Image 3.2.1j - Live-Work Townhouses

Image 3.2.1k - Design features of live-work units

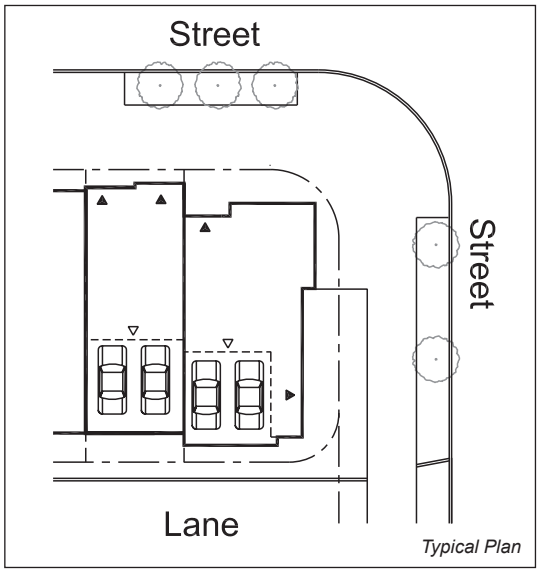


Image 3.2.1d - Live-Work Units

Chapter 3.0 ARCHITECTURAL DESIGN GUIDELINES

iv) Mixed-Use / Multi-Storey Apartment Buildings

Multi-Storey Apartment Buildings, such as Liner Buildings and/or Urban Walk-ups are being considered for the designated Mixed-Use blocks within the core area of the Village where higher residential densities are desired. Through the use of emphasized building height and massing, these building forms can help to establish an active urban character for the Village's core areas.

- The design of the high density building types should consider overall form, massing, proportions and roof designs to create a street facade that is composed of a consistent and attractive variety of building elements.
- Building set-backs should be minimized to maintain a strong relationship with the street.
- Main entrances should be designed as a focal point of the building.
- Corner buildings should provide facades which appropriately address both street frontages.
- Buildings should have an articulated base.
- Building materials should combine to create an attractive, cohesive facade treatment, consistent with the architectural theme for the Core Area.
- Where flat-roofed buildings are contemplated, they shall provide for a cornice treatment in their design.
- Parking areas should be located away from public view. This may occur as an above-ground parking structure, underground parking and/or surface parking.
- Rooftop mechanical equipment should be screened from public view and integrated into the design of the building.
- Opportunities to include ground related retail or service amenities will be considered.
- These Mixed-Use Blocks will be reserved for higher density residential subject to future amendment and will be covered in detail as an addendum to these guidelines or a specific urban design brief.

Image 3.2.1l - Corner building provides facade which appropriately addresses both street frontages

Image 3.2.1m - Building design should complement the architectural character of the Village

Image 3.2.1n - Apartment Building

Chapter 3.0 ARCHITECTURAL DESIGN GUIDELINES

3.2.2 Architectural Styles and Influences

Architecture within Mount Pleasant Village is envisioned as a harmonious mix of both traditional and modern influences, providing a private realm built form that is complementary to the community design initiatives of the public realm. A common thread linking the various building types and architectural styles throughout the Village will be the use of distinctive, well-designed buildings and the use of quality building materials.

- Given the large scale of the Village, it is advisable that a range of legible and coherent architectural styles be provided.
- Stylistic influences based upon traditional period Ontario architectural precedents will be encouraged. However, contemporary/modern influences are also appropriate in expressing a more urban form, provided they exhibit appropriate design compatibility with tradition-based architecture.
- Architectural reference to the Arts & Crafts style of the historic CPR Station is encouraged for new buildings in proximity to the Civic Square.
- Uninteresting generic architecture, devoid of character will not be permitted.
- A coordinated approach to architectural styles should be employed to ensure harmonious streetscapes are achieved.
- The design of each building should have distinguishing elements characteristic of a single identifiable architectural style.
- Mixing discordant architectural styles together within a single building is generally discouraged. However, for townhouse buildings mixing of styles and materials may be permitted to generate visual idividuality of units within the block.
- Regardless of the architectural style of the building, it is important that a consistent and high level of design quality is achieved.

It is not intended that these Architectural Guidelines impose a rigorous application of styles. They are simply meant to assist the Builder with a suggested design direction for inspiration, design quality, compatibility and consistency. A meeting should take place between the Builder, the Design Architect and the Control Architect, prior to the design of models, to determine which architectural styles are appropriate, given their location within the community.

Image 3.2.2a - Variety of architecture based on traditional and modern influences

Chapter 3.0 ARCHITECTURAL DESIGN GUIDELINES

3.2.3 Main Entrances

Refer to Section 3.5 of the "Architectural Control Guidelines for Ground-Related Residential Development" (ACGGRD), Chapter 7 within Brampton's Development Design Guidelines (DDG), for further design guidelines for "Main Entrances". In addition, the following will apply:

- Large concentrations of steps at the front entry are to be avoided unless they are a fundamental component of the building design style, i.e. brownstone vernacular or as required by grade.

Image 3.2.3a - Main entrances should be designed as a focal feature of the dwelling

3.2.4 Porches / Porticos / Balconies

Refer to Section 3.6 of the "Architectural Control Guidelines for Ground-Related Residential Development" (ACGGRD), Chapter 7 within Brampton's Development Design Guidelines (DDG), for further design guidelines for "Porches / Porticos / Balconies".

3.2.5 Architectural Detailing

Refer to Section 3.4 of the "Architectural Control Guidelines for Ground-Related Residential Development" (ACGGRD), Chapter 7 within Brampton's Development Design Guidelines (DDG), for further design guidelines for "Architectural Detailing". In addition, the following will apply:

- Where a frieze board, masonry band or plinth occurs on the front elevation, it must return a minimum of 600mm along the sidewall elevations or to a logical stopping point such as an opening, downspout or change in plane.

3.2.6 Wall Cladding

Refer to Section 3.7 of the "Architectural Control Guidelines for Ground-Related Residential Development" (ACGGRD), Chapter 7 within Brampton's Development Design Guidelines (DDG), for further design guidelines for "Wall Cladding". In addition, the following will apply:

- A high standard of design, detail, quality and variety of wall cladding is required to attain a harmonious blend of textures and colours within the streetscape.
- Main wall cladding materials for Mount Pleasant Village may include Brick, Stone, Stucco and Siding.
- Exterior cladding on all dwelling elevations should be consistent with the cladding on the front elevation. False fronting shall be avoided (i.e. no 2 storey full-brick fronts with sidng on the sides and rear). Exceptions to this may be permitted where siding is used as a main cladding or accent material on the front façade, or where an upgraded stone façade, stucco façade or stone plinth is incorporated into the design. Where this occurs, masonry shall return along the side walls a minimum of 600 mm (2') from the front of the dwelling or to a logical stopping point such as an opening, downspout or change in plane.
- Dwellings with vinyl siding as the main cladding material is acceptable when it is consistent with the architectural style.

Image 3.2.6a - Brick

Image 3.2.6b- Stone

Image 3.2.6c - Stucco

Image 3.2.6d - Siding

3.2.7 Exterior Material & Colours

Refer to Section 3.8 of the "Architectural Control Guidelines for Ground-Related Residential Development" (ACGGRD), Chapter 7 within Brampton's Development Design Guidelines (DDG), for further design guidelines for "Exterior Materials & Colours".

Chapter 3.0 ARCHITECTURAL DESIGN GUIDELINES

3.2.8 Windows

Refer to Section 3.10 of the "Architectural Control Guidelines for Ground-Related Residential Development" (ACGGRD), Chapter 7 within Brampton's Development Design Guidelines (DDG), for further design guidelines for "Windows". In addition, the following will apply:

- Bay windows should be used at appropriate locations and designed in a manner consistent with the architectural style of the dwelling. Bay windows may project up to 1.0m into the front or flanking yard, unless contrary to zoning, and may include a foundation.

3.2.9 Roofs

Refer to Section 3.9 of the "Architectural Control Guidelines for Ground-Related Residential Development" (ACGGRD), Chapter 7 within Brampton's Development Design Guidelines (DDG), for further design guidelines for "Roofs".

3.2.10 Foundation Walls

Refer to Section 3.11 of the "Architectural Control Guidelines for Ground-Related Residential Development" (ACGGRD), Chapter 7 within Brampton's Development Design Guidelines (DDG), for further design guidelines for "Foundation Walls".

3.2.11 Adverse Grade Conditions

Refer to Section 3.12 of the "Architectural Control Guidelines for Ground-Related Residential Development" (ACGGRD), Chapter 7 within Brampton's Development Design Guidelines (DDG), for further design guidelines for "Adverse Grading Conditions".

3.2.12 Utility and Service Elements

Refer to Section 3.13 of the "Architectural Control Guidelines for Ground-Related Residential Development" (ACGGRD), Chapter 7 within Brampton's Development Design Guidelines (DDG), for further design guidelines for "Utility and Service Elements".

- For corner lot dwellings, utility meters should be located on the interior side wall; where utility meters must be located on flanking walls exposed to public view, they should be set within a wall recess treated with an architectural surround or otherwise screened architecturally to reduce their visibility from the street subject to compliance with to local utility company regulations.
- Townhouses and Live/Work units shall be designed with recessed or screened utility meters (refer to fig. 3.2.12a) subject to compliance with to local utility company regulations.
- Banked utility meters are encouraged on lane accessed townhouses to be located on internal end units.
- Allowance for Utility Easements through attached product is required to achieve banked metering.

Image 3.2.12a - Examples of recessed and screened meters

Chapter 3.0 ARCHITECTURAL DESIGN GUIDELINES

3.3 DESIGN GUIDELINES FOR GARAGES

Guidelines for garage design are intended to ensure that the garage is not a dominant element in the streetscape and that its design harmonizes with the dwelling. Garage design shall be in accordance with all City zoning requirements.

3.3.1 Street-Accessed Attached Garages

Refer to Section 4.1 of the "Architectural Control Guidelines for Ground-Related Residential Development" (ACGGRD), Chapter 7 within Brampton's Development Design Guidelines (DDG), for further design guidelines for "Street-Accessed Attached Garages". In addition, the following will apply:

- Where the garage is visible to the street and 2-car garages are permitted (36' lots), the use of 16'-0" wide double-bay doors is permitted. In order to mitigate the visual impact of 16'-0" wide garage doors on the streetscape the dwelling design should ensure garages are setback from the porch or front wall face, the garage door style should be upgraded (see image 3.3.1b) and lotting patterns within street blocks should provide a mix of lot sizes to avoid long runs of 36' lots.
- Recessed garage doors are encouraged where feasible. Refer to Image 3.3.1c / e.

Image 3.3.1a - Street-facing garages shall not dominate the streetscape

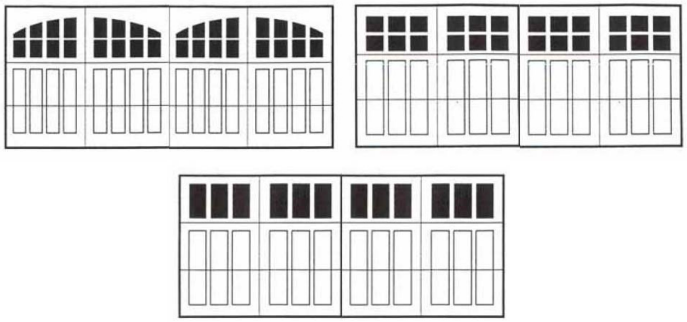


Image 3.3.1b - Variety of upgraded garage door style is encouraged

Image 3.3.1c - Recessed garages are encouraged

Image 3.3.1d - Single-bay garage doors (staggered garage)

Image 3.3.1e - Image showing recessed garage doors

Chapter 3.0 ARCHITECTURAL DESIGN GUIDELINES

Innovative garage designs are encouraged where they serve to lessen its impact upon the streetscape or upon community character areas. These may include:

Flankage Garages

- May be used for single detached corner dwellings along The Promenade (or other community character area locations where it is important to remove the garage and driveway from an important streetscape.
- These dwellings may have a typical rear yard amenity space enclosed by a privacy fence. Alternatively, a flanking side yard amenity space enclosed by a combination of fencing and landscaping may be provided.
- The use of 2 garages is permitted. A storage area within the garage is also permitted.
- Special zoning provisions will be required to implement flankage garages.

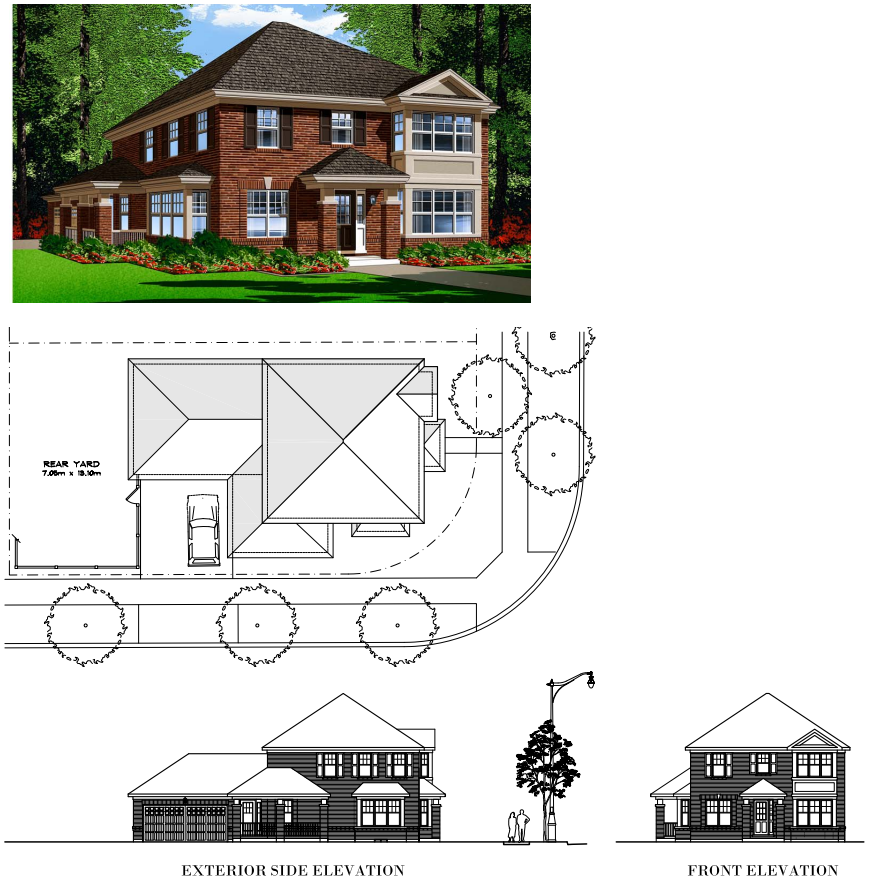


Image 3.3.1f - Corner Dwelling with Flankage Facing Garage (Rear Yard Amenity Space)

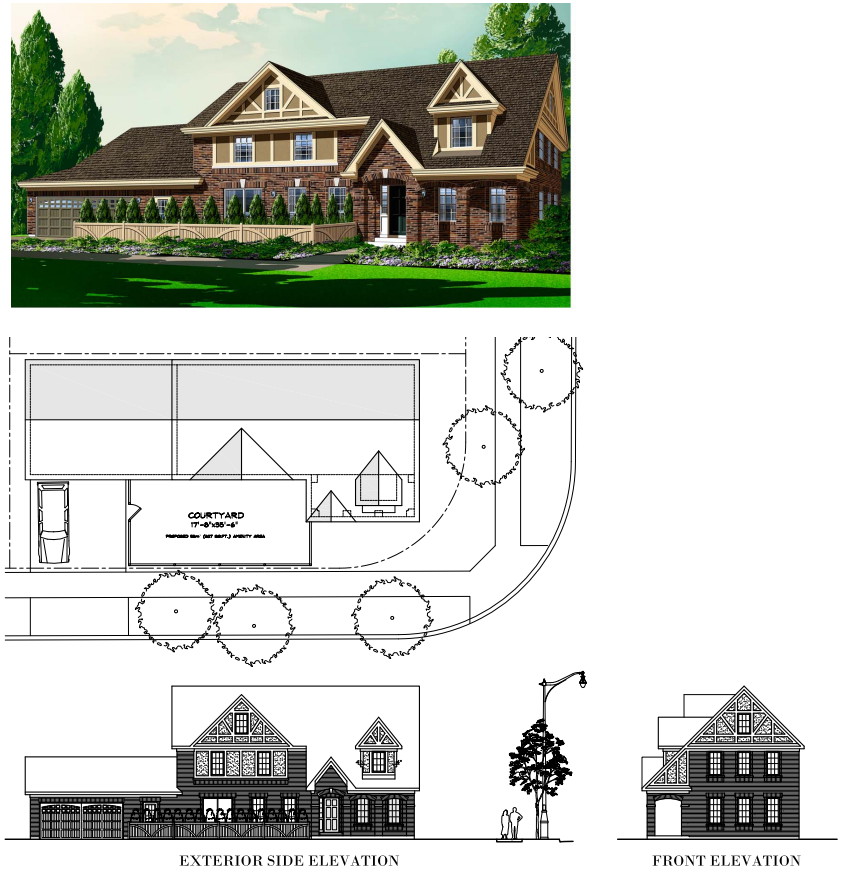


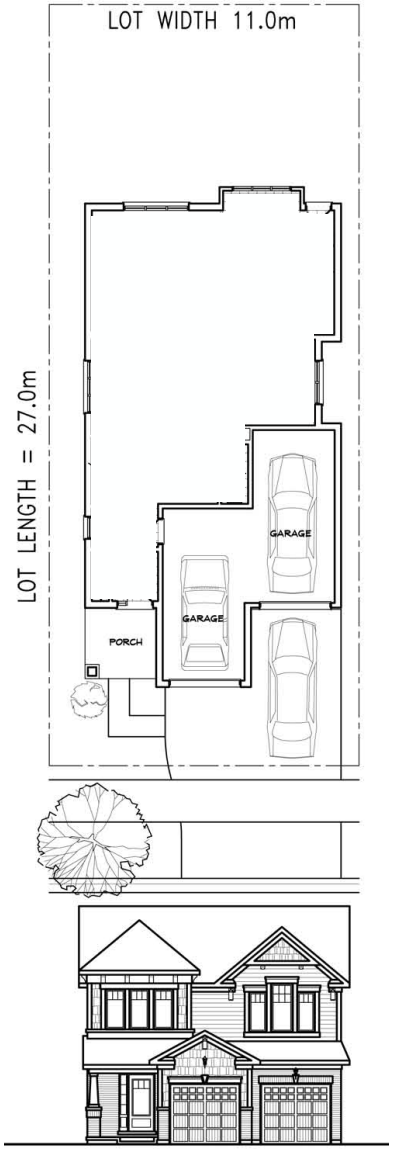
Image 3.3.1g - Corner Dwelling with Flankage Facing Garage (Side Yard Amenity Space)

Chapter 3.0 ARCHITECTURAL DESIGN GUIDELINES

Staggered Garages

- May be used for for 36' single detached dwellings on interior lots in order to break up the horizontal aspect of a double car garage by pulling one garage bay significantly forward of the other garage bay. This also has the benefit of visually screening a portion of the car parked in the driveway and pulling the built form closer to the street.
- Staggered garages allow 3 parking spaces on the lot (2 inside the garage and 1 outside the garage on the driveway).
- Special zoning provisions will be required to implement staggered garages.

Image 3.3.1h - Staggered Garages



3.3.2 Lane-Accessed Garages

Dwellings with lane-accessed rear yard garages have been strategically located within Mount Pleasant Village along primary streetscapes and in areas where intensive pedestrian activity is contemplated. Dwellings with this garage option will contribute positively to the built form character and streetscape appearance of the neighbourhood. The following design criteria applies:

- Lane-accessed garage types may be attached to or detached from the dwelling.
- Lane-accessed garages shall be complementary to the principal dwelling in terms of materials, massing, character and quality.
- Garages shall be designed and arranged to provide an attractive visual environment within the rear lanescape.
- Garages shall be designed with articulated roof lines.
- Garage doors should be sectional roll-up type. The use of glazed top panels within the door is encouraged.
- The municipal address shall be provided on the garage in a well lit location facing the lane.
- Parking pads are permitted beside the rear yard garage for interior lots but are not permitted between the rear yard garage and a flankage lot line. Parking pads shall be screened from the rear yard by a fence.
- Pairing of garages within the laneway should occur when appropriate.
- Garages should be sited to provide for access and drainage from the rear yard of the unit to the laneway.
- Garages on corner lots or other areas exposed to public view shall be of increased design quality consistent with the main dwelling.
- Habitable space or amenity space provided above an attached rear yard garage is permitted and encouraged for its beneficial overlook effect on the lane.

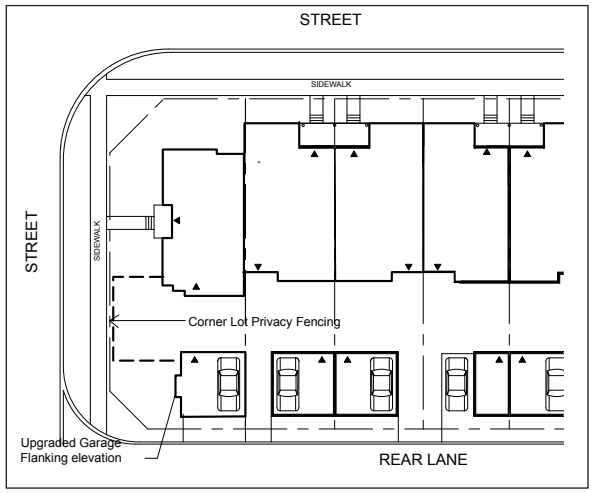


Figure 3.3.2a - Detached lane-accessed garages (conceptual plan view)

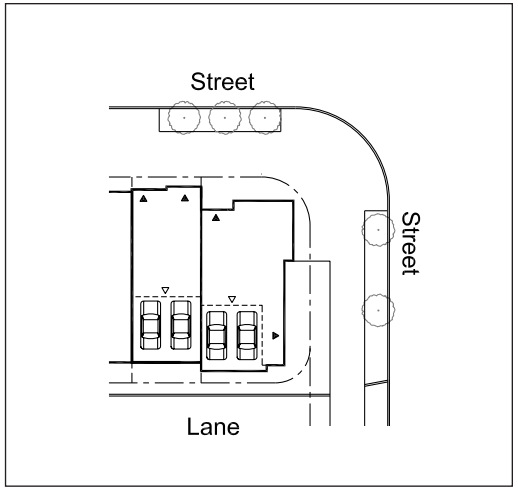


Figure 3.3.2b - Attached lane-accessed garages (conceptual plan view)

Image 3.3.2a - Detached garage

Image 3.3.2b - Attached garage with amenity space above

Image 3.3.2c - Attached garage with habitable space above

3.3.3 Street-Accessed Rear Yard Garages

Refer to Section 4.3 of the "Architectural Control Guidelines for Ground-Related Residential Development" (ACGGRD), Chapter 7 within Brampton's Development Design Guidelines (DDG), for further design guidelines for "Street-Accessed Rear Yard Garages".

3.3.4 Criteria for Dropped Garage Conditions

Refer to Section 4.5 of the "Architectural Control Guidelines for Ground-Related Residential Development" (ACGGRD), Chapter 7 within Brampton's Development Design Guidelines (DDG), for further design guidelines for "Criteria For Dropped Garages Conditions".

Chapter 3.0 ARCHITECTURAL DESIGN GUIDELINES

3.4 DESIGN GUIDELINES FOR PRIORITY LOT DWELLINGS

Within Mount Pleasant Village certain dwellings will possess greater visual significance due to their increased level of public exposure. These are typically referred to as Priority Lot Dwellings. Priority Lot Dwellings occur in visually prominent locations such as community entry points, corners and view termini or where adjacent to public or highly visible areas such as the Civic Square and the GO Station.

Dwellings located within or adjacent to Village Identity Areas (refer to Sec. 3.1.1) will also be considered Priority Lot Dwellings. Special attention shall be required for the site planning and architectural design on publicly exposed elevations of Priority Lot Dwellings to enhance their visual character. This can be achieved through the use of elements characteristic to the architectural style of the dwelling such as bay windows, towers, porches/porticos or stone accents. The enhanced treatment of priority lot dwellings adds detail, variety and interest to the streetscape at appropriate locations.

For the locations of dwellings on Priority Lots, refer to the Priority Lot Location Plan - Figure 3.4.

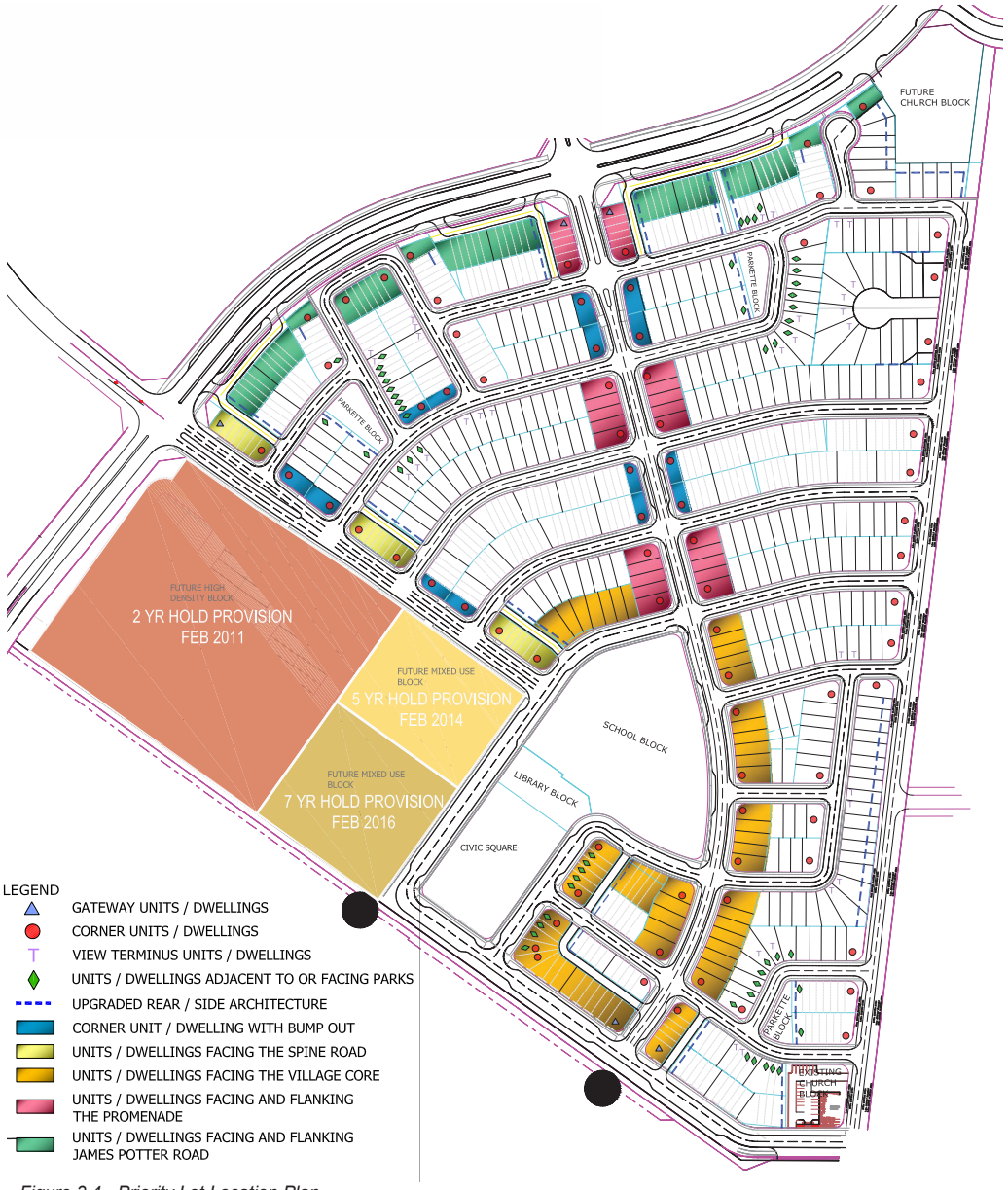


Figure 3.4 - Priority Lot Location Plan

Chapter 3.0 ARCHITECTURAL DESIGN GUIDELINES

3.4.1 Corner Lot Dwellings

Refer to Section 5.2 of the "Architectural Control Guidelines for Ground-Related Residential Development" (ACGGRD), Chapter 7 within Brampton's Development Design Guidelines (DDG), for further design guidelines for "Corner Lot Dwellings".

- Ground level elements such as porches/porticos, windows, projecting bays and their details, should relate to the pedestrian scale at the street.
- Corner units with street-accessed garages may have the garage and driveway located on either the front or side of the dwelling (refer to Section 3.3.1 of these Guidelines).
- Dwelling designs that "pinch" the view into rear yards by extending a rear yard bay element are encouraged on corners along the Promenade (see Figure 3.4.1a).
- The main entry from the flanking elevation should be connected by a paved walkway to the driveway.
- Identical elevations on abutting or directly opposite corner lots are discouraged. However, building designs which have compatible architectural style, massing, elements and details are encouraged on abutting or directly opposite corner lots to provide both harmony and variety to the streetscape.
- A privacy fence shall be provided to enclose the rear yard of all corner lot dwellings.

Image 3.4.1a - Upgraded rear elevations required for corner lots

Image 3.4.1b - Conceptual image of corner dwelling.

(note: mailbox/fencing design conceptual only)

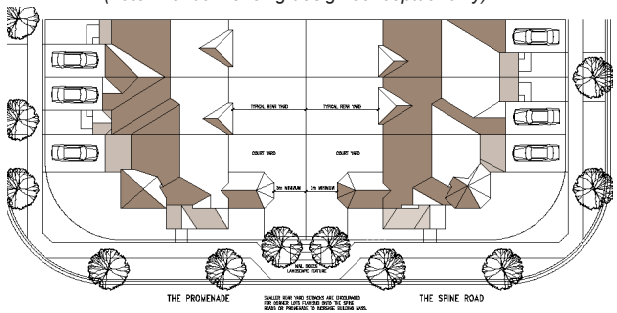


Figure 3.4.1a - Plan view of street accessed flankage condition (Promenade)

3.4.2 Village Gateway Dwellings

Village Gateway Dwellings are located at the main points of entry to the neighbourhood. It is paramount that their design convey the character and design quality of Mount Pleasant Village to residents, neighbours and visitors. Refer also to Section 3.1.3(ii) of these Guidelines and to Section 5.3 of the "Architectural Control Guidelines for Ground-Related Residential Development" (ACGGRD), Chapter 7 within Brampton's Development Design Guidelines (DDG), for further design guidelines for "Community Gateway Dwellings".

- All Gateway Dwellings should have 3 storey building massing.
- The garage should be accessed from a rear lane.
- Gateway corner lot fencing or noise attenuation fencing is required to screen rear yard amenity areas. Fencing shall comply with City of Brampton by-laws.
- The use of enhanced landscaping or planting will be encouraged for Gateway Dwellings.

Image 3.4.2a - Dwelling design, colours or materials should be consistent with or complimentary to any adjacent community gateway entry feature

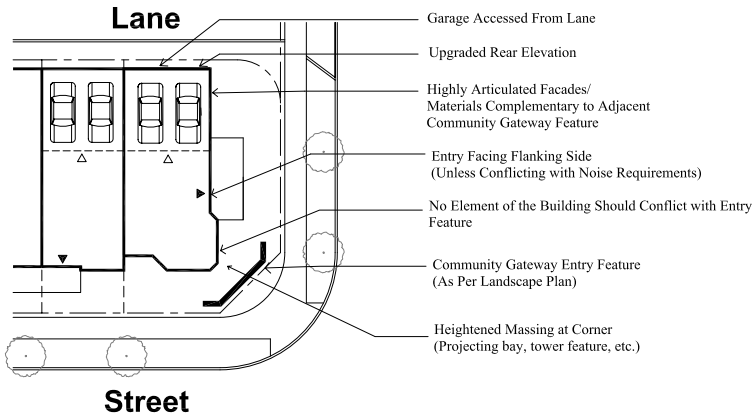


Figure 3.4.2a - Plan view of a Gateway Dwelling

Chapter 3.0 ARCHITECTURAL DESIGN GUIDELINES

3.4.3 Dwellings Abutting Public Open Space Areas

Refer to Section 5.6 of the "Architectural Control Guidelines for Ground-Related Residential Development" (ACGGRD), Chapter 7 within Brampton's Development Design Guidelines (DDG), for further design guidelines for "Dwellings Abutting Public Open Space Areas". Where a dwellings side or rear elevations are exposed to the public realm, they require enhanced design treatment, having detail and quality consistent with the street-facing elevation.

- Within Mount Pleasant Village applicable enhancement situations include the following:
  - Dwellings backing onto or flanking parks, laneways, public walkways or places of worship.
  - Reverse frontage lots backing or flanking onto a public road.
  - Dwellings on curved streets where stepped setbacks leave sidewalls exposed to public view
  - Those portions of an elevation (including roof) exposed to public view and located above the limit of solid fencing.
- Dwellings adjacent to the parkettes may be designed with their main facade and entry directly interfacing with the parkette. Corner unit designs may be permitted in these locations.

Image 3.4.3a - Upgraded side and rear elevation

Image 3.4.3b - Upgraded rear elevation onto an open space

3.4.4 Buildings Facing Civic Square

The Civic Square will be considered a Community Identity Area as described earlier in this document. Buildings facing this area will have a higher degree of public visibility within the community and will be deemed to be Priority Lots. A coordinated and unified architectural treatment will be required for these buildings as follows:

- These buildings shall provide a distinguished architectural backdrop to the public realm in order to foster an identifiable sense of place within the community for these areas of heightened public activity.
- The use of live/work units should be provided in this area.
- Buildings facing the Civic Square should be complementary to the landscape treatment proposed for the park. The use of suburban generic architecture shall not be permitted in these key Community Identity Areas facing parks.
- The use of balconies overlooking the Civic Square is encouraged.
- Garages and driveways should not be permitted to face the Civic Square.
- Refer also to Section 3.1.3(i) of these Guidelines for further criteria for the Civic Square.

Image 3.4.4a - Dwellings facing Civic Square

3.4.5 Buildings Facing the Spine Road

The Spine Road will be considered a Community Identity Area as described earlier in this document. Buildings facing this area will have a higher degree of public visibility within the community and will be deemed to be Priority Lots. The following guidelines apply:

- Buildings facing the Spine Road (north side) shall either be three-storeys (rear lane townhouses) or shall be designed to appear as having three-storey building massing (single detached dwellings) in order to provide a transition to the future high density / mixed use blocks on the south side of the Spine Road.
- Garages and/or driveways shall not face the Spine Road.
- Model elevations, colour palettes and materials will be predetermined and coordinated to provide a cohesive streetscape appearance.
- Refer also to Section 3.1.3(vi) of these Guidelines for further criteria for the Spine Road.

Figure 3.4.5a - Conceptual Streetscape for Spine Road (North Side)

3.4.6 Buildings Facing the Promenade/Village Core

The Promenade/Village Core are considered Community Identity Areas as described earlier in this document. Buildings facing these areas will have a higher degree of public visibility within the community and will be deemed to be Priority Lots. The following guidelines apply:

- The number of garages and driveways facing the Promenade shall be minimized to the greatest extent feasible through the use of lane based housing and corner dwellings with driveways accessed from the intersecting local streets.
- Where garages and driveways face the Promenade/Village Core, they should be limited to a single car width.
- Building massing should provide for a smooth transition among adjacent buildings within the Promenade streetscape.
- Model elevations, colour palettes and materials will be predetermined and coordinated to provide a cohesive streetscape appearance.
- Refer also to Section 3.1.3(vii) of these Guidelines for further criteria for the Promenade.

Figure 3.4.6a - Conceptual Streetscape for North End of Promenade

3.4.7 View Terminus Dwellings

Mount Pleasant Village has been designed to enhance the visual experience by creating view corridors to neighbourhood features such as the Civic Square, GO Transit gateways and community buildings. Within the residential areas of the Village, View Terminus Dwellings typically occur at T-intersections where one road terminates at right angles to another or on the outside lots of curved streets and street elbows. These dwellings terminate an axial view corridor and should receive enhanced architectural design and landscaping treatment.

Refer to Section 5.5 of the "Architectural Control Guidelines for Ground-Related Residential Development" (ACGGRD), Chapter 7 within Brampton's Development Design Guidelines (DDG), for further design guidelines for "View Terminus Dwellings".

3.5 ARCHITECTURAL DESIGN REVIEW AND APPROVAL PROCESS

Ground related residential development is subject to the provisions of “Architectural Control Guidelines for Ground Related Residential Development” (ACGGRD), Chapter 7 of the Development Design Guidelines, added through Council approval on August 6, 2008 and associated fees as per By-Law 177-2008. As the DDG’s may evolve and be updated, developers and their consultants shall verify with Community Design Staff the latest version of the approved document in force.

Refer to Section 7.0 of the ACGGRD for further design guidelines for “Design Review and Approval Process”.

Additionally, this development is subject to different architectural and landscape design review processes:

- Site Plan Control for mixed uses, commercial/institutional and multi unit residential.
- Architectural/Landscape Control through the subdivision process for single family homes and freehold townhouses.

In order to achieve the quality and consistency of development envisioned and to coordinate these processes staff recommends that for development not subject to Site plan Control a design review mechanism is instituted for architectural and landscape design. This mechanism should consist of submission of block elevations,streetscapes and landscape plans and details coordinated through an overall priority lot plan. Dedicated staff from Urban Design and Open Space sections will review and ensure speedy processing (usually within a week),sign off and clearance for building permit submission on the basis of compliance with the approved architectural and landscape components of the Community Design Guidelines.

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Planning, Design and Development
Community Design, Parks Planning and Development

Stage 2: Community Design Guidelines Document
Circulation & Approval/Sign-Off Sheet

Receipt Date: June 22, 2010
Date: June 23, 2010
File: P20BP44-1.001 / C04W11.004 & 21T-07016B
Applicant (or Owners): **Mattamy (Credit River) Limited**
STLA Design Strategies (NAK) & John G. Williams Architect
Project Name: **Mount Pleasant Village**

Circulation:

☐ 1st ☐ 2nd ☐ 3rd ☐ Other _____ ☑ Final

Comments:

- The Community Design, Parks Planning and Development Division staff are of the opinion that they have adequately addressed the City's condition of draft approval.
- Community Design, Parks Planning and Development Division staff recommend the approval of the ***MOUNT PLEASANT VILLAGE – COMMUNITY DESIGN GUIDELINES: OPEN SPACE AND ARCHITECTURAL DESIGN GUDIELINES*** by STLA Design Strategies (NAK) & John G. Williams Architect dated June 9, 2010.

Approval:

Recommended: _____ (Manager, Parks & Facility Planning)

Seconded: _____ (Manager, Open Space Design & Construction)

_____ (Manager, Urban Design & Public Buildings)

Approved: _____ (Director, Community Design, Parks Planning and Development)

Cc. B. Smith; C. Heike; S. Chevalier; M. Palermo; S. Drumond; A. Wong; M. Debnath; A. Minichillo