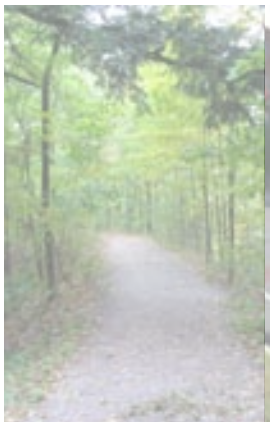
Approval Stamp

MOUNT PLEASANT BLOCK PLAN 51-1

Community Design Guidelines (CDG) Document

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CITY OF BRAMPTON

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MOUNT PLEASANT BLOCK PLAN 51-1
City File # P26S-51-OS
Final Submission

Disclaimer:

The text and images contained in this document reflect a conceptual representation of the intended vision and character of the proposed development within this block plan area. These guidelines incorporate current City standards, or approved alternative design standards (ADS's), as applicable, at the time of approval of this document. Final designs for block plan elements such as parks, streetscapes, gateway features, pathways, bridges, street lighting, street signs, road cross-sections, utility locations, fencing and associated construction standards etc., may change over time. Changes may be permitted, subject to City approval, due to amendments to City standards, changes in technology, safety and/or construction codes, changes necessitated by the availability of identified materials or modifications to maintenance practices, etc.

In addition, the built form/architectural guidelines depicted in this document are for the use of the original residential developer(s)/builder(s). 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.

In this regard, the material represented in this document should not be construed or interpreted literally. Furthermore, this information may not, under any circumstances, be duplicated in promotional literature for marketing of the community without the expressed approval of the City of Brampton.

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1 CONFORMITY TO COMMUNITY DESIGN / SECONDARY PLAN PROCESS

1.1 Purpose of the Document

Mount Pleasant Community Block Plan 51-1 is a proposed community development located in North West Brampton and is the first of two block plan areas, the second being Block 51-2, which comprise the Mount Pleasant Secondary Plan Area 51.

The Mount Pleasant Block Plan 51-1 Community Design Guidelines (CDG) Document is submitted as a component of the Block Plan approval process. It provides design direction for the implementation of the vision and intent identified and approved at the Secondary Plan stage. It serves as a supplement to the City of Brampton's 'parent' design guidelines document, the Development Design Guidelines (DDG's), and represents a more detailed refinement of the adopted Secondary Plan.

The CDG focuses on the physical design of the community, with particular references to major Structuring Elements, including the Natural Heritage System (NHS) / channel alignment, major road network, the Spine Road, trails and pathways, mixed-use nodes, the transit hub (Mount Pleasant Village), neighbourhoods, parks and open space, stormwater management ponds, Trans-Canada Pipeline corridor, commercial blocks and institutional lands. The document describes and details how Special Character Areas form the focal locations within Mount Pleasant and define neighbourhoods, including the identification and demonstration of mixed-use nodes, the Spine Road, gateways, neighbourhood parks, trails and pathways, and stormwater management ponds. Additionally, it will prescribe landscape and built-form guidelines and principles for these Special Character Areas, including related non-standard elements.

The CDG is intended to provide a set of standards for the development of a sustainable community designed in accordance with the principles of a transit-oriented development, distinct from the traditional suburban neighbourhoods found within Brampton and the Greater Toronto Area. It will emphasize and detail the integral components that will help create an innovative urban, walkable, transit friendly environment with mixed-uses, a variety of housing types and densities, including low, medium and higher densities, within the context of protected natural heritage features.

The structure and content of these guidelines are intended to reflect the adopted Terms of Reference for Community Design Guidelines Document (CDG) created through the 2009 City of Brampton/BILD Development Process Review Project. As well, it should be noted that the Block Plan 51-1 and individual Draft Plans of Subdivision filed on behalf of the participating landowners are meant to be processed and approved as a comprehensive package.

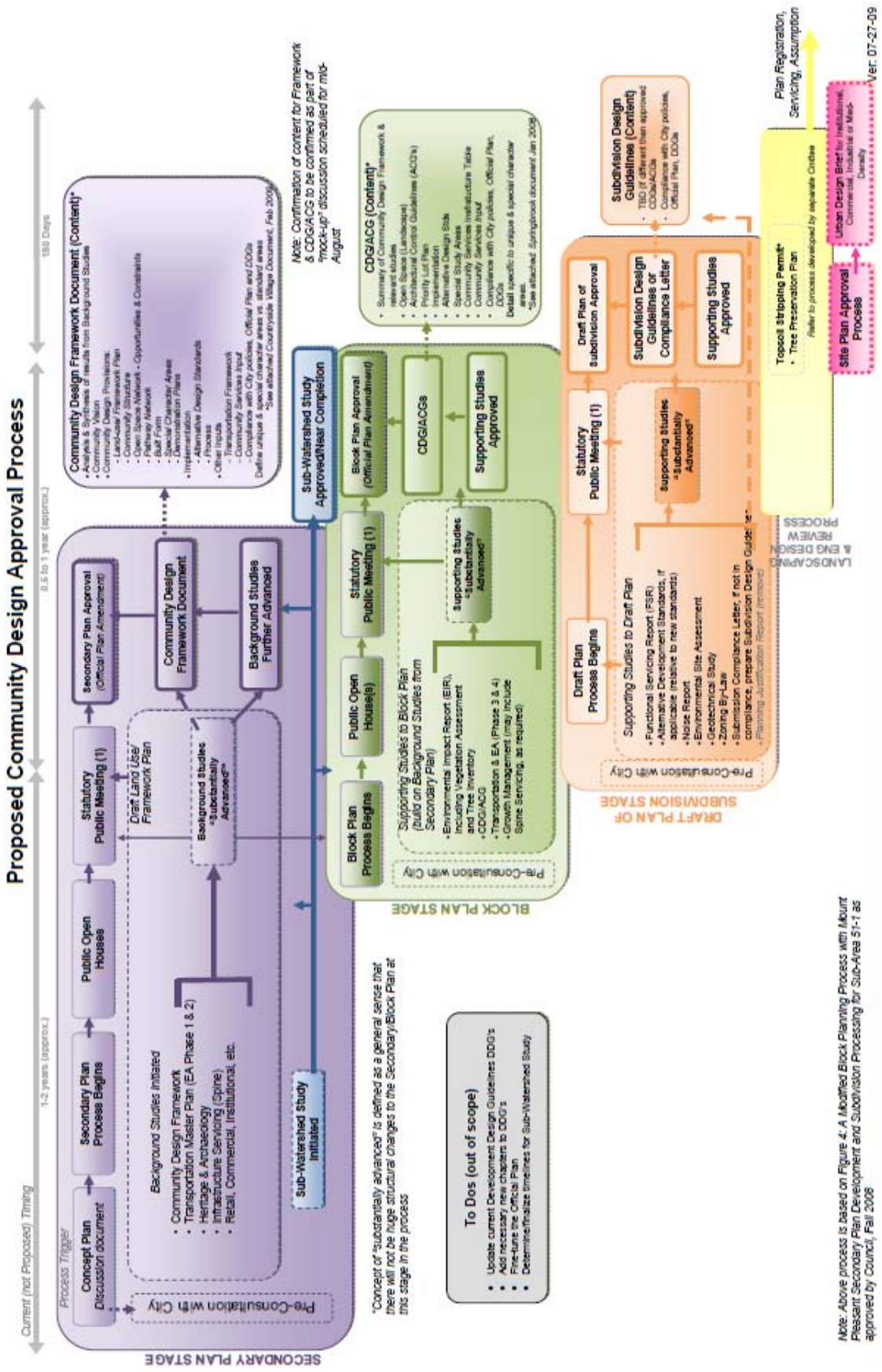


Fig. 1.1a - Proposed Community Design Approval Process (Source: City of Brampton)

1.2 Study Area

The Mount Pleasant Secondary Plan (Area 51) consists of approximately 2,091 acres (846 hectares) of land that is designated as part of the North West Brampton Urban Development Area in the City of Brampton. The Phase 1 Mount Pleasant Block Plan (Sub-Area 51-1), consisting of approximately 1,276 ac. (516 ha.), forms the north-south portion of the community and is bounded by the following -

- Mississauga Road to the west;
- Mayfield Road to the north;
- Creditview Road to the east;
- Bovaird Drive and James Potter Rd. to the south

Beyond the southern-most section of Phase 1 is the Mount Pleasant Village (MPV) neighbourhood. The Village is part of the Fletcher's Meadow Secondary Plan (Area 44) and is defined by Creditview Road to the east, the CN Rail Line in the south and the future James Potter Road extension to the north-east, essentially forming a triangle. South-west of the Village area is the planned future District Commercial Centre, which forms part of Block Plan 51-1, comprising employment lands, commercial use, office and higher density residential. To the east is the recently established Fletcher's Meadow residential community consisting primarily of low-density residential.

The 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 and anchor for integrated residential, retail, civic and cultural uses.

From a regional context, the City of Brampton is impacted by the planning policies and growth targets of the surrounding municipalities, consisting of Mississauga, Caledon, the Town of Halton Hills, Vaughan and Toronto. Toronto and Mississauga are fully urbanized communities and Vaughan is quickly evolving into a similarly predominant urban environment. Caledon and the Town of Halton Hills remain largely rural in character with existing service centres such as Bolton, Caledon East and Mayfield West. The growth rate for Caledon and the Town of Halton Hills is expected to be significantly less than Brampton with respect to the growth targets established for the Greater Golden Horseshoe area.

Regional Context Map

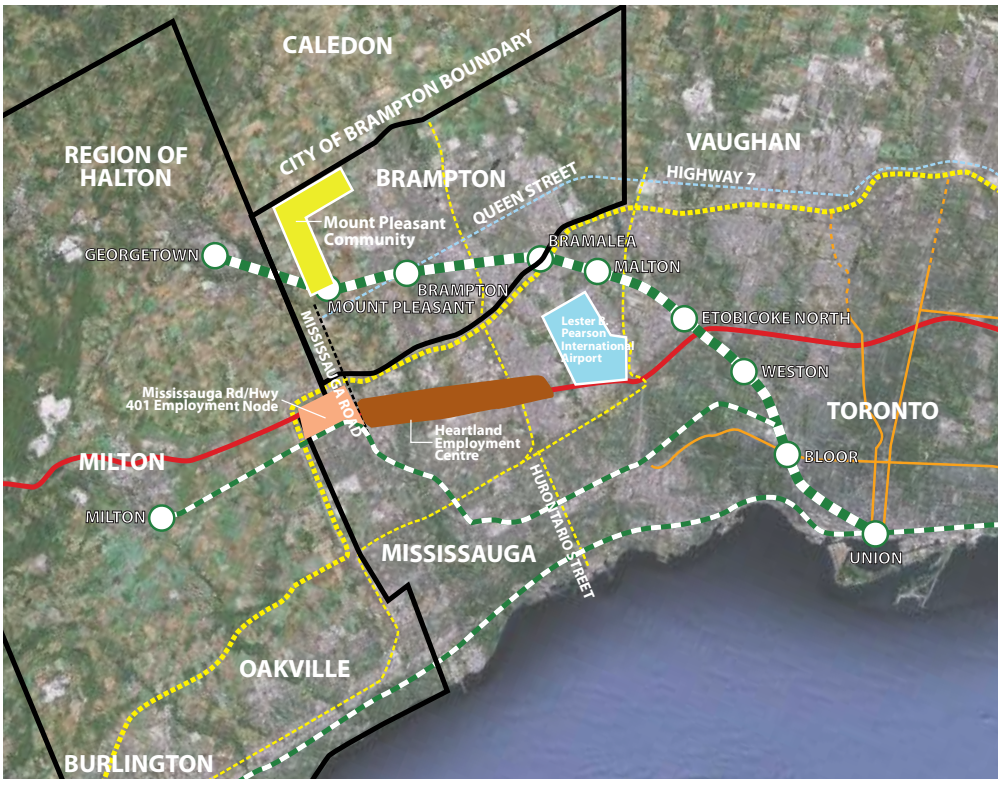


Fig. 1.2a - Regional Context Map

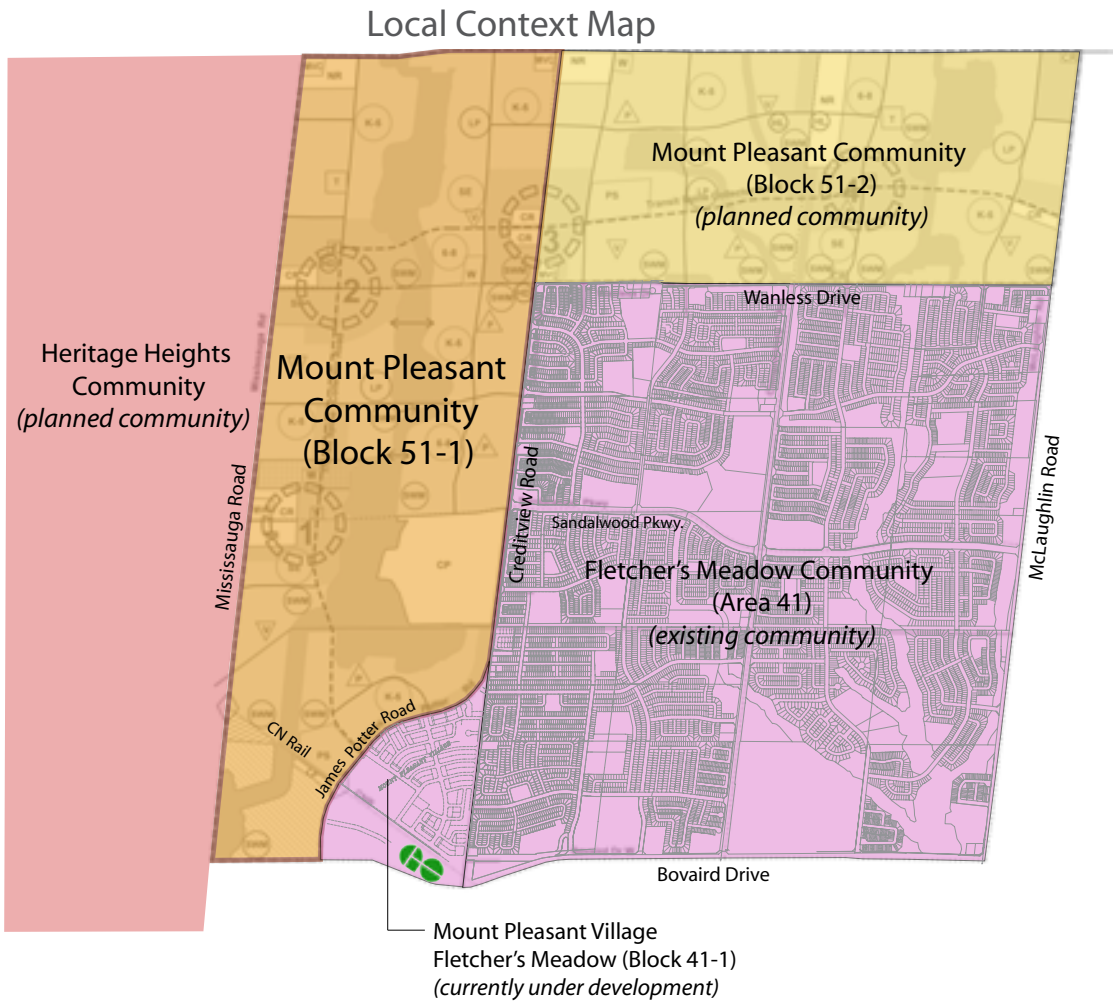


Fig. 1.2b - Local Context Map

1.3 Community Design Vision / Principles

Mount Pleasant will be designed and developed 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 creating, preserving and enhancing the Natural Heritage System. In this context, a set of design principles were drafted at the outset of the Secondary Plan process in 2006 that have guided the development process and provided the building blocks for the formation of the approved Community Framework Plan. The proposed Block Plan continues to adhere to these principles and derives its fundamental structure from the Community Framework Plan. These are illustrated in the following figures.

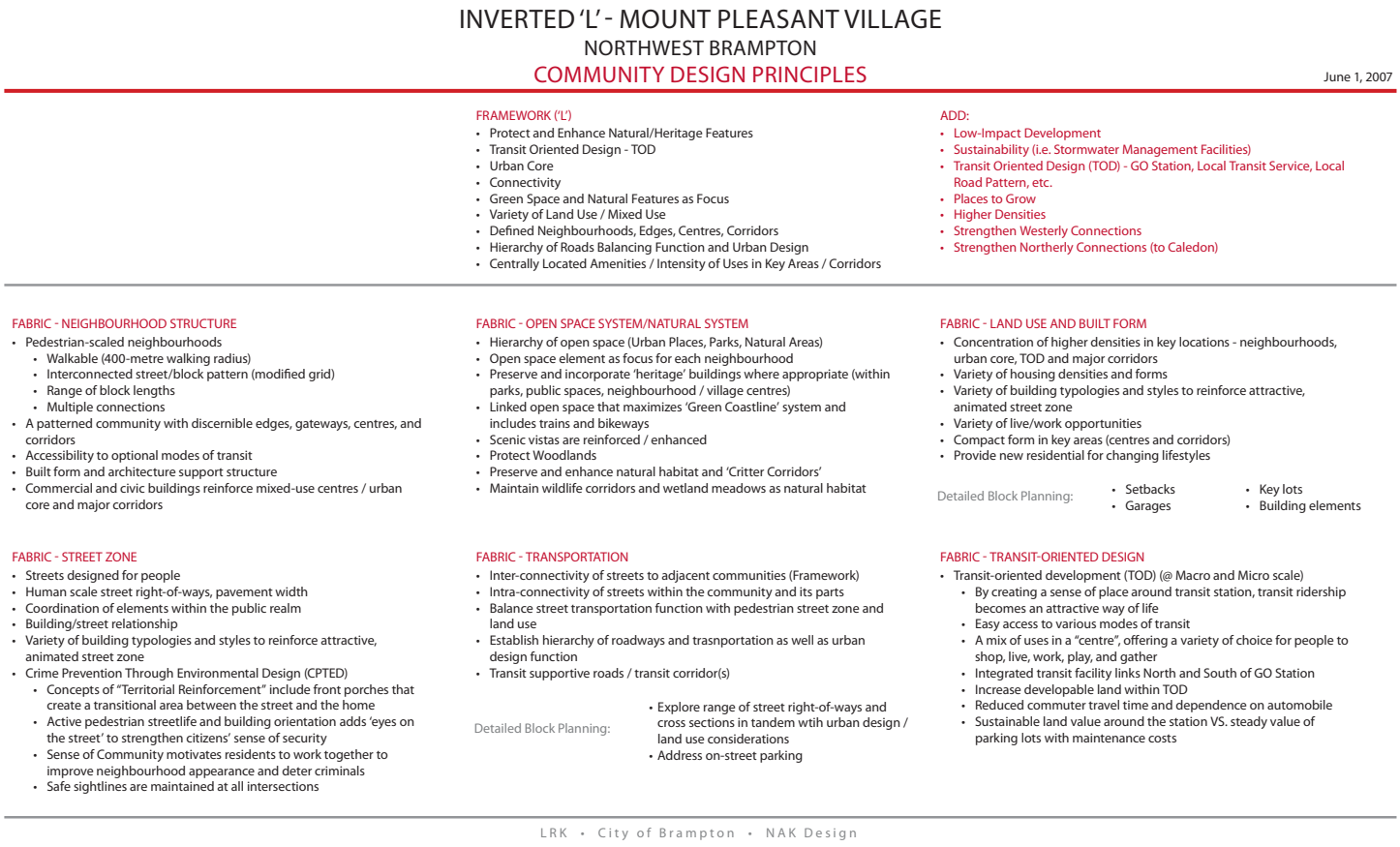


Fig. 1.3a - Adopted Mount Pleasant Community Design Principles

Mount Pleasant Community Framework Plan

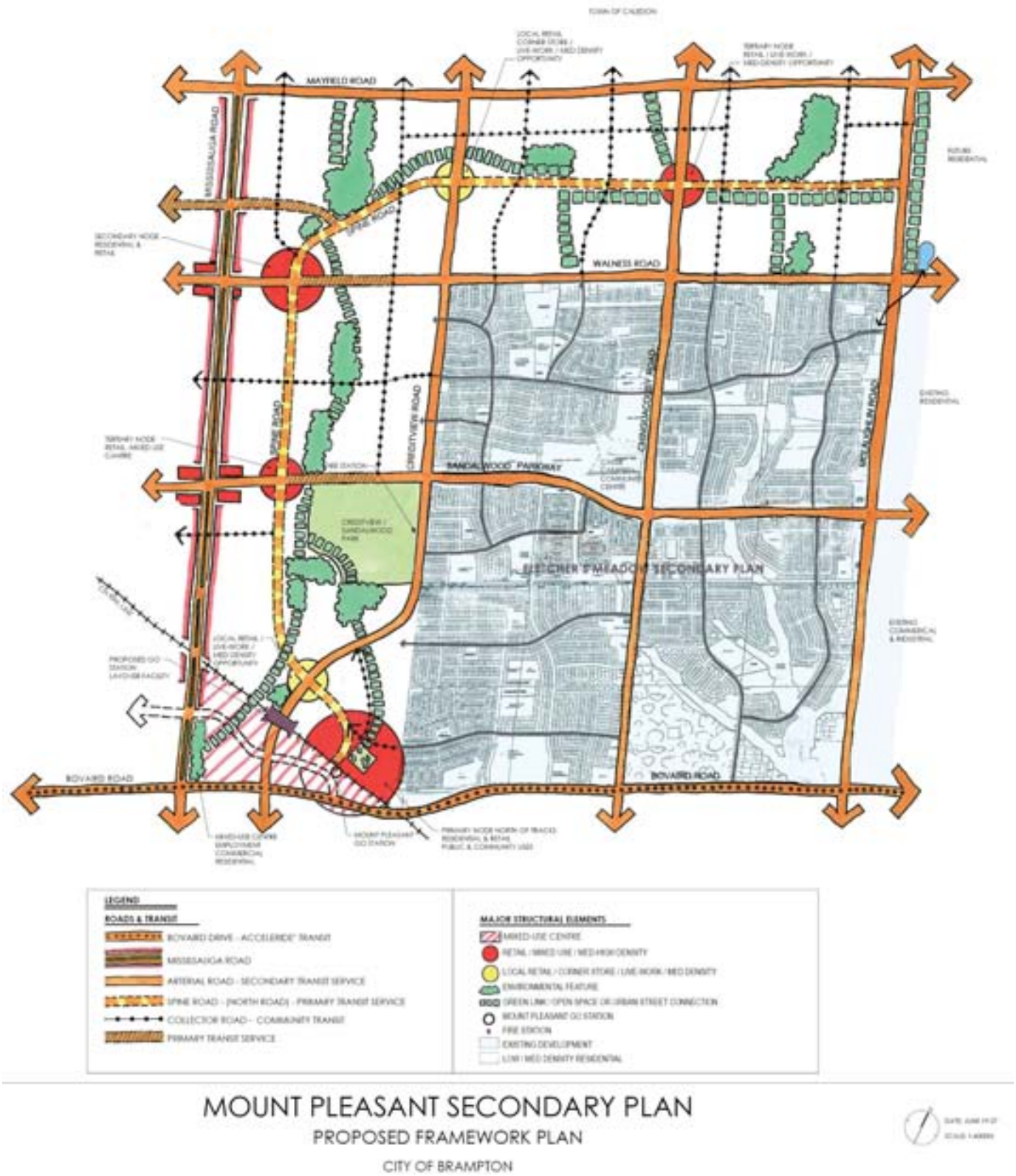


Fig. 1.3b - Approved Mount Pleasant Community Framework Plan

1.4 Updates to the Community Design Framework

Utilizing the Community Vision Plan and the corresponding Community Design Framework Plan as the foundation, the Mount Pleasant community design process has evolved in tandem with other Secondary Plan stage background studies, particularly the Master Open Space Study, the Subwatershed Study and the Transportation Master Plan Study. The result has been an approach to the overall design of the community that achieves a balance of environmental objectives, transportation initiatives and open space linkages within an accessible, transit-oriented, urban and higher density community with distinct neighbourhoods and mixed-use opportunities.

In particular, the Mount Pleasant Master Open Space Study (MOSS) introduced the critical community building components which serve as the foundation for the CDG's. The MOSS analyzed some of the key criteria for the development of the future community and provided recommendations for -

- A comprehensive open space network consisting of natural features and public parks, including the recommendation for a hierarchy of parks and open spaces.
- Strategies to link parks and open space features, including the Natural Heritage System, with residential neighbourhoods, institutional uses, commercial and employment areas.
- A distribution of open space that provides passive and active recreational opportunities for residents throughout the Secondary Plan area.
- Identification, protection, restoration and enhancement of the NHS as defined through the North West Brampton Landscape Scale Analysis (LSA) and Huttonville/Fletcher's Subwatershed Study.

The MOSS further recommended a set of goals, objectives and strategies within Mount Pleasant for the development of a comprehensive open space system that includes -

- A Natural Heritage System and how it interfaces with the adjacent land uses, streets and blocks, as well as proposed features such as parks and stormwater management ponds.
- Trails and Pathways Network compatible with the protection, enhancement and restoration of natural features and functions, as a key component of a transit-oriented community, including strategic connections and crossings of parks and open spaces to facilitate region-wide linkages.
- Neighbourhood Parks with regard to hierarchy, size range, facilities and activities, location and integration with adjacent land uses.
- Integration and connection of open space components with the proposed major land use features such as the GO Station/transit hub, the Spine Road, Mixed-Use Nodes and the existing City Park. (Note: In various references throughout the Mount Pleasant planning and design process, the Spine Road has been jointly referred to as the "Transit Spine Collector Road". Hereafter, only the "Spine Road" term will be cited).
- Coordination with the Transportation Master Plan Study and the development of an open space system that is compatible with the road network hierarchy and achieving a transit-oriented community.
- A visual analysis to identify views and vistas that will influence the location and configuration of community components.

1.4.1 Opportunities and Constraints

The Secondary Plan community design process has revealed a set of opportunities and constraints relating to its location, the existing natural environment and physical site characteristics, as well as adopted design policies, that will influence the structure of the community and provide the starting point for the development of these more detailed Community Design Guidelines. These opportunities and constraints are discussed in the following -

A. Natural Heritage System (NHS)

A systems-based approach to the delineation of the Natural Heritage System (NHS) was undertaken for the entire Mount Pleasant Community study area. This area is located within the Credit River Lower Watershed physiographic region, more specifically within the headwaters of the Huttonville Creek and Fletcher's Creek subwatershed systems. The Mount Pleasant community natural features have been fragmented and degraded through past agricultural, rural and semi-urban activities and relatively few wetlands and woodlands remain as compared with the Credit River Upper and Middle Watershed Areas. Some of the major natural features and functions that are critical in shaping the Mount Pleasant Natural Heritage System and community include -

- significant woodlands
- wetlands
- headwater drainage features
- area sensitive species
- seasonal fish habitat
- potential Redside Dace habitat

The proposed NHS is designed to meet the environmental and social objectives required to create a long-term sustainable community. The Huttonville and Fletcher's Creeks Subwatershed Study has identified these existing natural areas and recommends a natural heritage system that is based on the protection, remediation and creation of ecological features, functions and linkages that consider ecological targets within the context of the future community development.

The proposed Mount Pleasant Community Block Plan (Area 51-1) will, therefore, reflect an approach to conservation, restoration, enhancement and management of a natural heritage system that is supported by green development (i.e. stormwater infrastructure such as low impact development measures) that will allow these systems to survive and thrive in the context of a higher density, urban community. This "green coast" approach is necessary to maintain the biological and functional integrity of the Natural Heritage System.

B. Spine Road / Road Network

Locally, Mount Pleasant is framed and bisected by arterial roads that, in conjunction with the designated Natural Heritage System (NHS), forms the framework for the configuration of districts and neighbourhoods. This road network is complemented by a centrally located Spine Road that will be designed as a character avenue and transit corridor, integrating safe and efficient movement of pedestrians, transit services, cyclists and vehicular traffic. It is along the Spine Road at major neighbourhood junctions that the concentration of mixed-use nodes will be located, characterized by higher density residential built-form (mid and high-rise, townhouse, live-work units, lane-based product), commercial, schools, parks and an urban streetscape treatment. All of which will allow for a diversity in urban architectural form, engaging residents, workers and visitors to form a more vibrant, village-type neighbourhood core.
(Note: In various references throughout the Mount Pleasant planning and design process, the Spine Road has been jointly referred to as the "Transit Spine Collector Road". Hereafter, only the "Spine Road" term will be cited.

C. Mixed-Use Nodes

The proposed Mixed-Use Nodes will serve as the neighbourhood centres for the community, both in an active and symbolic sense. These nodes play a key role in strengthening the urban structure and defining the character of surrounding neighbourhoods. Each node will be distinct and will integrate new urban typologies that define the character of the adjacent neighbourhoods and overall community.

D. Trails and Pathways

In order to develop walkable, cycle friendly, pedestrian scaled neighbourhoods within the Mount Pleasant community, designed trail and pathway features shall be integrated into the open space system and road network. Continuous, accessible and safe movement through the community will be encouraged with trails associated with natural features and SWM facilities, pathways through parks, dedicated pedestrian road crossings and bike lane / signed bike routes on streets.

Proposed trails and pathways will be integrated into a contiguous system consistent with Brampton's PathWays Master Plan designations, the Revised Pathways Routing Plan (2006) and Schedule C1 - Major Pathway Network (2009). Trails and pathways will not be permitted within or adjacent to the NHS features that are considered significant hazards or sensitive environments. However, given that appropriate mitigation measures are employed, some less sensitive NHS features and buffers may provide opportunities for the integration of passive recreation (walking, cycling).

E. Community Park - Creditview/Sandalwood Park

Located in the south-west quadrant of Sandalwood Parkway and Creditview Rd., the existing Community Park is approximately 100 acres in size and is currently utilized as a region-wide sports facility that attracts users within and beyond the North West Brampton area. The park functions as a valuable component of the open space system that allows for specific athletic activities with related facilities.

The City of Brampton, with the assistance of Block Plan 51-1 developers, continues to review the configuration, use and size of the park to potentially better meet the demands and requirements of the future Mount Pleasant Community and the broader North West Brampton area. Several initiatives have been considered to potentially update the park. These are summarized below -

- Consider a potential realignment of the channel within the NHS in conjunction with the extension of Sandalwood Parkway, to avoid impacting an existing soccer/lacrosse field.
- Connect the existing system of paths within the park to the Mount Pleasant trail network, including adjacent to the channel alignment and along the Trans-Canada Pipeline.
- Consider alternative and additional programming that will enable a diversity of community uses.
- Introduce other activities such as tennis, basketball and playground splash pad that will complement the athletic field uses.
- Consider the potential for the conversion of existing soccer facilities to artificial field technologies.
- Expand the park between its north boundary and the extension of Sandalwood Pkwy. to provide for additional access and potentially expanded/modified parking opportunities.

F. Transit Hub / Mount Pleasant Village (MPV)

Given the community-wide importance of the GO Station and the transit hub, as well as adjacent significant public amenities such as the proposed cultural amenity facility and civic square, it is critical that convenient access to MPV from the surrounding community be established, particularly with respect to public transit and recreation connections. A key component for this linkage is the Spine Road, which ties the eastern-most point of the community at McLaughlin Rd. with the Mount Pleasant GO Station at the southern terminus.

G. Trans-Canada Pipeline

The Trans-Canada Pipeline (TCPL) runs east-west through the southern half of Mount Pleasant Community, redirecting south-west as it approaches Mississauga Rd. The pipeline easement has the potential to be integrated with the open space system through the continuation of a multi-use trail that exists within the easement in the Fletcher's Meadow Community to the east. However, the frequent number of road crossings required throughout the length of the TCPL negates the designation of the trail for City-wide connections. Nevertheless, the proximity of the easement to the City Park and adjacent natural heritage features makes it a valuable linkage opportunity for a local serving inter-neighbourhood pathway system within the Mount Pleasant community.

OPA Schedule M Land Use Plan with Opportunities and Constraints

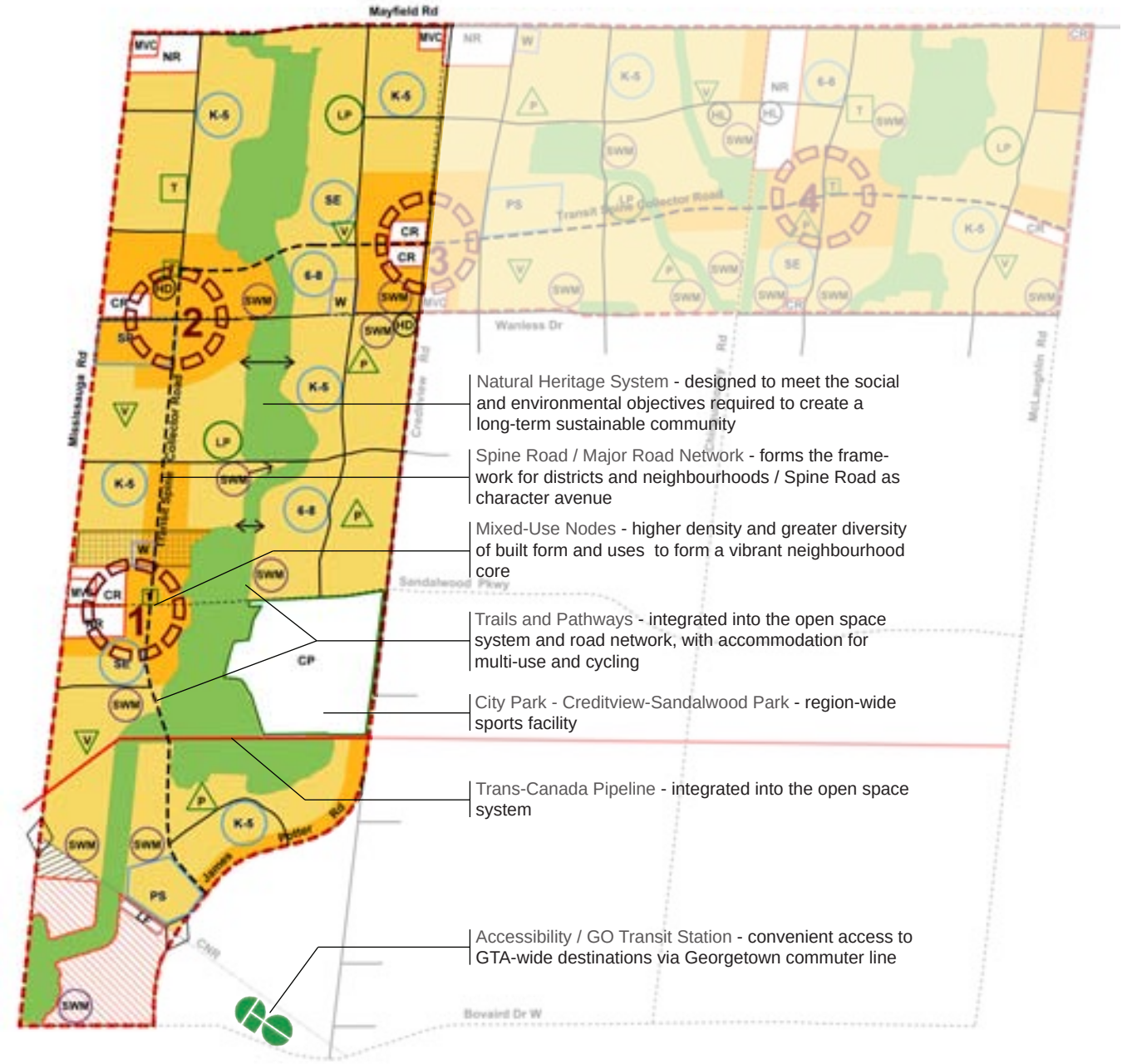


Fig. 1.4.1a - OPA Schedule M Land Use Plan (SP51_A_06032009) with Described Opportunities and Constraints

1.4.2 Supporting Background Studies

In addition to the Community Design Guidelines exercise, there are ongoing background studies that will influence and support the ultimate configuration for Block Plan 51-1. These are listed and briefly described in the following -

1. Environmental Implementation Report (EIR)

The EIR is intended to provide specific input into the preparation of the Block Plan and associated draft plans of subdivision as it relates to the Natural Heritage System design/boundaries, buffer needs, watercourse lowering/relocation design, culvert improvements, flooplain modification measures, LID measures, restoration plans, as well as other potential mitigative measures, monitoring requirements and future study needs.

2. Growth Management Staging and Sequencing Strategy Report (GMSSS)

The GMSSS will outline the Staging, Sequencing and Delivery of key infrastructure required for development to occur within Block Plan 51-1, including reference to the development of the community in 3 seamless stages or neighbourhoods.

3. Transportation Study and Collector Road Environmental Assessment Study

The purpose of this study is to assess and recommend the collector road network and associated transportation infrastructure required to support the development of Block 51-1 and to achieve the key objective of supporting non-automobile transportation choices for community residents.

All 3 studies, as well as the Community Design Guidelines, are being processed concurrently in support of the Block Plan, within an adopted modified approvals process, and will reflect the interactive process held with City of Brampton staff through various workshops and coordination meetings. Draft Plans, and corresponding reports, will be filed and processed simultaneously with the Block Plan.

The EIR and Transportation Study documents in particular, will influence the CDG in terms of design criteria. As such, while there may be elements represented in the CDG that relate to these other documents, it is expected and intended that the EIR and Transportation Study reports have primacy relative to the CDG, pending their finalization and ratification.

2 CONFORMITY TO DEVELOPMENT DESIGN GUIDELINES (DDG'S)

2.1 CDG Area of Applicability

These Community Design Guidelines (CDG's) will serve as a supplement to the City of Brampton's Development Design Guidelines (DDG's) and the Architectural Control Guidelines for Ground-Related Residential Development (ACGGRRD's), as well as the Secondary Plan stage Master Open Space Study. The CDG's will explore urban design aspects that are unique to Block Plan 51-1 and largely non-standard. Architectural criteria stated in this CDG is in addition to the requirements of the ACGGRRD and must be read in conjunction with that document. In the event of a discrepancy between the minimum standards mentioned in this document and the DDG (ACGGRRD), the DDG shall supercede.
The design approach to traditional community development is directed by the DDG's and ACG's. Specifically, Part V - Block Plan Design Guidelines of the DDG's provides a comprehensive list of guidelines related to -

- Community Structure
- Open Space System
- Street Network
- Streetscapes
- Edges and Gateways

As well, Part VI - Site Planning and Built Form of the DDG's relates to -

- Residential Areas
- Commercial Areas
- Industrial and Employment Areas
- Institutional and Community Sites

Part VI of the DDG's is explored in further detail with the ACG's.

Given that the approach to the design and development of Mount Pleasant is to create elements that foster and reflect the notion of a transit-oriented, walkable, sustainable community, much of the previously considered traditional components of urban design will need to be readdressed to varying degrees. The following is a list of some of the key elements that will be discussed as part of the Section 3 - Community Design Plan -

- Natural Heritage System / channel alignment
- major road network
- the Spine Road corridor
- mixed-use nodes
- streetscape treatment
- neighbourhoods
- built form - higher density, urban form, building setbacks
- parks and open space character and hierarchy
- trails and pathways - locations and types
- edges and gateways
- Trans-Canada Pipeline
- commercial blocks - built form type, street relationship
- institutional lands - schools and place of worship

In order to fully describe the intent and proposed design of the many integral components of the community's development, most aspects of the design will be addressed by a combination of the CDG's, DDG's and ACG's. The CDG's are, in essence, an expansion of many of the guidelines presented within the DDG's and ACG's.

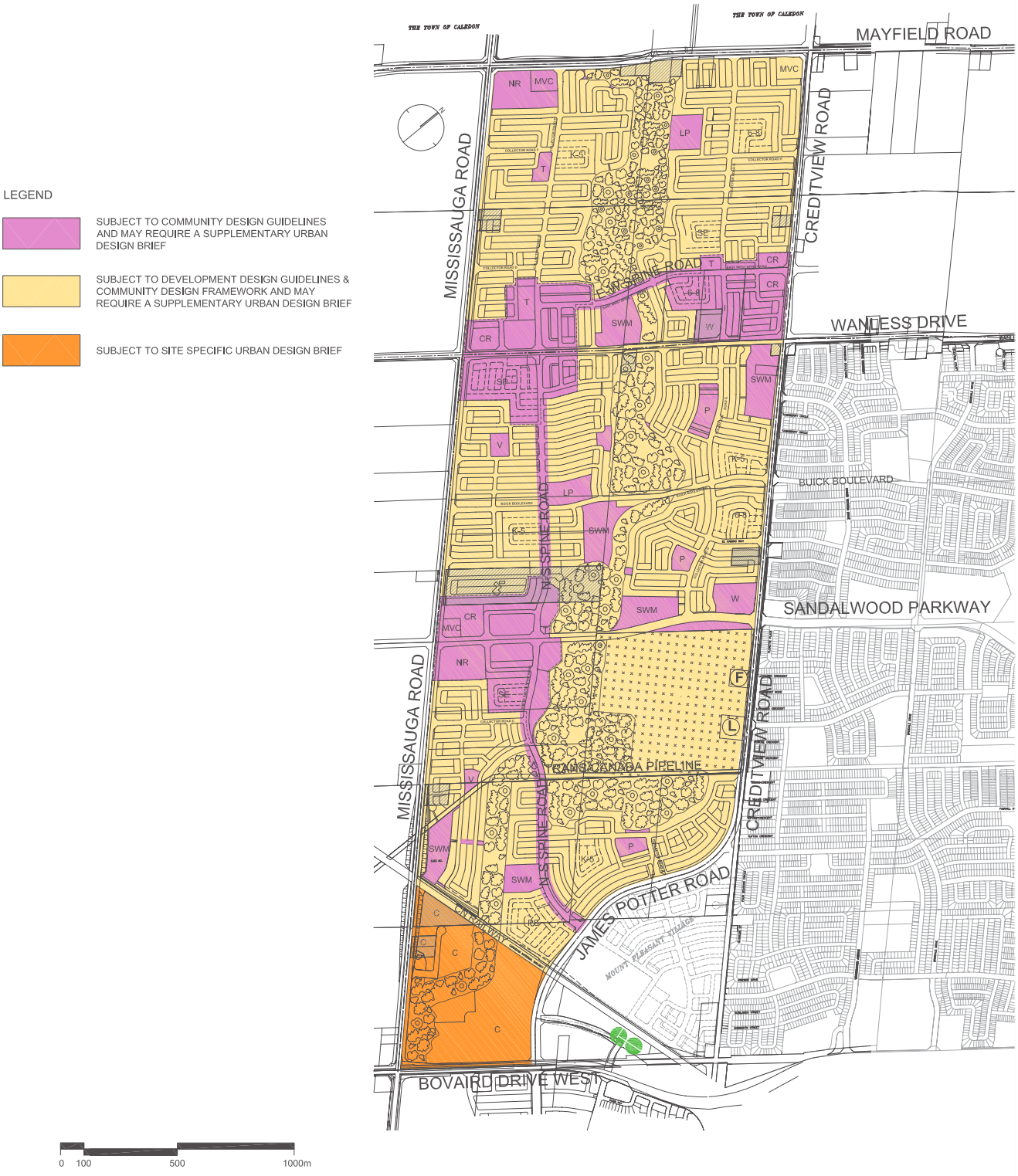


Fig. 2.1a - Mount Pleasant Block Plan 51-1 with CDG / DDG Area of Applicability Plan

3 COMMUNITY DESIGN PLAN

3.1 Structuring Elements

The structuring elements for Mount Pleasant Block 51-1 will serve as the main building components for delineating the various land uses, establishing the street hierarchy network and providing the framework of neighbourhoods. The following highlights these key structuring elements. Many of these elements define or form part of the Special Character Areas of Mount Pleasant and will be explored in greater detail in Section 3.2 Special Character Areas.

Fig. 3.1a - Mount Pleasant Block Plan 51-1 with Community Structuring Elements

3.1.1 Natural Heritage System / Channel Alignment

The proposed Natural Heritage System (NHS) will be designed to meet environmental objectives to create an ecologically diverse, healthy and sustainable NHS in an urbanized setting. It shall be based on appropriate science to remediate, restore and enhance the existing natural environment to achieve multiple objectives and targets related to fish and wildlife habitat, conneced natural areas and features, community diversity, water management, etc., that will be balanced and implementable. The Block Plan 51-1 Environmental Implementation Report will refine the boundaries of the NHS as appropriate; analyze individual and cumulative environmental effects; evaluate alternatives for engineering, subdivision design and infrastructure; identify mitigation, enhancement and restoration measures; and define Adaptive Environmental Monitoring (AEM) including measures for compliance and long term monitoring and the ongoing management for the NHS within the context of the future community development.

The Block Plan, therefore, reflects an approach to restoring and enhancing the key elements of the proposed Natural Heritage System, including regional linkages that will allow the Huttonville and Fletcher's Creek systems to survive and thrive in the context of a higher density, urban community. This is necessary to maintain the biological and functional integrity of the local ecosystem and contribute to the Credit River and Etobicoke Creek watersheds, and the Greenbelt.

The proposed land use fabric, including streets, residential blocks, parks, schools, etc. has, in part, evolved from the prominent NHS layout and will provide vital amenity features within walking distance of each neighbourhood. A responsibly conceived land use fabric that is derived from a robust NHS and Transit-Oriented Development (TOD) emphasis, as reflected in the adopted Block Plan, will further enhance the livability of the community by contributing to more efficient pedestrian, cycling and transit patterns, reducing automobile usage, and providing areas for passive recreation and nature appreciation.

Some of the major features characterized by the existing and enhanced NHS include -

- significant woodlands
- Provincially Significant candidate wetlands
- Aquatic and terrestrial corridors
- concentration of regional and locally rare birds
- concentration of rare plants
- area sensitive species
- permanent and seasonal fish habitat
- enhanced Redside Dace habitat
- headwater drainage features

It should be recognized that existing natural heritage features (woodlands, wetlands, watercourses) and open spaces (parks, land use buffers) should be placed within public ownership for long-term protection, conservation and maintenance requirements. Private open spaces should be designed to support the adjacent NHS areas by avoiding impacts caused by invasive plant species, drainage alterations, etc., and considering opportunities to contribute to the NHS, particularly where they abut watercourses, corridors, woodlands, etc. Essentially, the creation of either public or private open space features should be designed, located and managed so as not to impact the NHS.

In general, the City of Brampton's sustainable planning vision is to protect, restore and enhance natural features, including streams, woodlands, wetlands, fish and wildlife habitats and other water functions that constitute a healthy, diverse ecosystem, while balancing the development of a complete and compact community that is financially sustainable.

The Huttonville and Fletcher's Creek Subwatershed Study has been complemented by the preparation of the Block Plan 51-1 Environmental Implementation Report that details the characteristics and drainage conditions of the study area. These studies were prepared by consulting teams led by AMEC Earth & Environmental (previously Phillips Engineering) et al. and Stonybrook Consulting et. al., respectively, in collaboration with data collected by the Ministry of Natural Resources (MNR) and Credit Valley Conservation (CVC). The following is a brief summary of the findings -

A. Existing Surface Drainage:

The majority of watercourses have been altered to facilitate the predominant agricultural use, typically resulting in straightening or relocation. Watercourses throughout Block Plan 51-1 tend to be intermittent, flowing in response to snowmelts and periods of rainfall. The watercourses are usually dry by early May. However, the lower reaches of the Huttonville Creek, below the CNR Railway, a shallow and relatively flat watercourse, have been observed with permanently flowing conditions.

B. Wetlands:

The wetland communities for North West Brampton have been recently evaluated and mapped by the MNR and are included in the subwatershed analysis and NHS. These wetlands are generally located within woodland areas or along watercourses.

Deciduous swamp, mostly lowland ash, is the dominant wetland type that occurs within the Mount Pleasant woodlands. Given the agricultural land use, these woodlands are mostly remnant patches that were not cleared due to the high water levels and wet surface drainage conditions. They are typically highly disturbed with a predominance of non-native invasive plant species.

Within watercourses, the seasonal wet conditions tend to favour the growth of meadow marsh communities, dominated by reed canary grass, with smaller areas of thicket swamp, including willows and dogwoods.

C. Watercourse Lowering, Realignment and Restoration

Approximately half of the Mount Pleasant lands are situated within the headwaters of the East Huttonville Creek tributary and the other half within the headwaters of Fletcher's Creek. These are typically shallow and flat watercourses with low flow depths of approximately between 0.5-1.5 metres. Generally, in these areas the existing shallow depths necessitate the lowering of these watercourses throughout the Mount Pleasant lands to provide adequate depths for storm sewer outlets. This requirement introduces the opportunity to realign and restore the watercourses to create aquatic and terrestrial linkages to enhance the integrity of the proposed NHS.

Some of the measures that will be applied to the lowering, realignment and/or restoration of watercourses include -

- Maintain channel length.
- Specify natural channel design principles.
- Maintain riparian storage / discharge-storage.
- Vary channel/valley widths and generally locate SWM facilities outside the NHS.
- Integrate wetlands with watercourse and corridor restorations.
- Restore and enhance existing functions, processes and features associated with the watercourses.

(Source: Mount Pleasant Natural Heritage and Drainage Investigations Draft Report, Urbantech, Aug.17/07)

D. Mississauga Road Swale

The purpose of the proposed Mississauga Road swale is to provide conveyance and temporary storage for clean water discharge from roof tops from development lands adjacent to the swale to mitigate the effects of drainage area diversions from the West Huttonville Creek subwatershed which will occur through development of the Block Plan 51-1 lands. The swale will provide the required flow conveyance and quantity control, as well as some quality control prior to discharge into the culverts crossing Mississauga Road to the West Huttonville Creek.

Landscape treatment for the swale shall be composed of grasses that are salt tolerant and can withstand varying flow rates. Grasses that are typically taller and denser and provide good soil stabilization are generally preferred.

E. Promotional/Information Plan

A promotional/information plan educating Block Plan 51-1 purchasers on the NHS and its purpose, composition, long term objectives with regards to sustainability, how the system is intended to evolve, and the related maintenance requirements, should be implemented. This package would include warning clauses that respond to the unique conditions and responsibilities to ensure long-term viability of the Natural Heritage System. This will include the provision for signage along the trails and at trailheads to educate trail users, as well as the fact that the trails may be developed to a standard (screenings) that doesn't support winter maintenance. Similarly, the City of Brampton's Parks Maintenance and Operations, and Engineering and Works should be informed of the unique maintenance requirements of the NHS.

For relevant design criteria, reference Part V - Block Plan Design Guidelines / Section 2.0 Open Space System of the DDG. All proposed NHS related elements reflected in this document are being evaluated in the context of the Mount Pleasant Environmental Implementation Report (EIR) and further modification to these elements in the CDG may occur as a result of the review of the EIR. As well, a more complete exploration of the NHS in the context of the community development is referenced in the City of Brampton approved Mount Pleasant Community Master Open Space Study (MOSS - Jan.5/10).

Fig. 3.1.1a - Mount Pleasant Block Plan 51-1 with extent of Natural Heritage System boundary

3.1.2 Major Road Network

The overall framework for Mount Pleasant Block Plan 51-1 is defined by the existing concession road fabric that will be developed as the major community road network. This network consists of the north-south arterials including Mississauga Rd. and Creditview Rd. / James Potter Rd. and the east-west roads consisting of Mayfield Rd., Wanless Rd., Sandalwood Pkwy. and Bovaird Dr. To varying extents, these roads are expected to carry the vast majority of vehicular traffic and transit service to Mount Pleasant, the Mount Pleasant Village transit hub and outlying communities.

The blocks formed by the major roads, in conjunction with the natural heritage features and the Spine Road, will guide the formation of individual neighbourhoods through the layout of the road hierarchy, parks and open space ameniities and major land uses, such as schools, commercial blocks and stormwater management facilities.

For relevent design criteria, reference Part V - Block Plan Design Guidelines / Section 3.0 Street Network of the DDG. As well, all proposed cross sections in this document are being evaluated in the context of the Mount Pleasant Transportation Master Plan (TMP) Study and further modification to the proposed standards in the CDG may occur as a result of the review of the TMP.

3.1.3 The Spine Road

Note: In addition to being a Structuring Element, the Spine Road is also considered a 'Special Character Area' and is described and illustrated in greater detail with regards to Built Form and Landscape Guidelines in Section 3.2.2 The Spine Road.

The Spine Road is the central character avenue and transit link for the Mount Pleasant Community that connects mixed-use nodes, neighbourhoods, open space amenities and the transit hub to the south. It's location and configuration as a central roadway, responding in shape to the "inverted L" configuration of the Mount Pleasant Community as a whole, effectively organizes the community structure into a collection of neighbourhoods. This location is influenced primarily by the extensive Natural Heritage System, which, from a structuring standpoint, have similar impacts with respect to organizing the community into integrated parts.

Through its design, the Spine Road will serve to link neighbourhoods through a common central corridor that will be within close proximity and accessible to all neighbourhood streets. As the main transit corridor, this proximity is essential in promoting the use of public transit for the entire community. The Spine Road will comprise 2 vehicle lanes for automobile and bus use with a central third lane dedicated to left-hand turns. It will integrate curbside on-street bike lanes that will link with the proposed community trails and pathways network.

The character of the Spine Road will vary as a reflection of the adjacent land uses. Within the Mixed-Use Nodes, the Spine Road shall reflect an urban streetscape treatment that responds to a greater level of pedestrian traffic associated with adjacent higher density residential, street related retail/service functions, public transit stops and open space amenities. Right-of-way widths have been minimized to create a more comfortable pedestrian scale with reduced building set-backs that frame the road, while still balancing transit and vehicular flow objectives. The boulevard character will be designed to both encourage and respond to greater pedestrian activity through material selection and the strategic placement of streetscape elements.

Making the transition from the Mixed-Use Nodes, the Spine Road shall be characterized by a more standard boulevard treatment, consisting of streets trees in grass boulevards between curb and sidewalk.

For relevant design criteria, reference Part V - Block Plan Design Guidelines / Section 3.0 Street Network and Section 4.0 Streetscapes of the DDG. Additionally, refer to Section 3.2.2 The Spine Road / Streetscape Elements of the CDG for specific guidelines related to the proposed Spine Road. As well, all proposed cross sections in this document are being evaluated in the context of the Mount Pleasant Transportation Master Plan (TMP) Study and further modification to the proposed standards in the CDG may occur as a result of the review of the TMP.

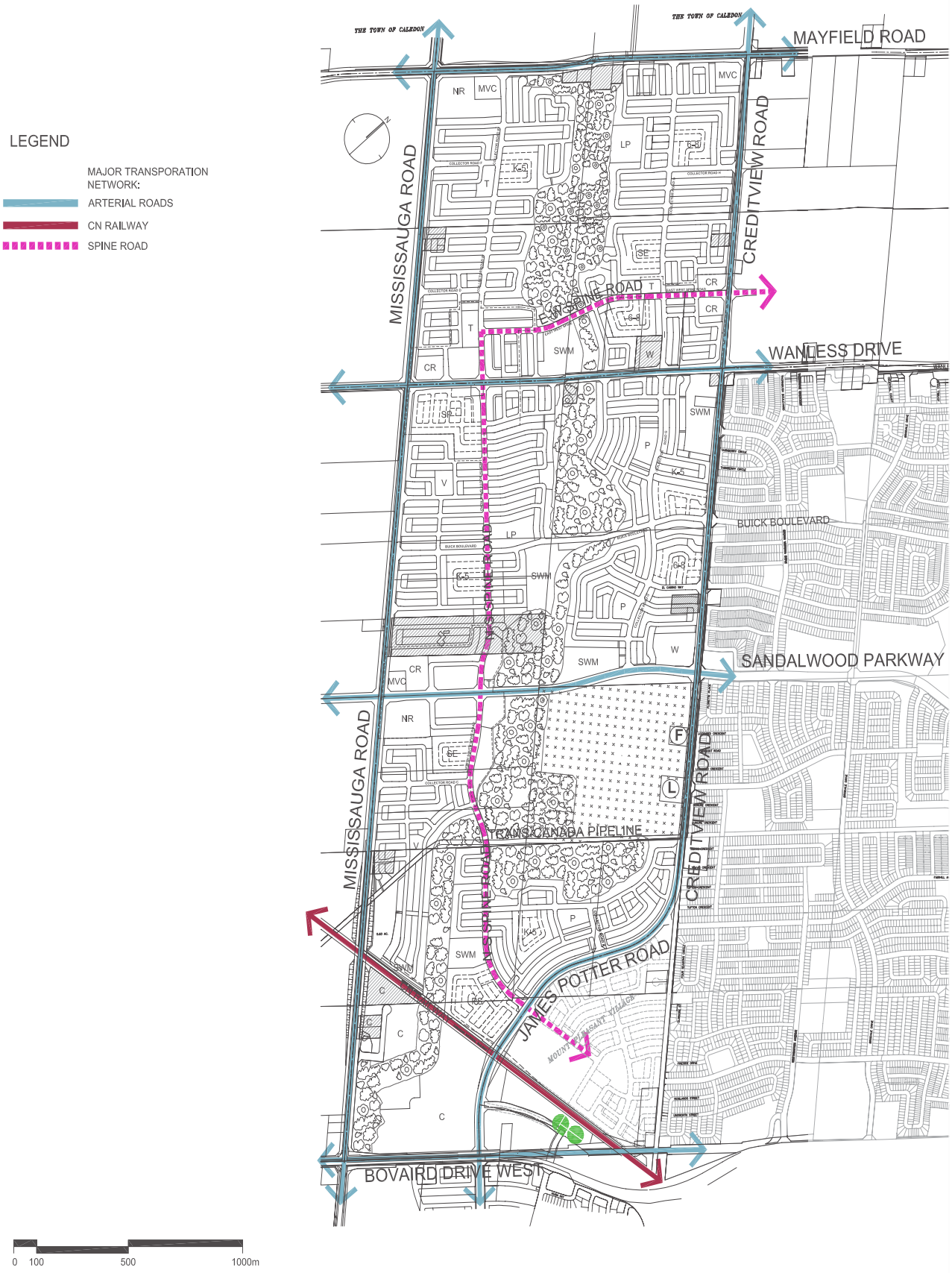


Fig. 3.1.3a - Mount Pleasant Block Plan 51-1 with the Spine Road and major road network

3.1.4 Trails and Pathways

Note: In addition to being a Structuring Element, the proposed Trails and Pathways network have been developed specific to Block Plan 51-1 and are described and illustrated in greater detail in the Landscape Guidelines Section 3.3.1 Trails and Pathways Network.

In order to develop walkable, cycle friendly, pedestrian scaled neighbourhoods within Block Plan 51-1, designed trail and pathways shall be integrated into the open space system and road network. These will enable safe and accessible recreation and commuter options that allow the user to access the variety of land uses to be found within the Block, without the need to drive.

Pathways to accomodate both pedestrians and cyclists have been identified throughout the community within the proposed open space system and, by extension, the street network. Continuous, accessible and safe movement through the community will be encouraged with sidewalks connecting to trails associated with arterial roads, natural features and stormwater management facilities, pathways through parks, and bike lane/ signed bike routes on collector streets. As well, integrating school blocks into the open space system will provide opportunities to link with the network of paths and trails.

The final planning and design of all trails within or adjacent to NHS lands shall strive to mitigate potential ecological impacts.

In addition to relevant design criteria within Part V - Block Plan Design Guidelines / Section 2.3 Multi-Use Trail System of the DDG, refer to Section 3.3.1 Trails and Pathways Network for guidelines related to proposed location and treatment. As well, all proposed pathways in and adjacent to the NHS reflected in this document are being evaluated in the context of the Mount Pleasant Environmental Implementation Report (EIR) and further modification to the pathway locations represented in the CDG may occur as a result of the review of the

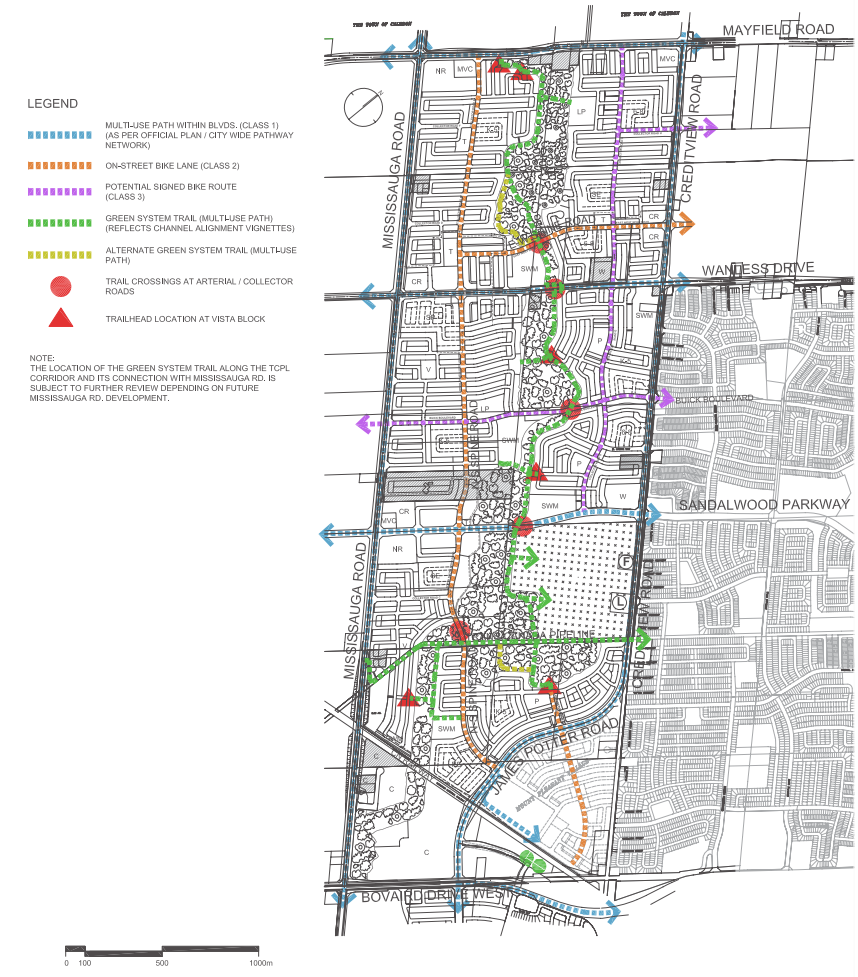


Fig. 3.1.4a - Mount Pleasant Block Plan 51-1 with the proposed location and alignment of the pathways, trails and bike lanes, including NHS trail crossings. A larger size version of the Block Plan, including the trails representation is found in Appendix 2.

3.1.5 Mixed-Use Nodes

Note: In addition to being a Structuring Element, Mixed-Use Nodes are also considered a 'Special Character Area' and is described and illustrated in greater detail with regards to Built Form and Landscape Guidelines in Section 3.2.1 Mixed-Use Nodes.

The proposed Mixed-Use Nodes will serve as the neigbourhood centres for the community, both in an active and symbolic sense. These nodes play a key role in strengthening the urban structure and defining the character of surrounding neighbourhoods.

Three nodes are proposed within Block Plan 51-1. An additional node is proposed as the East-West Spine Road east of Chinguacousy Rd., as part of the future Block Plan Area 51-2. The 3 nodes are located at important junctions along the Spine Road, including -

- Mixed-Use Node 1 - North-South Spine Road at Sandalwood Pkwy.
- Mixed-Use Node 2 - North-South Spine Road at Wanless Dr.
- Mixed-Use Node 3 - East-West Spine Road at Creditview Rd. (this node is divided in half by Creditview Rd. with the remainder situated to the east as part of the future Block Plan Area 51-2).

The nodes are strategically located along the Spine Road to respond to the framework of neighbourhoods that will radiate from the centre, ensuring that the community amenities are easily accessible from all areas. Each node shall be distinct and will be a showcase for new urban typologies that help achieve the goal of a transit-oriented, walkable and more sustainable community. Built form will be characterized by a mix of commercial/ retail, institutional and higher density residential uses.

In addition to relevant design criteria within Part VI - Site Planning and Built Form of the DDG, refer to Section 3.2.1 Mixed-Use Nodes/Streetscape Elements of the CDG for landscape guidelines. As well, refer to Section 3.4.4 Design Criteria for Non-Standard Built Form Types of the CDG for built form guidelines.

Refer to Section 3.2 Special Character Areas for additional information regarding the urban design response.

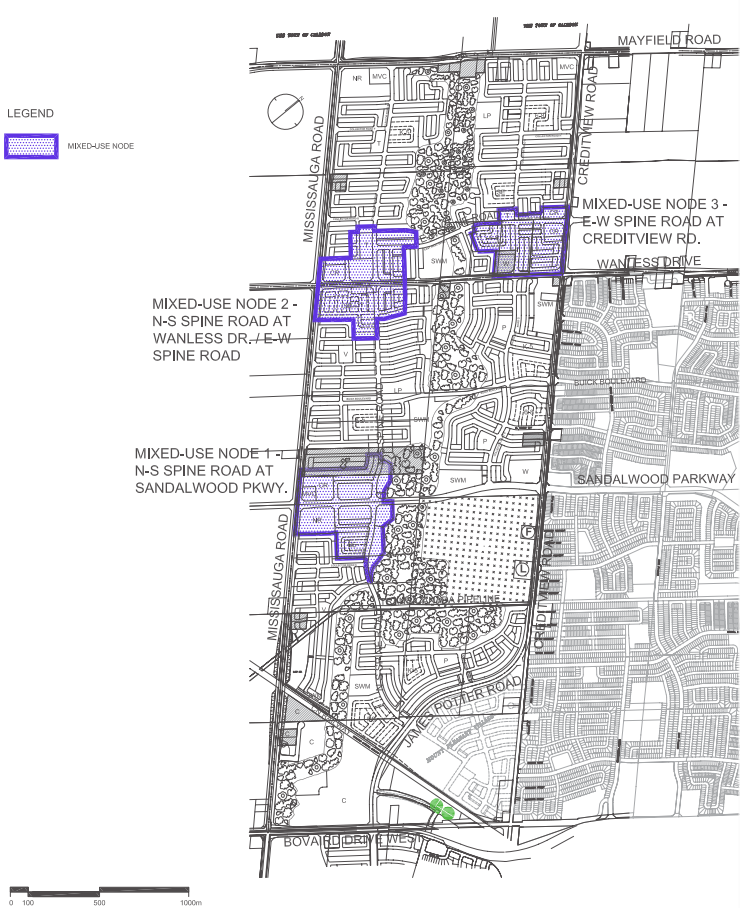


Fig. 3.1.5a - Mount Pleasant Block Plan 51-1 with the proposed Mixed-Use Node locations

3.1.6 Transit Hub (Mount Pleasant Village)

Adjacent to the southern-most section of the Mount Pleasant Community is the proposed Mount Pleasant Village (MPV) neighbourhood. This area lies parallel to the CN tracks, north of the Mount Pleasant GO Station, with the core serving as the transit hub for the entire Mount Pleasant Community. Consistent with the Mount Pleasant Community and the Mixed-Use Nodes, MPV will emphasize and establish those elements that create an innovative, pedestrian friendly, transit-oriented community with mixed-uses and a variety of housing types and densities.

Given the community-wide importance of the GO Station and the transit hub, as well as adjacent significant public amenities (Cultural Amenity Facility and Civic Square), it is critical that convenient access to MPV from the surrounding community be established, particularly with respect to public transit and recreation paths. A key component for this linkage is the Spine Road, which ties the eastern-most point of the community at McLaughlin Rd. with the train station at the southern end. As well, The Promenade (Bleasdale Ave.), a north-south road connected with the transit hub, will allow opportunities to link with the significant woodland feature and adjacent Community Park to the north. As part of these 2 linkages is the provision for bike lanes, which promotes cycling connections for GO Transit users and allows recreational riders to connect with the Civic Square and Cultural Amenity Facility.

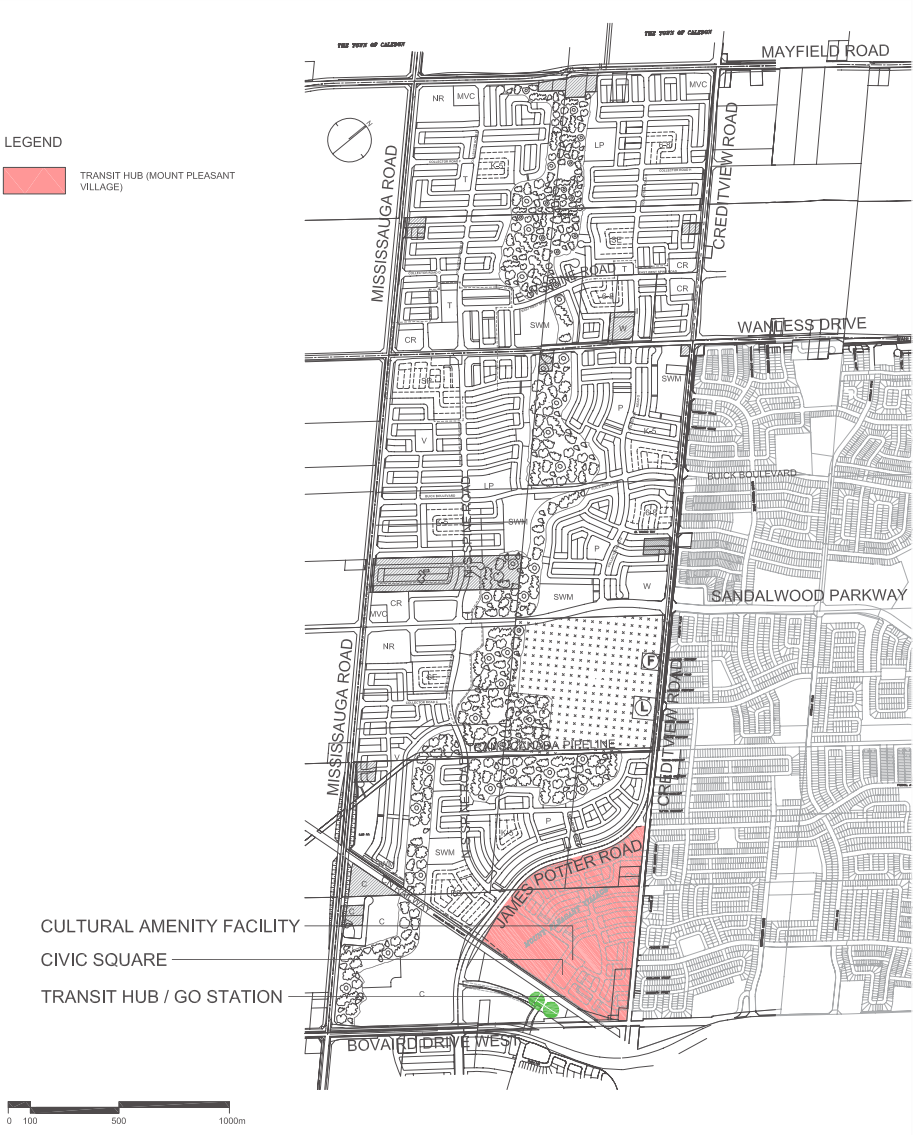


Fig. 3.1.6a - Mount Pleasant Block Plan 51-1 with the adjacent Transit Hub / Mount Pleasant Village including Civic Square, Cultural Amenity Facility and GO Station

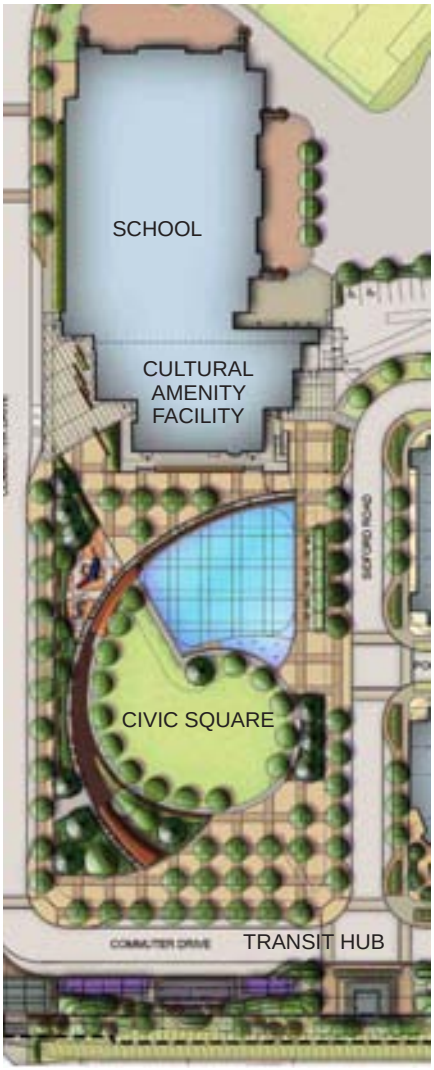


Fig. 3.1.6b - Conceptual plan showing Transit Hub, MPV Civic Square, Cultural Amenity Facility and School

3.1.7 Neighbourhoods

The basic framework of neighbourhoods within Block Plan 51-1 is largely defined by the major structuring elements described in this section. Specifically, the Natural Heritage System and the arterial and collector road network provide the structure for each individual neighbourhood. Once this structure is in place, it is then critical to identify the 400m catchment radius (approx. 5 minute walking distance) that will serve to locate the required neighbourhood-oriented amenities, including parks, schools, transit stops and pathway network. Consistent with this approach, 10 neighbourhood areas have been defined for Block Plan 51-1. Generally, the focus of the individual neighbourhoods will be a designated park space and school, with each neighbourhood further characterized by low, medium and/or high density residential and the location of commercial blocks, stormwater management ponds and the interface with the existing natural features. The individual neighbourhood areas are identified in the following figure.

For relevant design criteria refer to Part V - Block Plan Design Guidelines / Section 1.0 Community Structure of the DDG.

Fig. 3.1.7a - Mount Pleasant Block Plan 51-1 with defined neighbourhood areas reflecting 400m catchment radius

3.1.8 Neighbourhood Parks

Note: In addition to being a Structuring Element, the proposed Neighbourhood Parks have been developed specific to Mount Pleasant and are described and illustrated in greater detail in the Landscape Guidelines section 3.3.4 Neighbourhood Parks.

The City of Brampton's Draft Parks and Public Spaces Hierarchy exercise has presented a comprehensive list of park types that have the flexibility to respond to the varied open space requirements of Block Plan 51-1, including greenfield areas, central areas/urban cores and urban areas. Neighbourhood Park types from Local Parks to Parkettes and Vest Pocket Parks will be utilized throughout the community, creating a diversity in the form, function and appearance of public open spaces.

A total of 12 Neighbourhood Parks have been identified, comprising 3 Town Squares, 5 Parkettes, 2 Local Parks and 2 Vest Pocket Parks. In addition to Neighbourhood Parks, Vista Blocks have been included throughout the community as parkland dedication, several of which are situated at key locations to serve as trailheads for pathway crossings of the NHS or as viewsheds to desired natural features. As well, an addition to the existing Creditview/Sandalwood City Park has been proposed along the north limit of the existing park, south of the Sandalwood Pkwy. alignment. This new park area may provide additional access and parking opportunities.

The design of Neighbourhood Parks should, where feasible, protect and/or enhance the community's Natural Heritage System (through naturalized planting) and ecological functions (stormwater mitigation).

Through consultation with City of Brampton staff, a strategic approach to the programming of each individual Neighbourhood Park has been undertaken, the purpose of which is to ensure a balance of facilities are provided for all areas of the community. Figure 3.1.8a illustrates the proposed park distribution through Block Plan 51-1.

The design criteria for the Neighbourhood Park blocks in this plan have been influenced by guidelines established in the City of Brampton's Development Design Guidelines Manual (section 2.1 - Parks), in addition to direction received from the City's Community Design, Parks Planning and Development Division with respect to park programming. Refer to section 3.3.4 Neighbourhood Parks of this document for more detail concerning the conceptual facility layout for each park.

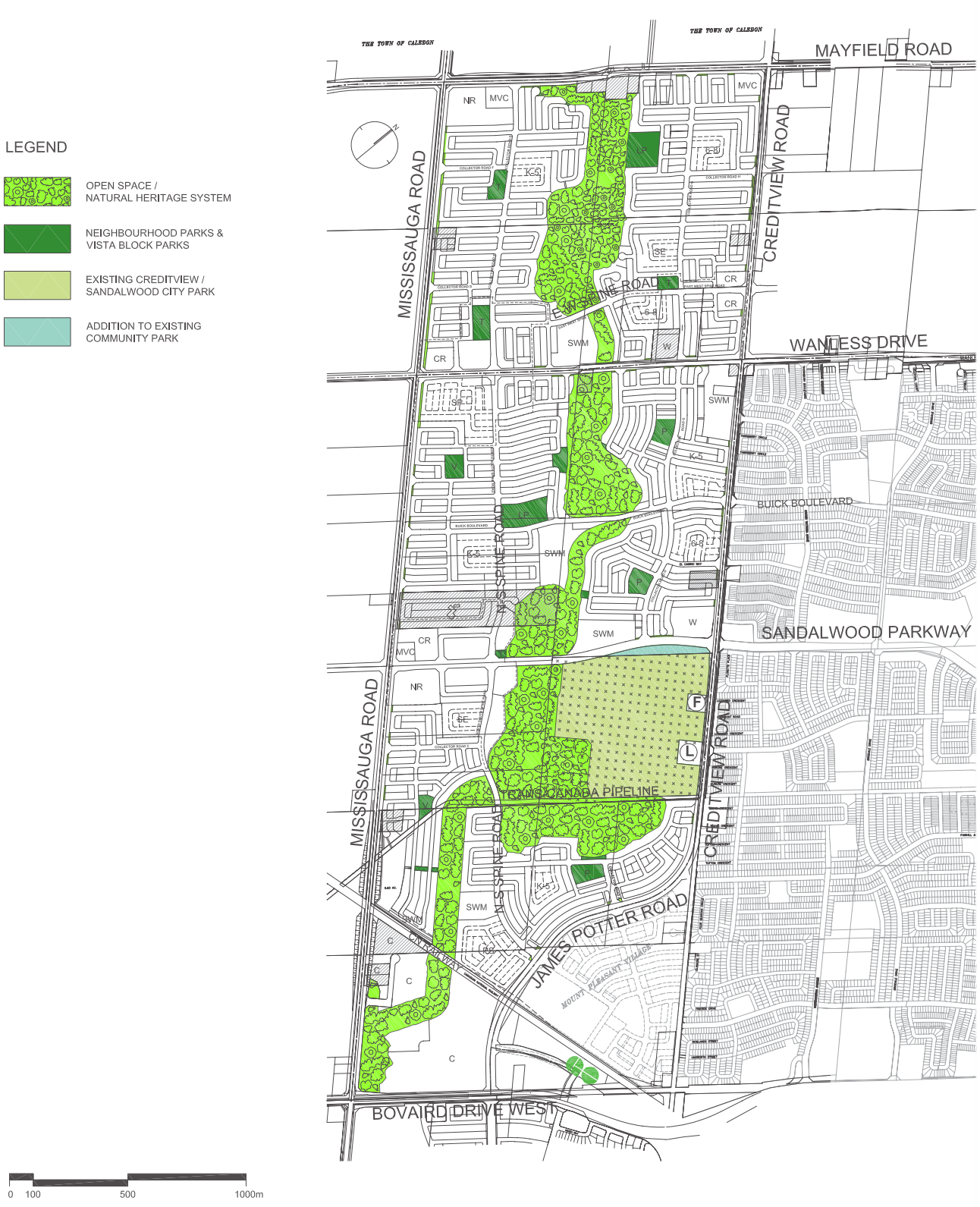


Fig. 3.1.8a - Mount Pleasant Block Plan 51-1 with the proposed park distribution and existing City Park location

3.1.9 Stormwater Management Ponds

Note: In addition to being a Structuring Element, Stormwater Management Ponds have been developed specific to Block Plan 51-1 and are described and illustrated in greater detail in the Landscape Guidelines Section 3.3.5 Stormwater Management Ponds.

In addition to their primary water quality and quantity control functions, stormwater management ponds will be designed to maintain the environmental and ecological integrity of the Natural Heritage System and to provide a net benefit to the environmental health of the community, to the extent practical. As well, they provide a secondary role by complementing the parks and open space system through the provision of extensions to the trail network . Generally, ponds within Block Plan 51-1 have been located in relation to existing natural drainage patterns of the site and, where appropriate, within the vicinity of existing natural heritage features.

There are a total of 7 ponds proposed for the Block, all of which have been configured within an efficient area footprint that integrates all the necessary functions and standard landscape treatments. They are designed to appropriately fit within the context of a higher density, compact residential development

In addition to relevant design criteria within Part V - Block Plan Design Guidelines / Section 2.5 Stormwater Management Facilities of the DDG, refer to Section 3.3.5 Stormwater Management Ponds of the CDG for landscape guidelines related to stormwater management pond treatment. As well, all proposed stormwater ponds reflected in this document are being evaluated in the context of the Mount Pleasant Environmental Implementation Report (EIR) and further modification to these pathway locations in the CDG may occur as a result of the review of the EIR.

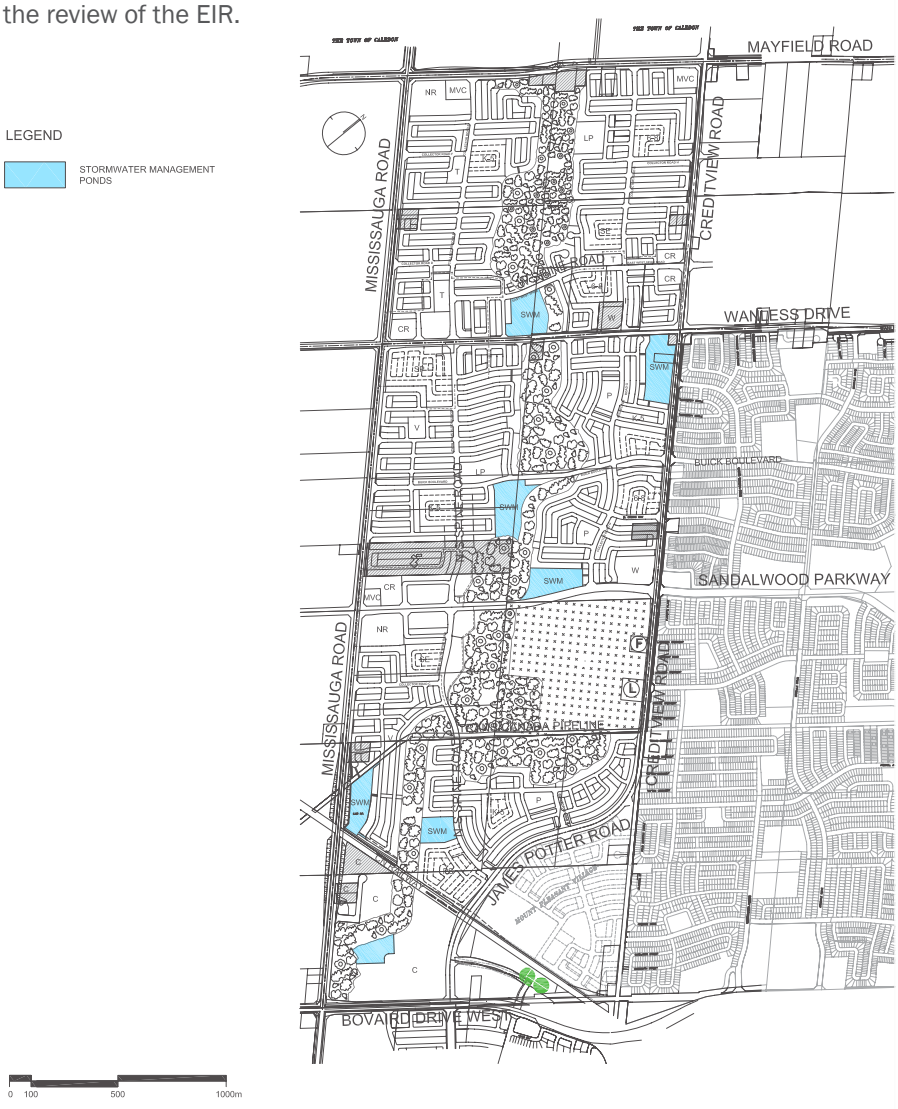


Fig. 3.1.9a - Mount Pleasant Block Plan 51-1 with the proposed stormwater management pond locations

3.1.10 Trans-Canada Pipeline

The Trans-Canada Pipeline (TCPL) runs east-west through the southern half of Block Plan 51-1, redirecting south-west as it approaches Mississauga Rd. The pipeline easement will be integrated with the open space system through the continuation of the multi-use trail that exists within the easement in the Fletcher's Meadow Community to the east. The proximity of the easement to the City Park and adjacent natural heritage features makes it a valuable linkage opportunity for a local serving inter-neighbourhood pathway system within the Mount Pleasant Community.

When proposing landscape treatment for the TCPL, the protection of the pipeline is considered paramount. This results in some restrictive measures that require consideration. For planting, typically only low-growing groundcover such as grass is permitted within the easement boundary. More substantial planting such as trees and shrubs is limited to established buffer zones that encompass typically City-owned land adjacent to the easement. In many cases, this may be in the form of roadway boulevards. There is flexibility in the layout pattern of the pathway, which allows for convenient and strategic connections with adjacent pedestrian linkages. The surface of the pathway is typically composed of limestone screenings.

For relevant design criteria, reference Part V - Block Plan Design Guidelines / Section 2.2 Open Space Links of the DDG, as well as Trans-Canada Pipeline Design Requirements.

Fig. 3.1.10a - Mount Pleasant Block Plan 51-1 with the existing Trans-Canada Pipeline easement location.

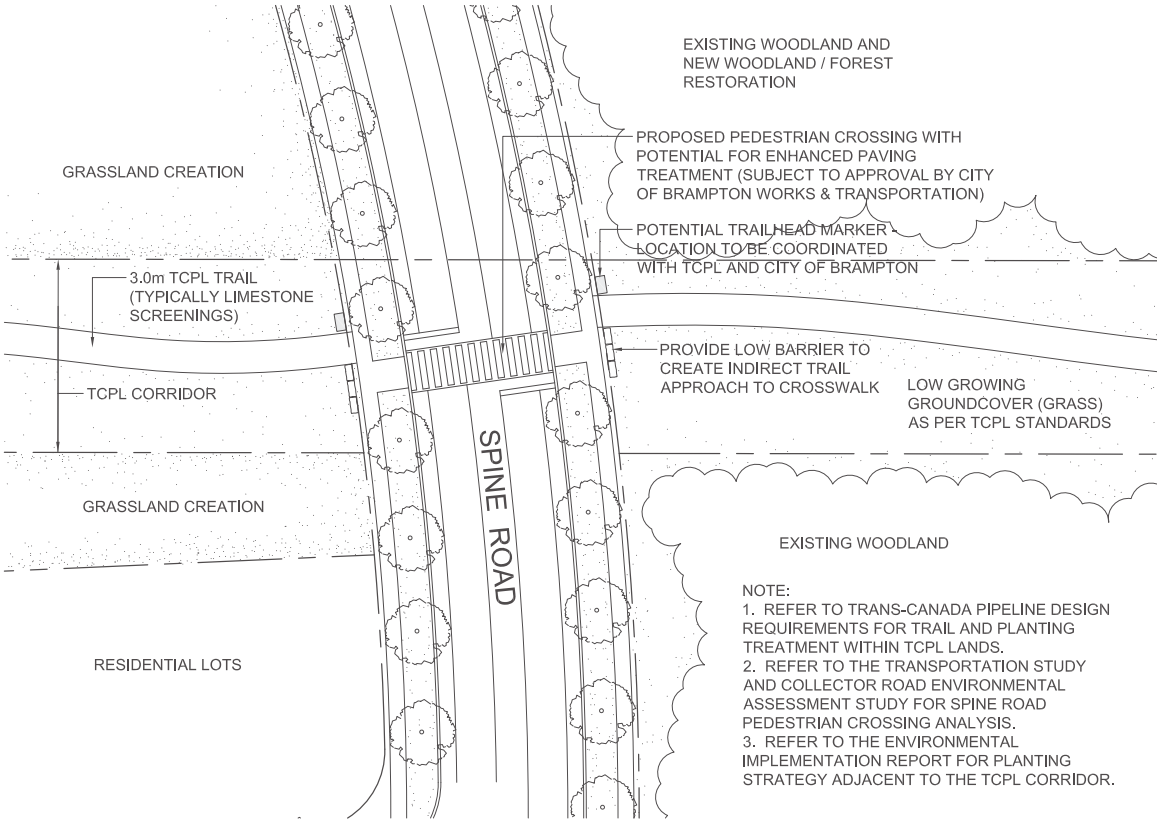


Fig. 3.1.10b - Conceptual TCPL trail crossing at the Spine Road.

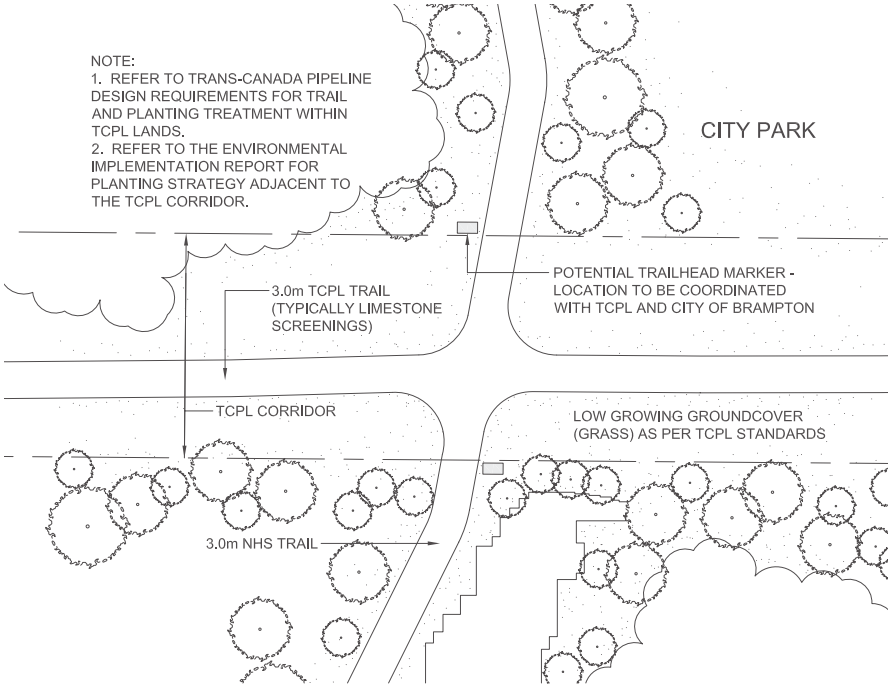


Fig. 3.1.10c - Conceptual TCPL trail intersection with north-south NHS trail.

3.1.11 Commercial Blocks

Within Block Plan 51-1, there are several commercial blocks proposed for both the designated mixed-use node areas, adjacent to major intersections or along major roadways leading into the community. In order to be consistent with the stated objective of creating a transit-oriented, walkable, urban, higher density community, the layout of these commercial blocks should depart from the typical suburban, car-oriented, non-descript model and try to achieve an appropriate level of integration with the surrounding neighbourhood fabric. They should not be developed in isolation of the context, but rather positioned as valuable community building components that support the transit-oriented development model. A 'village' type character should, therefore, be established with a strong built form relationship to the surrounding streets.

In addition to relevant design criteria within Part VI - Site PLanning and Built Form / Section 2.0 Commercial Areas of the DDG, refer to section 3.4.4.12 Commercial Buildings Within Mixed-Use Nodes and 3.4.4.13 Commercial Buildings Outside of Mixed-Use Nodes of the CDG for built form guidelines. As well, refer to Section 3.3.3 Gateways for commercial blocks as gateway features.

3.1.12 Institutional Lands (Schools and Place of Worship)

Institutional lands, including school blocks and a place of worship, should be developed as valuable community and neighbourhood building amenities. As such, there should be a strong built form relationship with the adjacent street fabric that will emphasize pedestrian connections, balanced with vehicular access. As with commercial blocks, institutional lands situated at community gateway locations should ensure that the built form is oriented to serve as the primary entry element.

Currently, Block Plan 51-1 has an existing place of worship site at Wanless, west of Creditview, as well as a library facility and firehall within the Community Park area along Creditview Rd.

In addition to relevant design criteria within Part VI - Site Planning and Built Form / Section 4.0 Institutional and Community Sites of the DDG, refer to Section 3.4.4.15 Place of Worship and 3.4.4.16 Schools of the CDG for built form guidelines. As well, refer to Section 3.3.4 Gateways for place of worship lands as gateway features.

3.1.13 Alloa Methodist Cemetery

The existing Alloa Methodist Cemetery, located at the south-west corner of Wanless Dr. and Creditview Rd. and abutting the proposed stormwater management pond, contains several original, hand carved tombstones and markers consisting of primarily marble and limestone. These are currently organized in a large L-shaped commemorative cairn along the south and west perimeter of the cemetery. Included with these monuments are significant landscape elements consisting of shade trees, shrubs and hedges running along the lot lines, with grass throughout, resulting in a passive-use, contemplating green space with a rural character.

As a symbol of the early 19th century inhabitants who settled in Brampton and helped shaped its character and development, the cemetery represents an historical and cultural heritage value for the City and, as such, is intended to remain in its current location and use.

For a more detailed review of the Alloa Methodist Cemetery, refer to the Cultural Heritage Resource Report: Built Heritage & Cultural Landscapes Mount Pleasant Secondary Plan by Unterman McPhail Associates.

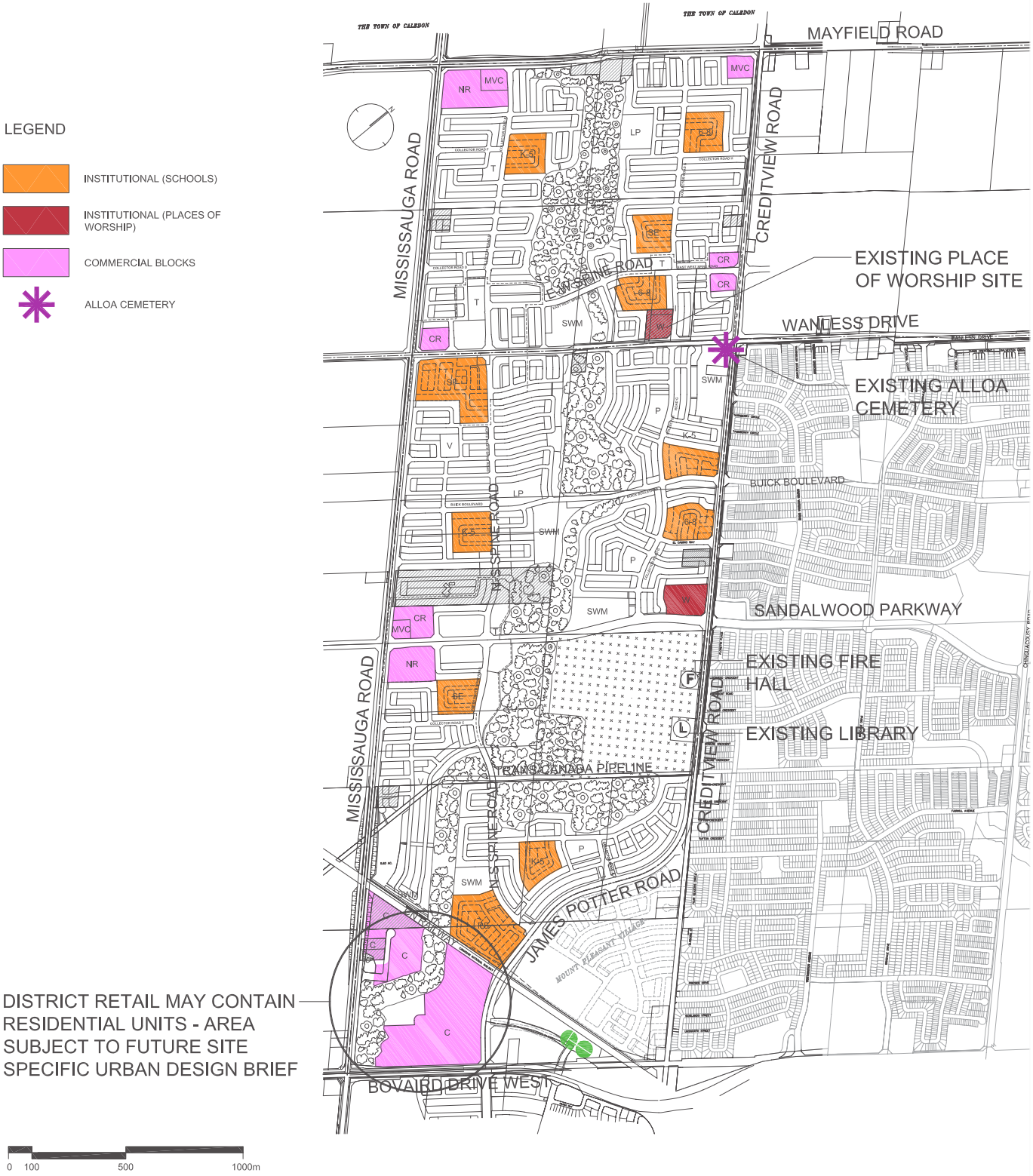


Fig. 3.1.12a - Mount Pleasant Block Plan 51-1 with commercial and institutional lands (schools and place of worship)

3.2 Special Character Areas

Special Character Areas are defined as specific areas or components of the plan that are unique from a design perspective and significantly influence the character and orientation of the surrounding community. As an extension to the previously described Structuring Elements, Special Character Areas will greatly define the unique identity of Block Plan 51-1 from a land use and design standpoint, as it relates to both the community and neighbourhood scale and with respect to built form, streetscape and open space design.

There are several important features that are integral to the development of a unique character for this community and these are listed in the following and described in this section -

- Mixed-Use Nodes
- The Spine Road

Fig. 3.2a - Conceptual image illustrating how a Special Character Area such as a Town Square within a Mixed-Use Node can establish a unique identity for Block Plan 51-1, in which the surrounding community can revolve and opportunities for residents to gather are provided.

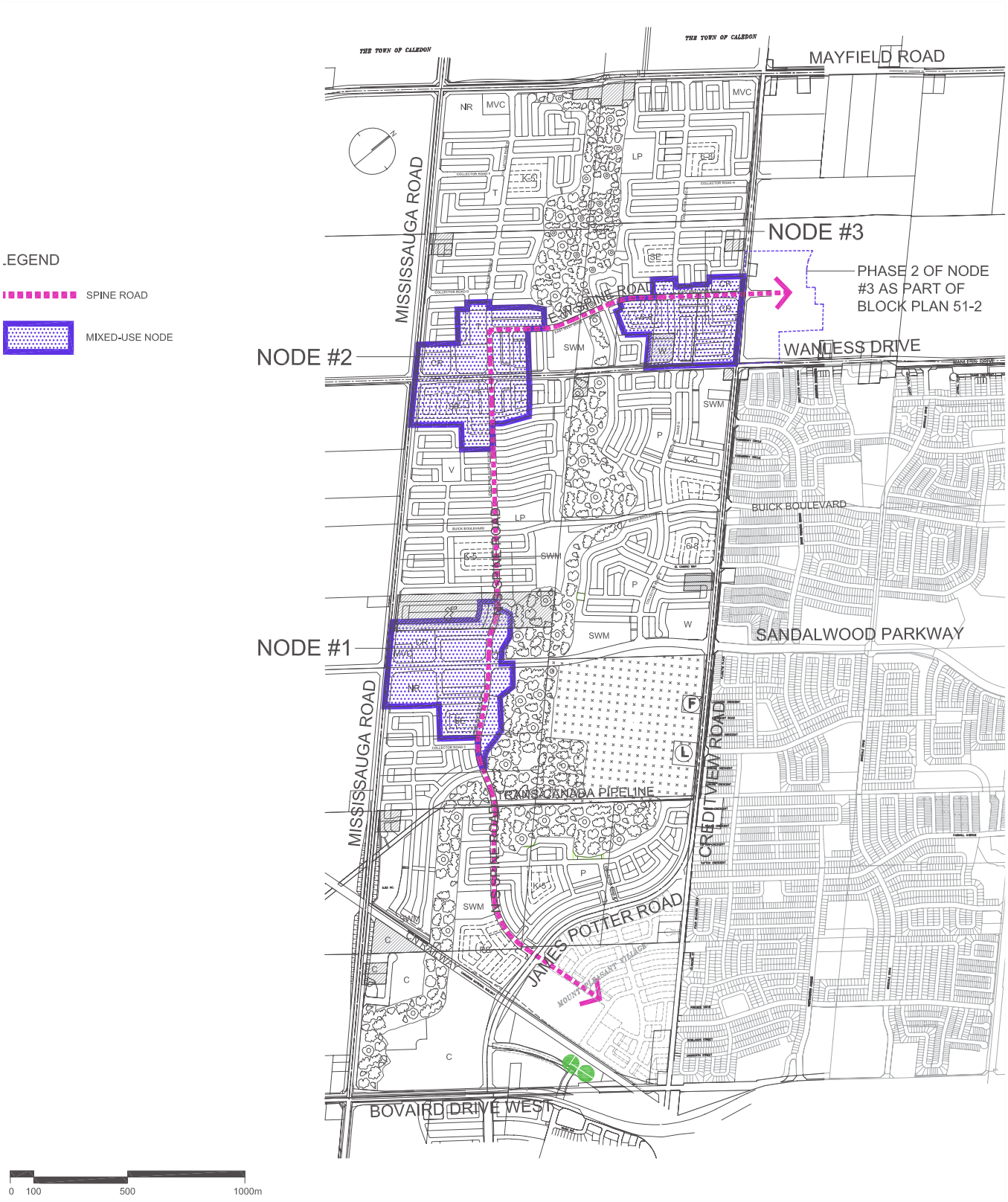


Fig. 3.2b - Mount Pleasant Block Plan 51-1 with Special Character Areas

3.2.1 Mixed-Use Nodes

A key component to achieving a truly transit-oriented, walkable urban community is the establishment of mixed-use nodes at key locations within the Mount Pleasant Community. These nodes play a key role in strengthening the urban structure and defining the character of surrounding neighbourhoods. They reflect an emerging typology within the City of Brampton that strives to achieve an increase in the qualitative livability of new developments through an emphasis on the use of public transit and walkability, leading towards a more sustainable, positive and healthy environment.

A primary element to achieving properly integrated, populated nodes is the provision for community amenities at the local level within walking distance of the surrounding neighbourhoods, that will attract residents, workers and visitors for a variety of reasons and at different times of the day and week. Population densities will be increased within the node areas to provide the necessary base to ensure support for these amenities and the continued growth of transit ridership. Several initiatives will, therefore, be undertaken for each nodal area, including -

- The integration of a variety of public use facilities and amenities, including schools, retail/office/service space, parks and open spaces, and appropriately weave these features into the neighbourhood street fabric.
- The integration of higher density residential, including rear and front-loaded townhouses, live-work units, mid-rise and potentially high-rise, creating opportunities to explore non-typical architectural forms.
- Reinforcement of a walkable, urban village environment through smaller blocks and consideration for alternative, non-standard street and lane configurations.
- Provision of strategically placed lay-by street parking to allow convenient access to retail and service amenities, as well as reduce the perceived scale and speed of the street.
- Upgrading the streetscape treatment to distinguish the character of the neighbourhood centre and to reflect the higher density, urban context.
- Developing a Town Square as the principal public amenity and focus for each node and the surrounding neighbourhoods.

Four mixed-use nodes have been identified for the entire Mount Pleasant Community (Block Plan Areas 51-1 & 51-2), all of which are located at key junctions along the Spine Road. Three of the nodes are described here as part of the Block Plan Area 51-1, including -

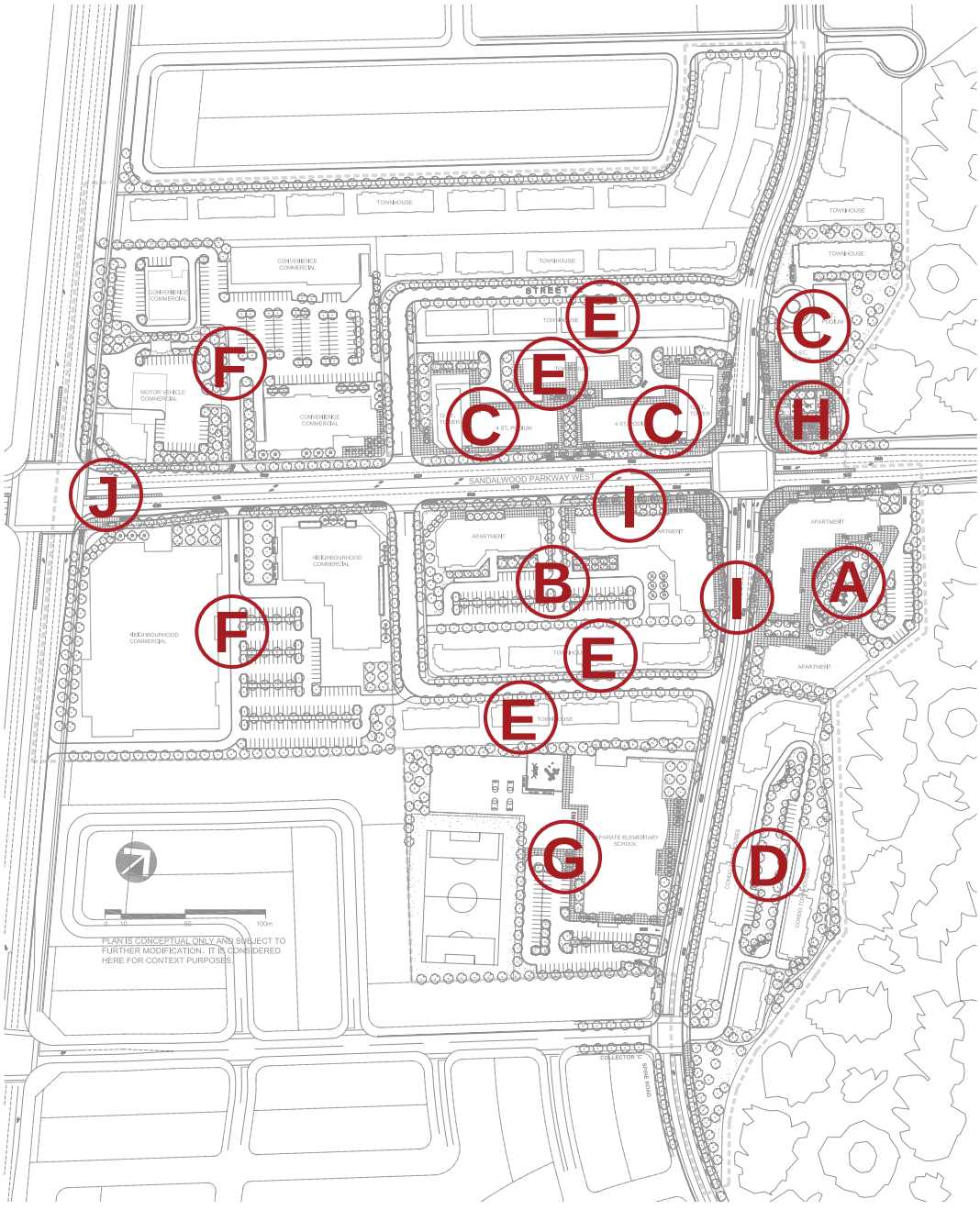
- Mixed-Use Node 1 - N-S Spine Road and Sandalwood Pkwy.
- Mixed-Use Node 2 - N-S Spine Road and Wanless Dr.
- Mixed-Use Node 3 - E-W Spine Road and Creditview Rd. (west half)

Fig. 3.2.1a - Conceptual image illustrating mixed-use node with higher density built form, urban streetscape treatment with reduced building set-backs, and transit and cycling options.

3.2.1.1 Mixed-Use Node 1 - N-S Spine Road and Sandalwood Pkwy.

Key characteristics / recommendations include -

- Integrates 3-6 storey mid-rise opportunity with potential for greater density and ground floor retail/work space.
- Town Square as the central focus for the node.
- Apartments with internal parking enables potential adjacent lay-by street parking, as required.
- Establish 'village' character for commercial blocks - reduced building set-back / accessible from sidewalk and street parking / discourage drive-thru's at gateway locations.
- Commercial blocks with mixed-use opportunities - retail, office, service.
- Vehicular access to commercial blocks from Mississauga Rd. and Sandalwood Pkwy.
- School building oriented towards node core for continuous built form at street edge.
- Alternative street / lane configuration - reconsider current standards related to intersection off-sets, turning movements and maintenance operations in order to achieve a uniquely urban, compact 'village' character.



SPECIAL CHARACTER FEATURES:

A	3-6 STOREY MID-RISE
B	3-6 STOREY MID-RISE W/ SENIORS RESIDENCE OPTION
C	3-6 STOREY MID-RISE W/ POTENTIAL TO INCREASE TO HIGHER STOREY TOWER W/ 2-4 ST. PODIUM *
D	CONDO BLOCK REAR LANE TOWNHOUSES W/ AMENITY OPEN SPACE
E	FRONT-LOADED AND/OR BACK TO BACK STACKED TOWNHOUSE
F	COMMERCIAL BLOCK
G	ELEMENTARY SCHOOL
H	TOWN SQUARE
I	URBAN STREETSCAPE TREATMENT
J	GATEWAY

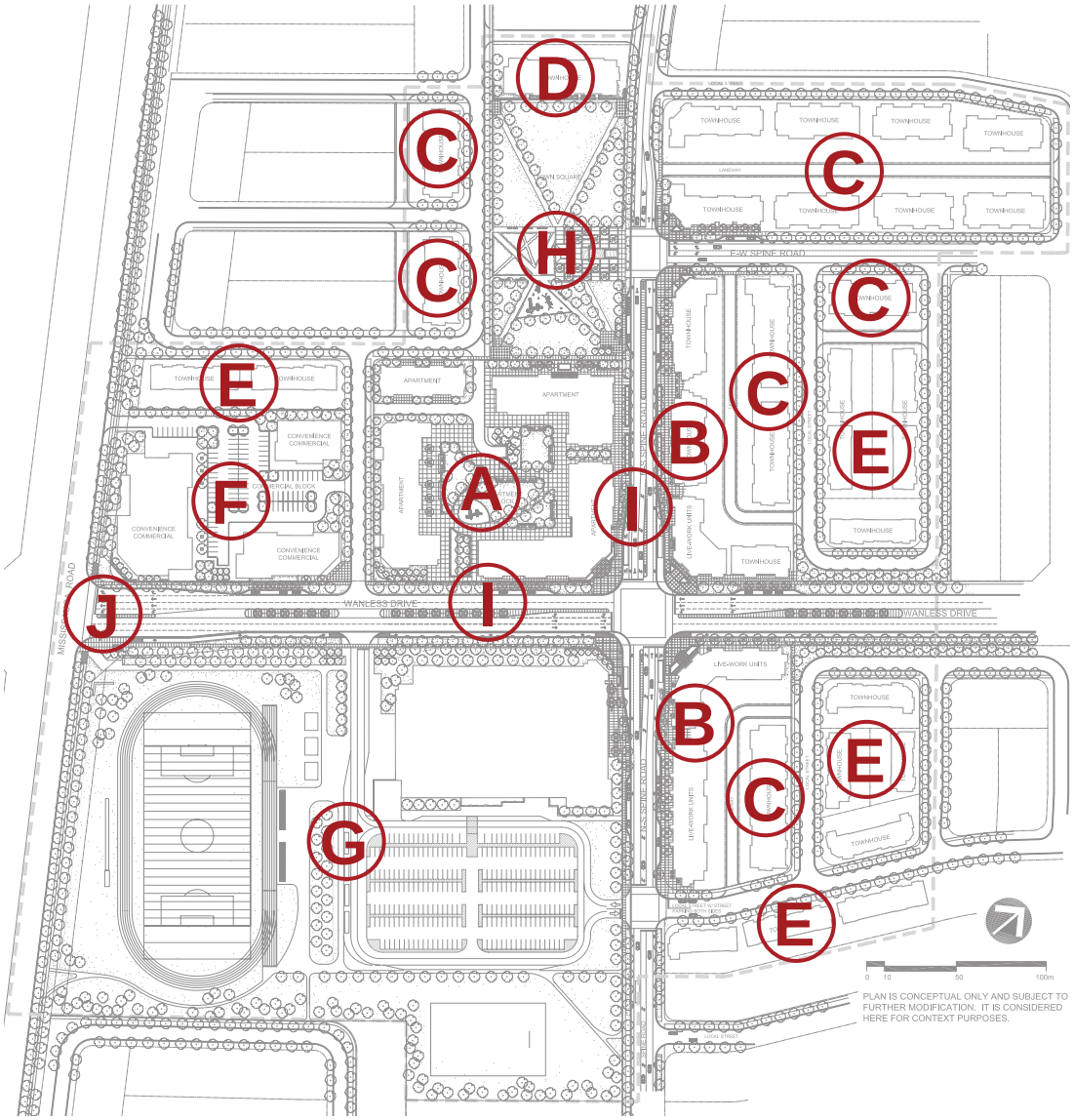
Note:
* Final height / number of units will be subject to review and approval by the City of Brampton. Number of units will be stipulated by the Draft Plan submitted subsequent to Block Plan / CDG approval.

Fig. 3.2.1.1 - Mixed-Use Node 1 concept plan with special character features identified.

3.2.1.2 Mixed-Use Node 2 - N-S Spine Road and Wanless Dr./E-W Spine Road

Key characteristics / recommendations include -

- Dual nodal centres with distinctive characters (N-S Spine Road at Wanless Dr. and N-S Spine Road at E-W Spine Road).
- Town Square as view terminus and central focus for the node.
- Integrates 3-6 storey mid-rise opportunity with potential ground floor/work space.
- Townhouse with potential to convert to live-work units in future.
- Lane-based townhouse enables potential adjacent lay-by street parking, as required.
- Street related built form throughout.
- School building oriented towards intersection to strengthen nodal core.
- Commercial block with mixed-use opportunities - retail, office, service.
- Commercial block - minimum building set-back / accessible from sidewalk and street parking / discourage drive-thru's at gateway locations.
- Vehicular access to commercial block from Mississauga Rd. and Wanless Dr.
- Integration of existing heritage resource (Clark Farm) as commemorative opportunity.
- Alternative street / lane configuration - reconsider current standards related to intersection off-sets, turning movements and maintenance operations in order to achieve a uniquely urban, compact 'village' character.



SPECIAL CHARACTER FEATURES:

- **A** 3-6 STOREY MID-RISE W/ SENIORS RESIDENCE OPTION
- **B** TOWNHOUSE WITH LIVE-WORK OPPORTUNITY
- **C** LANE-BASED TOWNHOUSE
- **D** LANE-BASED TOWNHOUSE FRONTING ONTO TOWN SQUARE
- **E** FRONT-LOADED TOWNHOUSE
- **F** COMMERCIAL BLOCK
- **G** HIGH SCHOOL
- **H** TOWN SQUARE
- **I** URBAN STREETSCAPE TREATMENT
- **J** GATEWAY

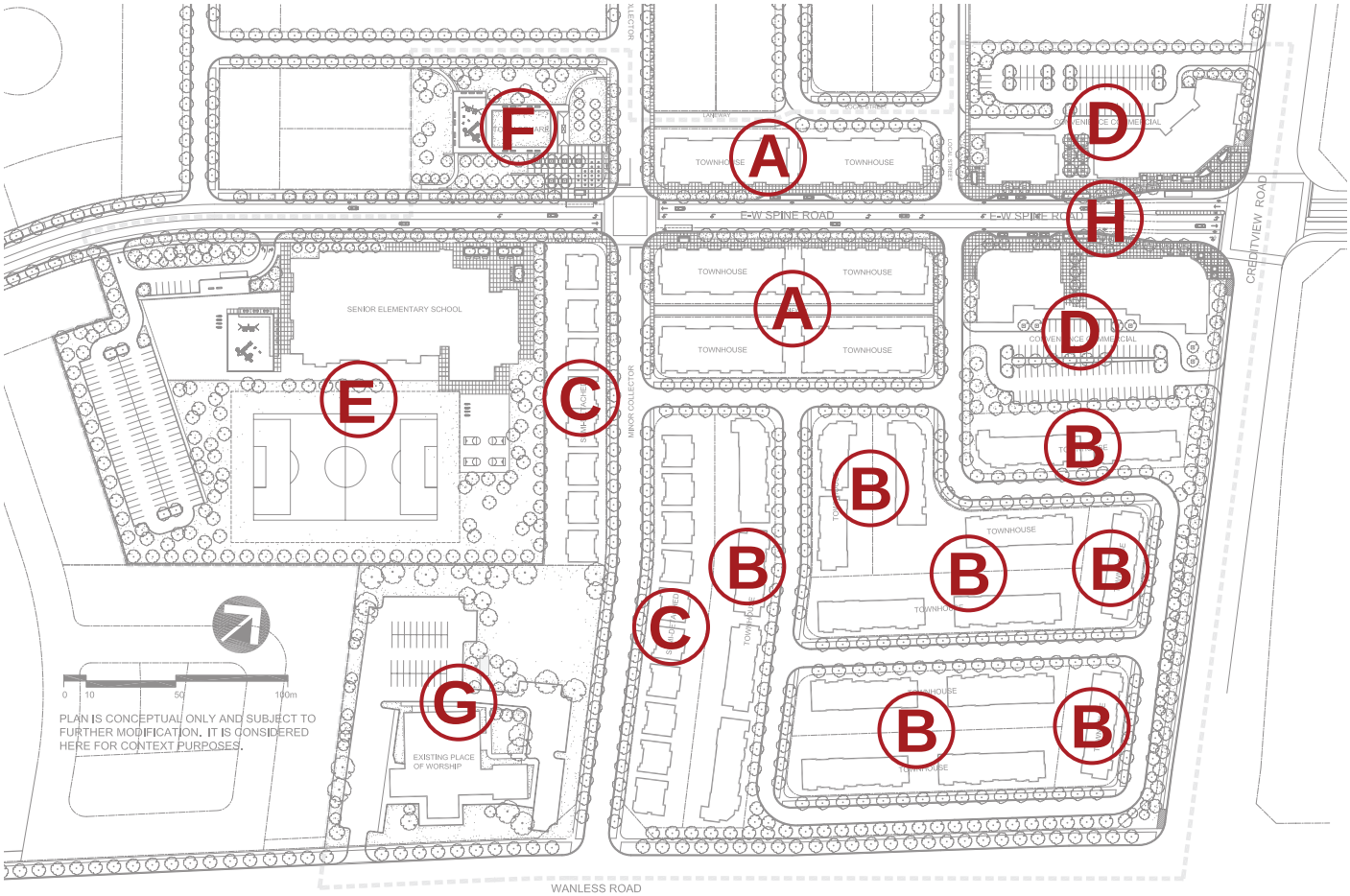
Note:
Final height / number of units will be subject to review and approval by the City of Brampton. Number of units will be stipulated by the Draft Plan submitted subsequent to Block Plan / CDG approval.

Fig. 3.2.1.2 - Mixed-Use Node 2 concept plan with special character features identified.

3.2.1.3 Mixed-Use Node 3 - E-W Spine Road and Creditview Rd.

Key characteristics / recommendations include -

- Divided by Creditview Rd., Block Plan 51-1 comprises the western half of Node 3, with the other half located east of Creditview Rd. within the future Block Plan 51-2.
- Main street character between the two school sites (one school in Block Plan 51-1 and the other in the future Block Plan 51-2).
- School building oriented towards node core for continuous built form at street edge.
- Town Square as the central focus for the node.
- Townhouse with potential to convert to live-work units in the future.
- Lane-based townhouse enables potential adjacent lay-by street parking, as required.
- Street-related built form throughout.
- Establish 'village' character for commercial blocks - minimum building set-back / accessible from sidewalk and street parking / discourage drive-thru's at gateway locations.
- Commercial blocks with mixed-use opportunities - retail, office, service.
- Alternative street / lane configuration - reconsider current standards related to intersection off-sets, turning movements and maintenance operations in order to achieve a uniquely urban, compact 'village' character.
- Prominent built form with at least 2 storey massing at gateway location.



SPECIAL CHARACTER FEATURES:

A	LANE-BASE TOWNHOUSE	E	SENIOR ELEMENTARY SCHOOL
B	FRONT-LOADED TOWNHOUSE	F	TOWN SQUARE
C	SEMI-DETACHED RESIDENTIAL	G	EXISTING PLACE OF WORSHIP
D	COMMERCIAL BLOCK	H	URBAN STREETSCAPE TREATMENT

Note:
Final height / number of units will be subject to review and approval by the City of Brampton. Number of units will be stipulated by the Draft Plan submitted subsequent to Block Plan / CDG approval.

Fig. 3.2.1.3 - Mixed-Use Node 3 concept plan with special character features identified.

3.2.1.4 Built Form

Mixed-Use Nodes will contain a range of residential, commercial and institutional building types designed to create concentrated urban hubs of intensive pedestrian activity within the community. A variety of compact built typologies and styles will be provided in a manner that reinforces an attractive animated human-scale street zone and promotes an urban village main street character. Built form types vary for each node and may include: semi-detached dwellings, front-loaded street townhouses, lane-based townhouses, back to back stacked townhouses, live-work townhouses, mid-rise apartments, high-rise apartments, commercial buildings, schools, places of worship.

Refer to Section 3.4 Built Form Guidelines for design criteria for each of the building types and uses found within the Mixed-Use Nodes.

3.2.1.5 Landscape Guidelines

A. Non-Standard Treatment
Boulevard Treatment:

- Establish an urban streetscape treatment that considers alternative paving materials and street tree planting treatment, including decorative paving accents, tree grates and planters within the boulevard.
- Within the node, the proposed boulevard treatment shall transition from standard street trees in grass between curb and sidewalk, to a more urban hardscape treatment with the approach of the major intersection. Tree grates (precast concrete covers or metal grates) with irrigated soil trenches, decorative paving accents and street furniture shall be sited to facilitate the anticipated higher pedestrian traffic for sidewalk areas adjacent to live-work units, schools or commercial units.
- Where required by retail, service or residential uses, ensure provisions for accessible pedestrian connections from the street level are integrated into the boulevard design.
- Where it is deemed feasible and beneficial to adjacent land uses, strategically integrate lay-by parking facilities adjacent to retail and service related amenities (i.e. live-work units). Refer to Fig. 3.2.2.2b and section showing layby parking adjacent to potential lane-based residential/live-work units.
- Bus stop locations should be integrated with the streetscape treatment, including the sizing of shelters that are appropriate to the boulevard width and respond to the street level uses of adjacent built form (refer to Fig. 3.2.2.2a).
- Where feasible, street trees should be supplemented with planted features on private property, particularly where tree planting opportunities may be limited by adjacent layby parking.

Crosswalks:

- Crosswalks at major intersections should be distinguished by an enhanced paving treatment.

Corner Treatment:

- Corners at major intersections shall be treated as important public features with gateway markers, decorative paving treatment, planting where feasible by sight-lines, and potentially street furniture, that is appropriate to the adjacent built form and doesn't impede pedestrian traffic or sight-lines.
- Opportunities may exist to provide unique privately-owned/publicly accessible amenity space at the corners to create an upgraded exterior space that combines with the adjacent boulevard area to provide an attractive, valuable outdoor amenity that will serve as an extension of the retail or service function at the corner. The treatment may consist of decorative paving and a hierarchy of planting within curb or seatwall planters.

Street Furniture:

- Street furniture (bench, waste receptacles, bike racks, bollards) shall reflect current City of Brampton standards, unless otherwise directed by new City street furniture initiatives.

Island Medians:

- Island medians proposed along the Spine Road at major intersections within the nodes taper to a maximum of 2.0m in width. Due to the narrow width, these are not suitable for planting and, therefore, alternative decorative paving treatment shall be considered such as impressed concrete, broom finished concrete with unit paver banding or borders, etc. Asphalt is not an appropriate paving treatment for these islands.
- Island medians of 5.0m widths may be proposed along segments of arterial roads (Sandalwood Pkwy., Wanless Dr.) where appropriate. A 5.0m width will allow for tree planting, in which case, the City of Brampton requires that planting occur within a hard surface treatment using tree grates similar to those proposed within the Mixed-Use Nodes. Understory shrub planting is not recommended due to the typically harsh growing environment, as well as maintenance and access concerns. Automatic irrigation shall be installed for all tree planting within medians.

Utilities:

- Utilities along the Spine Road within the mixed-ude nodes shall be strategically located to mitigate negative visual impacts and minimize physical barriers to pedestrian flow within a typically compact public realm. Refer to Section 3.2.2.2 for additional guidelines specific to the Spine Road.

Town Squares:

- The proposed Town Squares within each node shall be designed as flexible public amenity spaces that, depending on scale, mixes a combination of urban, hardscape treatment with planting and open grass areas. Each Town Square shall have at its main entry a seating amenity space that provides potential for a shade structure, decorative paving and street furniture (benches, waste receptacle, lighting). Refer to *Section 3.3.4 Neighbourhood Parks* for Town Square design criteria.

B. Standard Treatment

- All planting (boulevard and Town Square) shall comprise species tolerant of urban conditions with an emphasis on native species.
- Avoid planting conditions inherent in many urban environments, characterized by minimum soil volumes, poor soil structure, lack of irrigation and improper drainage.

In addition to relevant design criteria within Part VI - Site Planning and Built Form of the DDG, refer to Section 3.4.4 Design Criteria for Non-Standard Built Form Types of the CDG for built form guidelines.

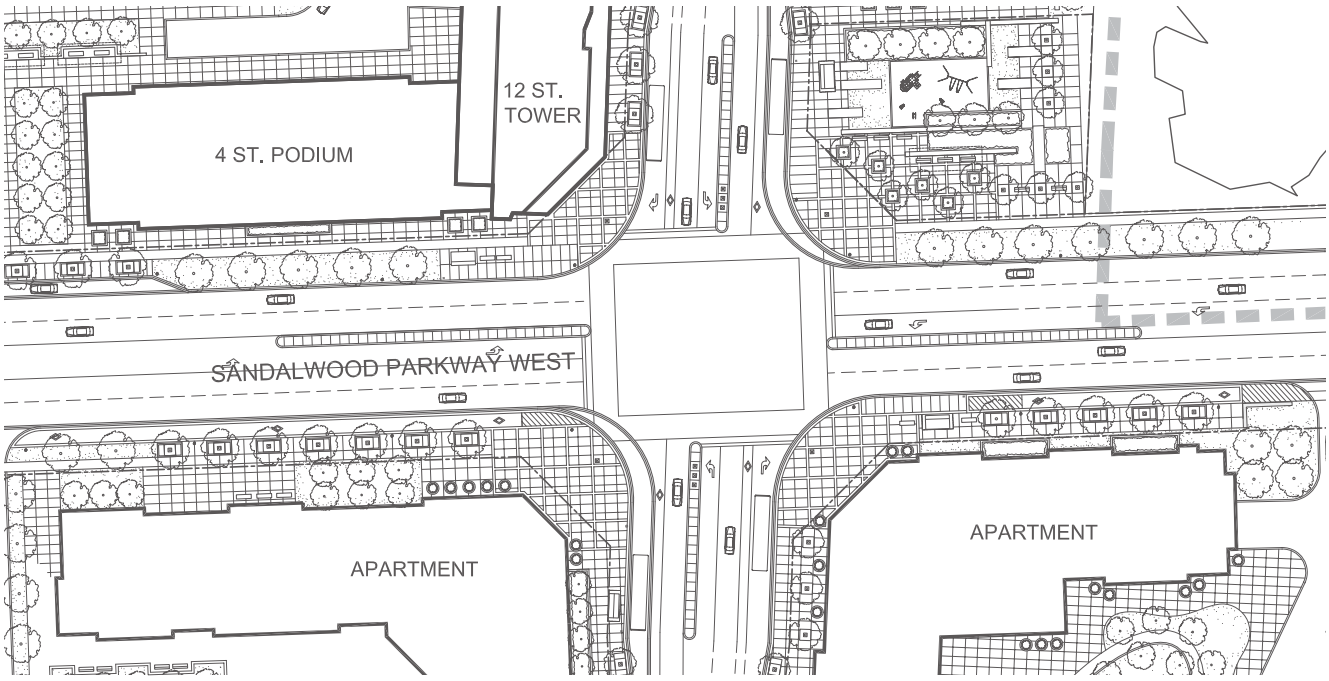


Fig. 3.2.1.5a - Mixed-Use Nodes will be characterized by an urban streetscape treatment with built form oriented to the street.

The following figures illustrate the non-standard landscape / streetscape components that may be integrated into the public realm of the Mixed-Use Nodes.
Additional components applicable to the Mixed-Use Nodes are described in Section 3.2.2 The Spine Road of the CDG.

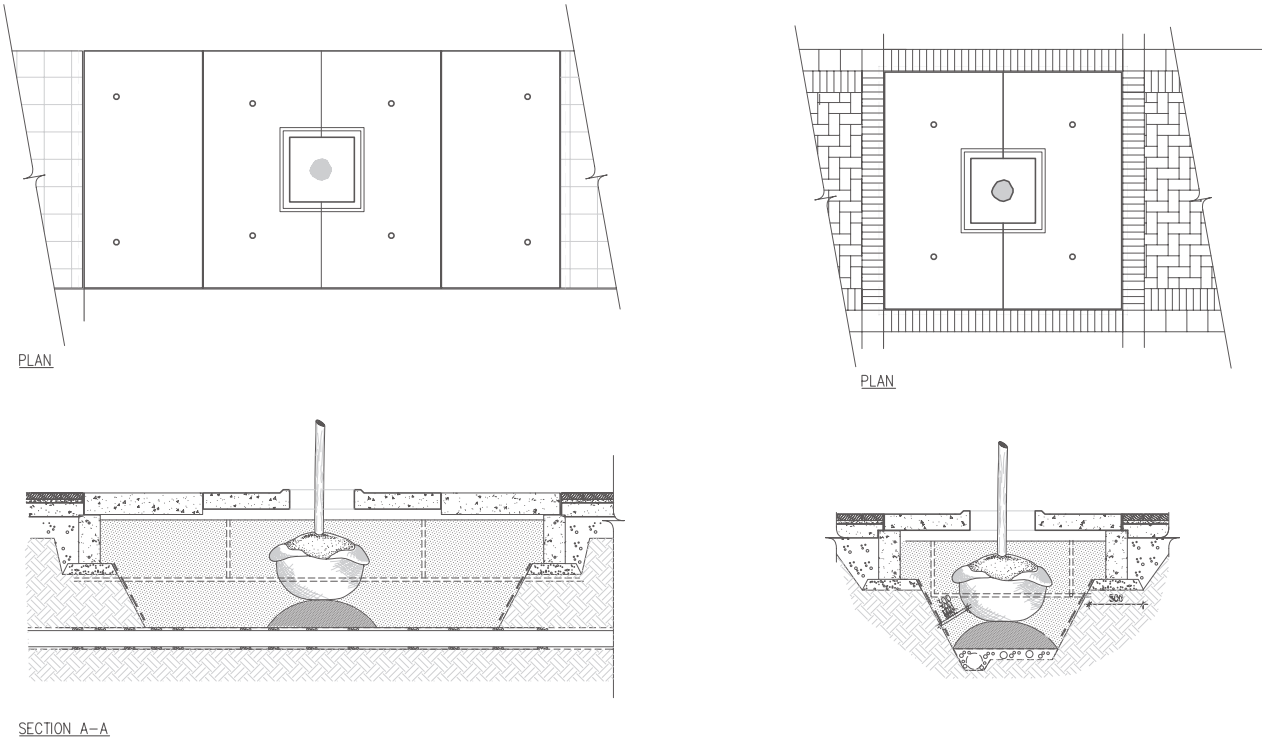


Fig. 3.2.1.5b - Street tree planting within the nodes will transition to a more urban hardscape treatment, with consideration for tree grates (precast concrete covers or metal grates) with irrigated soil trenches. Tree grate design proposed within Mount Pleasant Village to the south (shown above) may be repeated for the Mixed-Use Nodes in Block Plan 51-1.

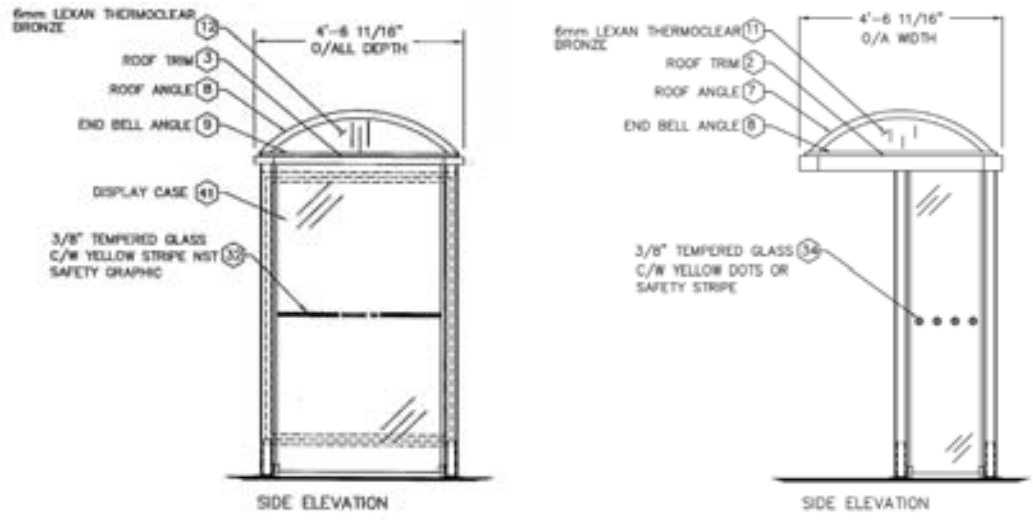


Fig. 3.2.1.5d - Narrow transit shelter options appropriate for compact boulevard widths with high pedestrian traffic within the mixed-use nodes. Option are an approved Brampton Transit standard developed by Daytech Limited).

3.2.2 The Spine Road

The Spine Road is the central, character avenue for the Mount Pleasant Community, which links mixed-use nodes, neighbourhoods, open space amenities and public transit facilities. It's location as the central axis, responding in shape to the "inverted L" configuration of the community itself, ensures that the Spine Road will be within close proximity and accessible from all neighbourhoods. As the main internal local transit corridor, this proximity is essential in promoting the use of public transit for the entire community.

In creating a character avenue, the Spine Road will be distinguished through its streetscape treatment, with regards to the following components -

- Lay-by street parking opportunities within mixed-use nodes
- On-street bike lanes
- Urban boulevards and tree planting, including options for tree grates (precast concrete or iron) for areas of expected high pedestrian traffic (i.e. boulevards adjacent to retail within the mixed-use nodes)
- Island medians with options for decorative paving
- Crosswalks at major intersections and at the NHS pedestrian pathway crossings
- Street lighting with potential for hanging baskets and banners at key locations
- Street character transition from mixed-use nodes to standard boulevard treatment

From a built-form standpoint, the Spine Road will be defined by a variety of housing forms and densities, combined with a concentration of public use amenities found primarily within the strategically located mixed-use nodes. Right-of-way widths through the nodes reflect a more comfortable pedestrian scale with reduced building set-backs that frame the road, yet still balance cycling, transit and vehicular movement objectives.

With respect to the boulevards on the intersection approaches within the mixed-use nodes, the character of the Spine Road is intended to reflect an urban streetscape treatment, responding to a greater level of pedestrian traffic associated with adjacent higher density residential, street related retail/service functions, public transit stops and open space amenities.

Outside the mixed-use nodes, the character of the Spine Road will be largely influenced by the variety of land uses that define its edges, including residential flankage built-form, schools (high school & jr. elementary school), stormwater management ponds and a Local Park. The treatment of these uses along the Spine Road interface is critical to establishing the character of the street. In particular, the treatment of the residential flankage conditions will strive to create built-form designs that are effectively oriented to the Spine Road (with driveways on the local street) that minimize the exposed impact of rear yards and associated fencing.

The Spine Road shall comprise the following right-of-way dimensions as related to location and land use characteristics -

- 29.5m - at major intersections within the mixed-use nodes.
- 29.0m - adjacent to layby parking integrated within the mixed-use nodes (where layby parking is considered for one side only, a 26.5m right-of-way may be contemplated).
- 24.0m - outside the mixed-use nodes and within where layby parking is not contemplated.

Refer to Figures 3.2.2.2a-d for conceptual typical plan and cross-section treatment related to the individual right-of-way examples. All proposed plan and cross sections in this document are being evaluated in the context of the Transportation Study and Collector Road Environmental Assessment Study (BA Group) and may be subject to additional modification.

Fig. 3.2.2 - Conceptual image of a collector road similar in lane configuration to the proposed Spine Road (curb to curb) showing two vehicle lanes, a centre left turn lane and curbside bike lanes.

3.2.2.1 Built Form

Built form along the Spine Road will be given special design consideration to ensure it maintains the transit-oriented design principles and responds appropriately to its location along this important community corridor. A noticeable intensity of built form and land use, including increased building height and decreased building setbacks will occur along the Spine Road as it passes through the Mixed-Use Nodes. Outside of the node areas, built form will occur as less intensive low/medium density housing forms and will occur primarily as residential flankage conditions. Innovative housing forms designed to limit exposure of garages and parking areas and to create attractive pedestrian friendly streetscapes through animated architecture will be a key component to the treatment of this Special Character Area.

Refer to Section 3.4.4.7 Dwellings Flanking Onto The Spine Road and 3.4.5.1 Dwellings Within Spine Road Character Area for further design guidelines.

3.2.2.2 Landscape Guidelines

A. Non-Standard Treatment
Boulevard Treatment:

- Boulevard treatment shall transition from standard street trees in grass between curb and sidewalk to a more urban hardscape treatment within the mixed-use nodes, with consideration for tree grates (precast concrete covers or metal grates) with irrigated soil trenches, decorative paving acccents, street furniture, etc. A regularly spaced row of canopy trees will be provided along the street line, either within a grass boulevard or hard surface treatment, depending on location or adjacent use.
- Boulevard treatment adjacent to layby parking within the mixed-use nodes shall comprise a hardscape treatment to facilitate frequent pedestrian connections between parked cars and the sidewalk.

Crosswalks:

- Crosswalks at key intersections shall be distinguished with an enhanced paving treatment.

Island Medians:

- Island medians proposed along the Spine Road at major intersections within the nodes taper to a maximum of 2.0m in width. Due to the narrow width, these are not suitable for planting and, therefore, alternative decorative paving treatment shall be considered such as impressed colour concrete, broom finished concrete with impressed concrete banding or borders, impressed coloured asphalt, etc. Asphalt is not an appropriate paving treatment for these islands.

Flankage Conditions:

- In between nodes, the character of the Spine Road will be defined in part by the treatment of the flankage conditions. These flankage conditions shall include an upgraded 2.0m ht. acoustic wood fence element, designed in a simple, robust manner with solid components (refer to Fig.3.2.2.2f). Consideration shall be given to planted accents on the public side of the fence and a backdrop of pyramidal trees on the rear yard side, to provide additional ornamentation to the flankage. Maintenance shall be the responsibility of the homeowner.
- The flankage fence shall be located in between rear building edges to discourage future expansion of the fence by homeowners.
- Alternating flankage fence length resulting from a corresponding variation in built form type (rear extension into backyard or conventional form) shall lend some variety to the street character.

Street Lights:

- Street light components to be as per City standard. It is intended that the Spine Road will be distinguished by the use of the simple standard option octagonal street pole (polished concrete in black), with the standard communications style pole specified for all other local and collector roads, as approved by the City of Brampton, Works and Transportation.
- Threaded inserts shall be installed with all light poles to provide future opportunities for hanging baskets and banners, used to reinforce the Spine Road and the mixed-use nodes as Special Character Areas.

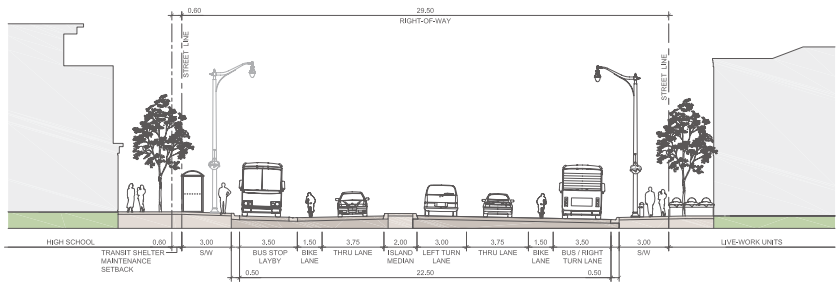
Utilities:

- Utilities along the Spine Road within the mixed-use nodes shall be strategically located to mitigate negative visual impacts and minimize physical barriers to pedestrian flow within a typically compact public realm.
- Where feasible, preclude above-ground utility plant on boulevards within the immediate vicinity of the node intersections (and as much as possible along the Spine Road) by utilizing side streets for utility plant locations, and rear lane or ganged end-wall service entrances for buildings near the nodes.
- Where appropriate to land use (e.g. commercial, apartment and school blocks) transformers or large utility boxes are to be located strategically within the blocks, thereby avoiding public spaces.
- Easements will be utilized for utility plant on public or private lands where appropriate.

B. Standard Treatment

- All street tree planting shall comprise species tolerant of urban conditions with an emphasis on native species. Avoid planting conditions inherent in many urban environments, characterized by minimum soil volumes, poor soil structure, lack of irrigation and improper drainage.

In addition to relevant design criteria within Parts IV, V and VI of the DDG, refer to Section 3.4.5 Priority Lots of the CDG for built form guidelines. As well, all proposed cross sections in this document are being evaluated in the context of the Transportation Study and Collector Road Environmental Assessment Study (BA Group) and may be subject to additional modification. Proposed standards approved within the Transportation Study will govern over those identified in the CDG.



NOTE:
REDUCED BUILT FORM SETBACKS WILL OCCUR ALONG THE SPINE ROAD AS IT PASSES THROUGH THE MIXED-USE NODES.
SPECIFIC SETBACK DISTANCES TO BE DETERMINED THROUGH THE APPLICABLE ZONING BY-LAW.

A LARGER VERSION OF THIS CROSS-SECTION CAN BE FOUND IN APPENDIX 5.1.

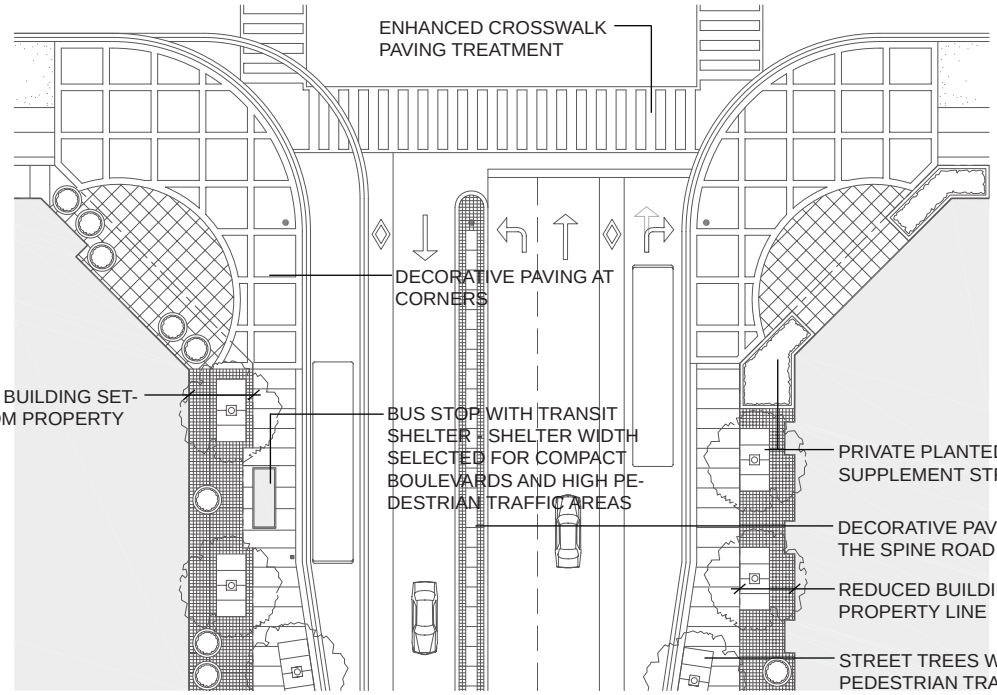
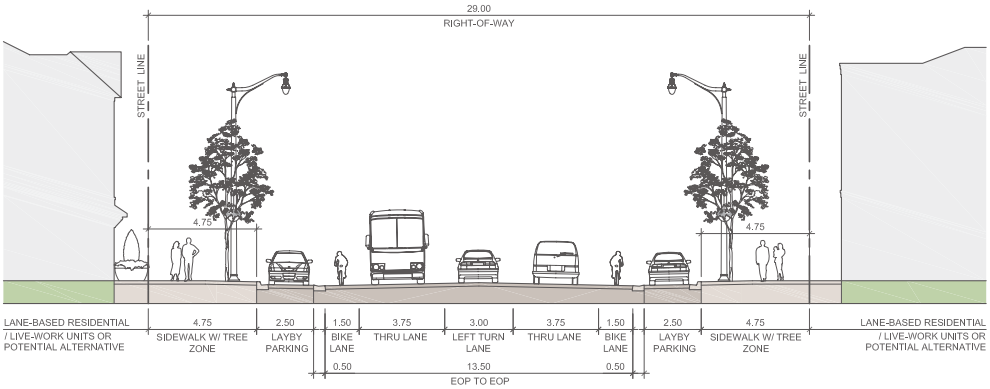


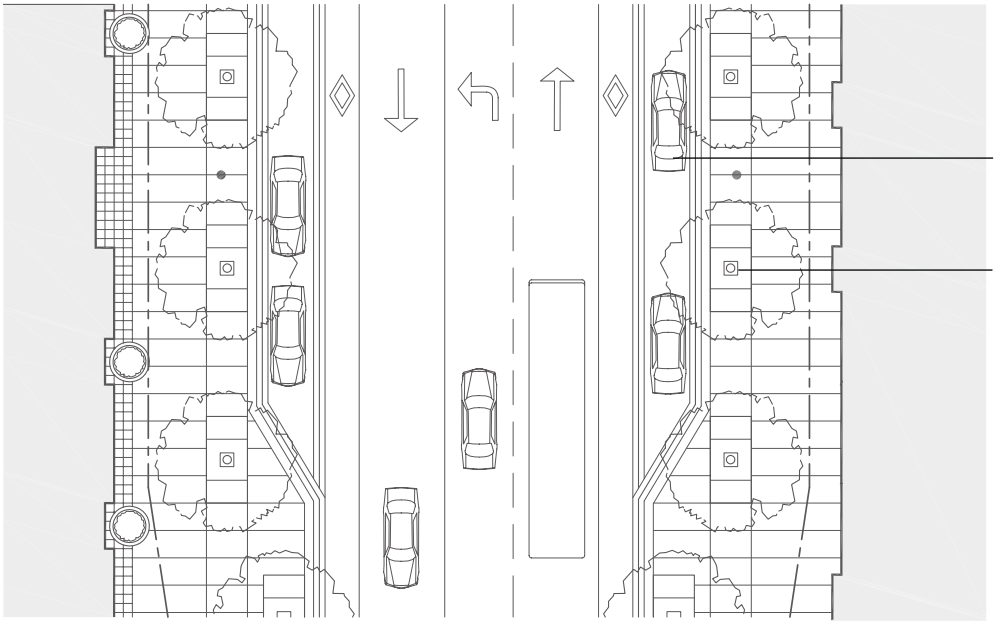
Fig. 3.2.2.2a - Conceptual typical Spine Road treatment (29.5m R.O.W.) at a major intersection within mixed-use nodes.

Reflects an urban streetscape treatment with reduced building setback, hard surface streetscape treatment and bike lanes.



NOTE:
REDUCED BUILT FORM SETBACKS WILL OCCUR ALONG THE SPINE ROAD AS IT PASSES THROUGH THE MIXED-USE NODES.
SPECIFIC SETBACK DISTANCES TO BE DETERMINED THROUGH THE APPLICABLE ZONING BY-LAW.

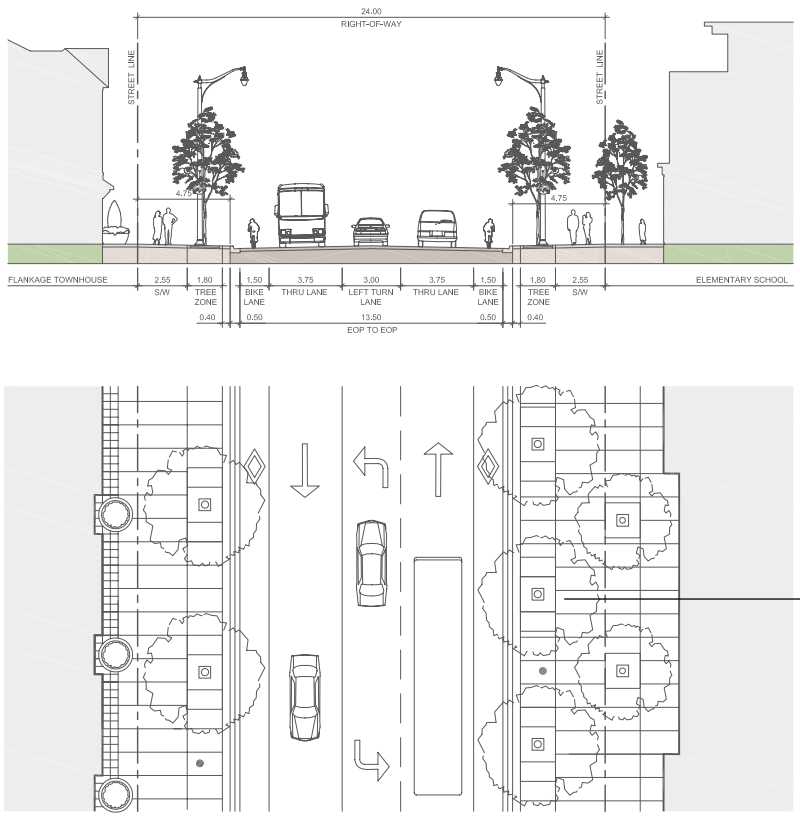
A LARGER VERSION OF THIS CROSS-SECTION CAN BE FOUND IN APPENDIX 5.2.



LAY-BY PARKING INTEGRATED INTO BOULEVARD

STREET TREES WITH COVERS FOR HIGH PEDESTRIAN TRAFFIC AREAS

Fig. 3.2.2.2b - Conceptual typical Spine Road treatment (29.0m R.O.W.) within mixed-use nodes. Reflects an urban streetscape treatment with reduced boulevard width, lay-by parking integrated into boulevard allowance, hard surface streetscape treatment and bike lanes.

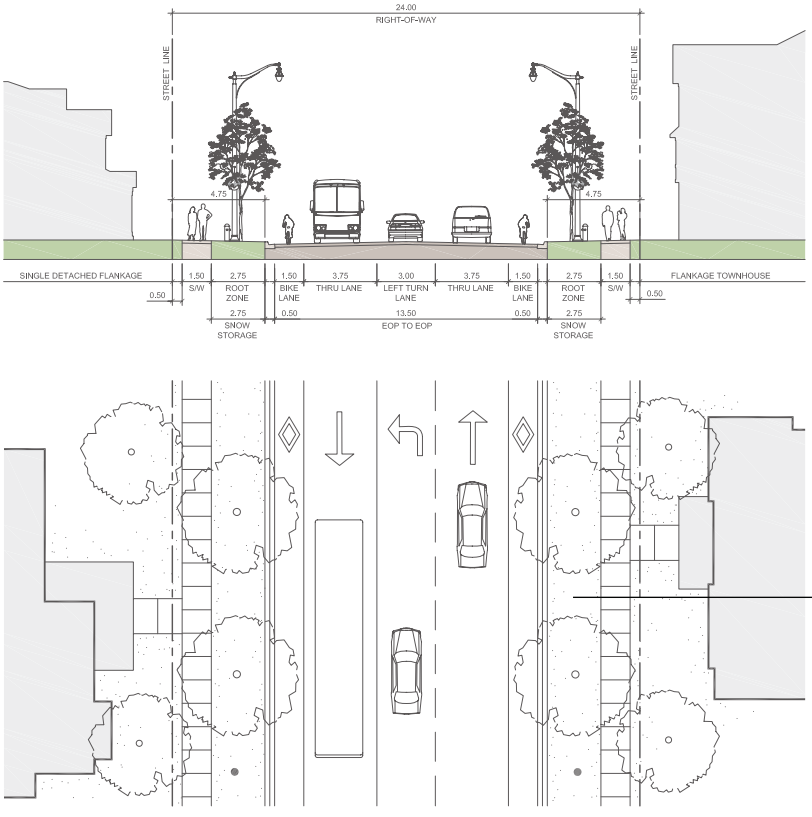


NOTE:
REDUCED BUILT FORM SETBACKS WILL OCCUR ALONG THE SPINE ROAD AS IT PASSES THROUGH THE MIXED-USE NODES.
SPECIFIC SETBACK DISTANCES TO BE DETERMINED THROUGH THE APPLICABLE ZONING BY-LAW.

A LARGER VERSION OF THIS CROSS-SECTION CAN BE FOUND IN APPENDIX 6.1.

HARD SURFACE STREETSCAPE TREATMENT

Fig. 3.2.2.2c - Conceptual typical Spine Road treatment (24.0m R.O.W.) within mixed-use nodes with hard urban streetscape treatment and bike lanes.



A LARGER VERSION OF THIS CROSS-SECTION CAN BE FOUND IN APPENDIX 6.2.

STREET TREES IN GRASS BOULEVARDS

Fig. 3.2.2.2d - Conceptual typical Spine Road treatment (24.0m R.O.W.) between mixed-use nodes with street trees in grass boulevards and bike lanes.

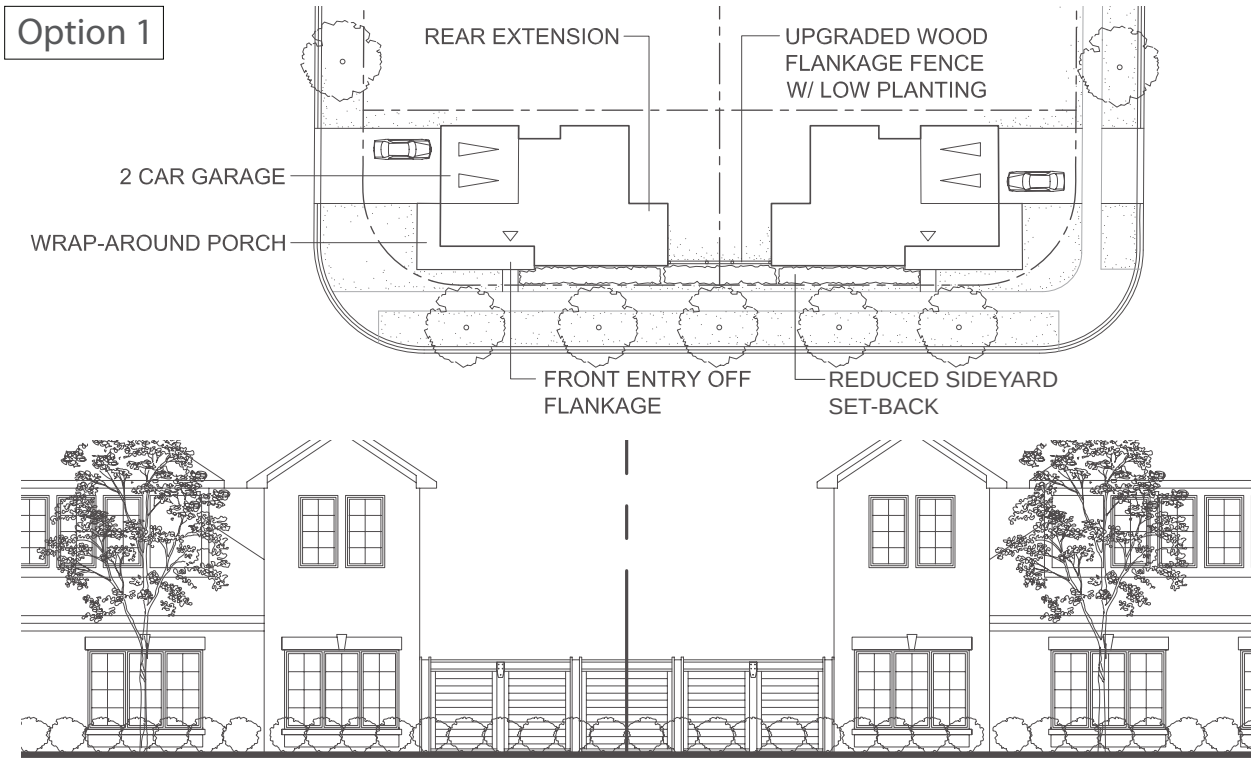


Fig. 3.2.2.2d - Conceptual flankage Treatment Option 1 - built-form with rear extension and upgraded wood acoustic flankage fence with low planting. Rear extension increases architectural exposure and reduces the length of flankage fencing.

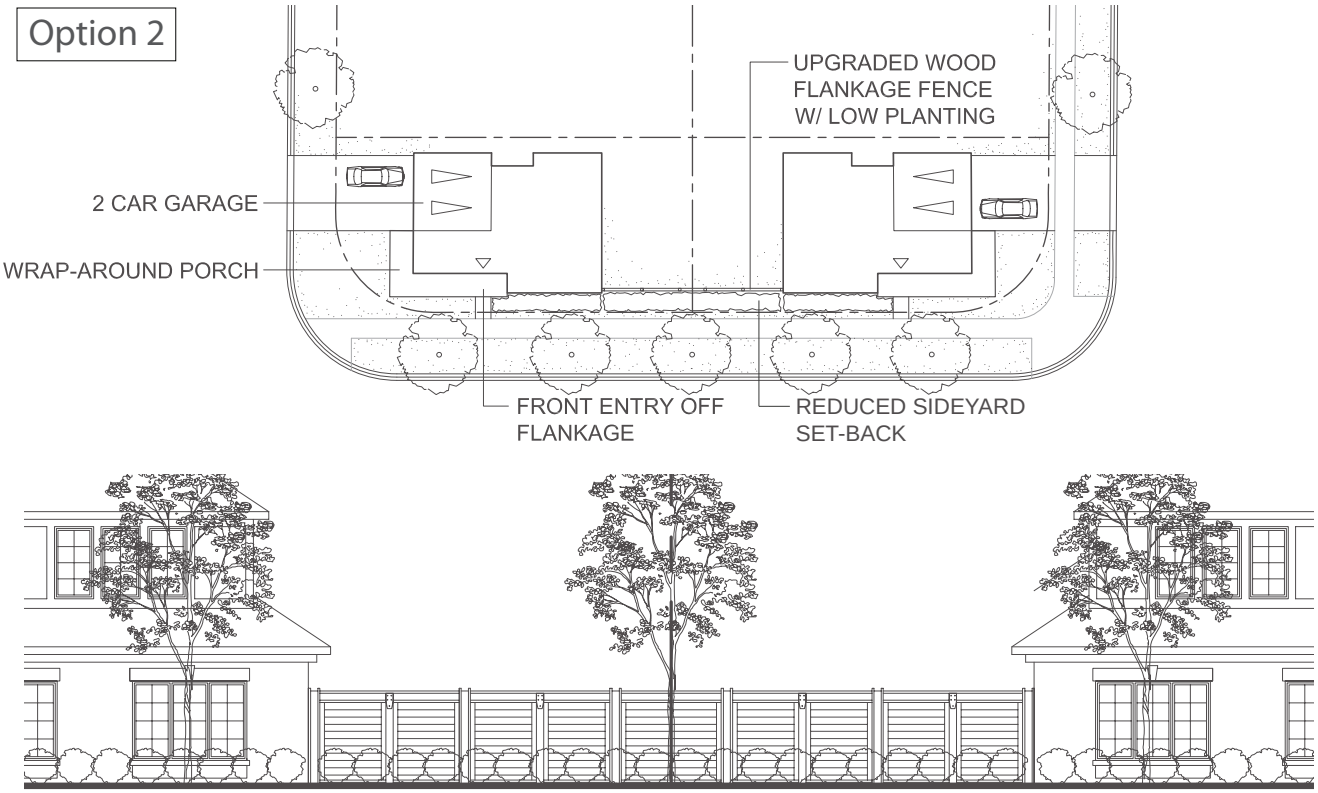


Fig. 3.2.2.2e - Conceptual flankage Treatment Otion 2 - conventional built-form with upgraded wood acoustic flankage fence with low planting.

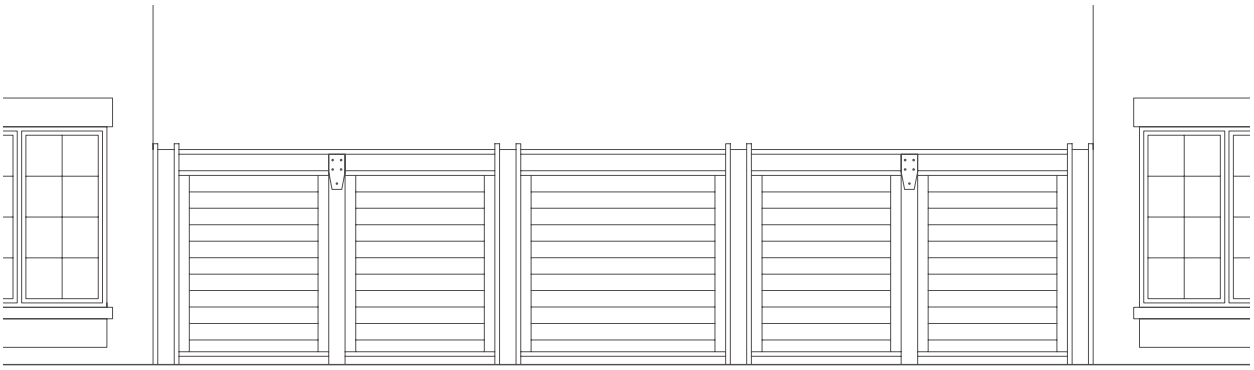


Fig. 3.2.2.2f - Conceptual upgraded 2.0m ht. wood acoustic flankage fence to be designed in a simple, robust manner with solid components.

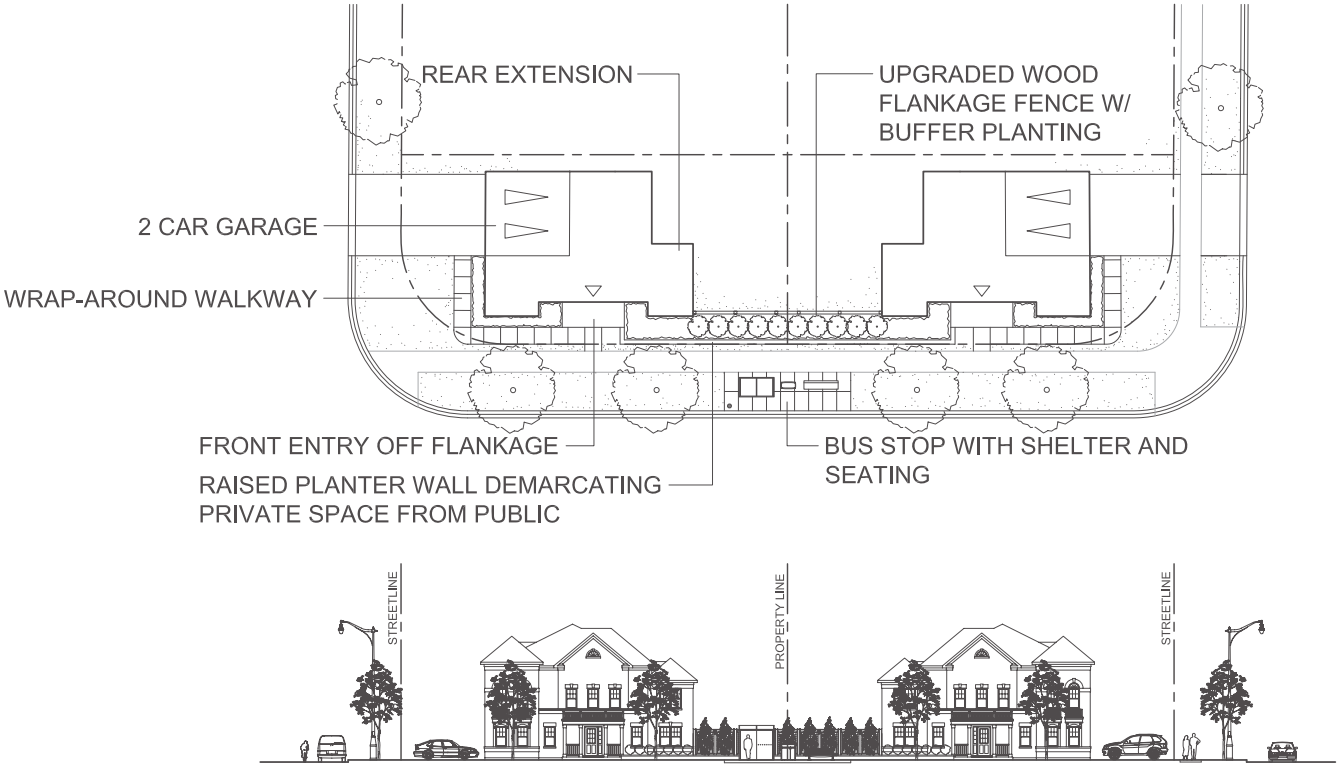


Fig. 3.2.2.2g - Conceptual mid-block bus stop location adjacent to flankage treatment.

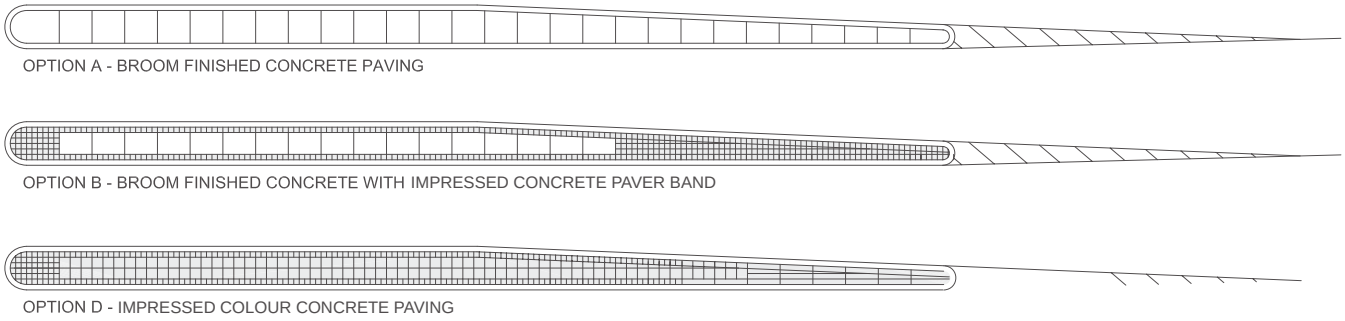


Fig. 3.2.2.2h - Conceptual 2.0m wide island median paving options along the Spine Road at major intersections within the mixed-use nodes. As an alternative to broom finished concrete, decorative paving will be considered to enhance the streetscape character at these important community junctions. Asphalt paving of the islands is discouraged.

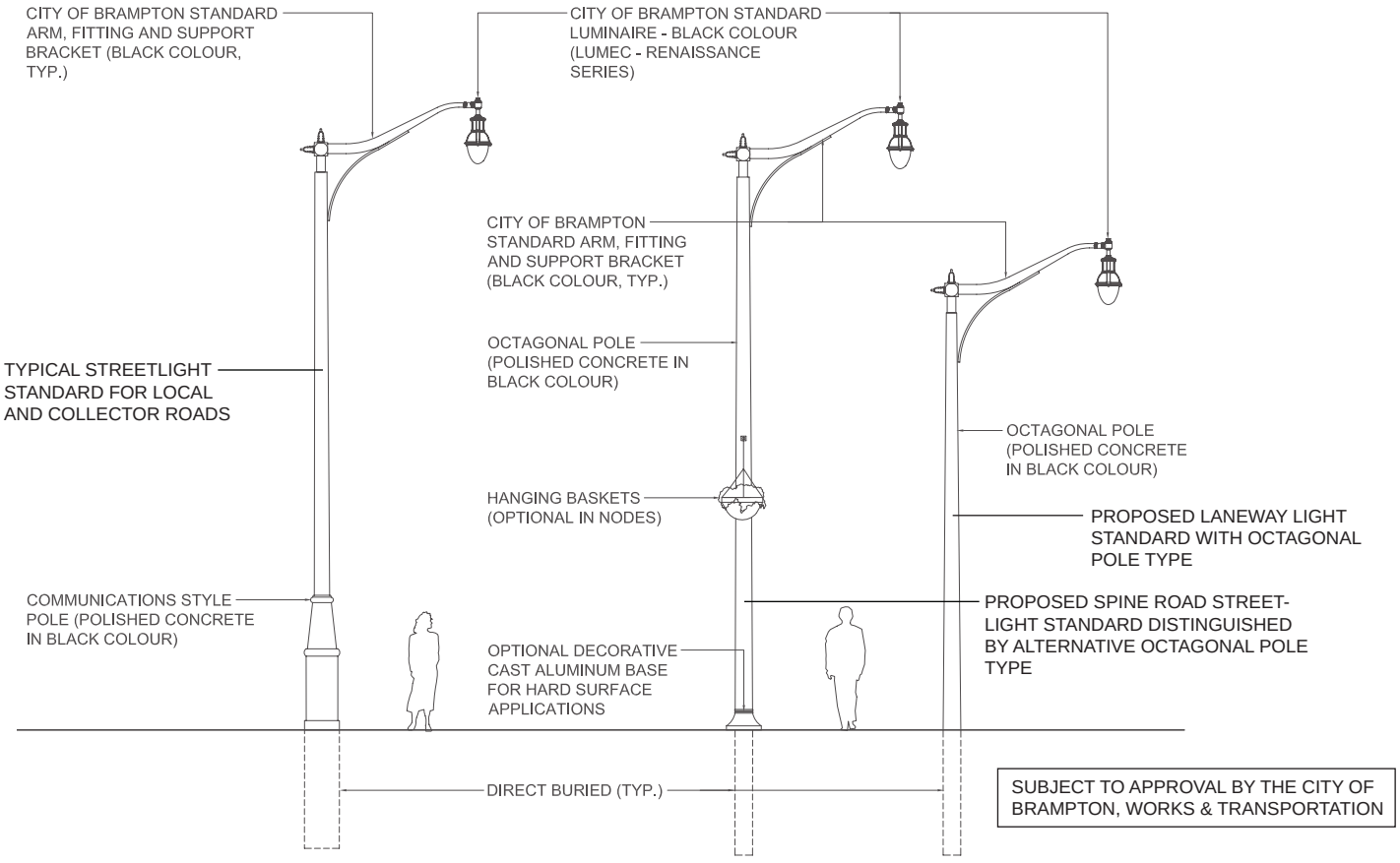


Fig. 3.2.2.2i - Street light standards proposed for all roads within Block Plan 51-1 except the Spine Road will reflect the City of Brampton standard with communications style pole and Lumec Renaissance series luminaire (in black). Light standards along the Spine Road will integrate a unique, simple octagonal pole with similar luminaire to help distinguish the road as the character avenue for the community. An optional decorative cast aluminum base is specified for hard surface applications (within paved surfaces). Light standards within laneways will similarly integrate the octagonal pole option. All proposed street light standards are subject to approval by the City of Brampton, Works & Transportation.

3.3 Landscape Guidelines

Beyond the designation of 'Special Character Area', there are several components of the Mount Pleasant community that is planned, designed and shall be developed with a unique approach that is specific to Block Plan 51-1 and is not fully addressed in the City of Brampton's Design Development Guidelines. These components include -

- Trails and Pathways Network
- Views and Viewsheds
- Gateways
- Neighbourhood Parks
- Stormwater Management Ponds
- Street Tree Planting Strategy

The following section 3.3 Landscape Guidelines provides a description of these components and the importance within the development of the community.

3.3.1 Trails and Pathways Network

The proposed trails and pathways network has been integrated into a contiguous system with the already established City of Brampton Trails and Pathways Master Plan Designations. These designations are defined as follows -

Mount Pleasant Community Trails Plan

- Multi-use Recreation Path - 3.0m wide off-road routes along arterial roads that accomodate cyclists, pedestrians and in-line skaters. This is consistent with the City's Class I Pathway (Multi-Use Path) designation.
- The Spine Road (on-street bike lane) - 1.5m wide lane that accomodates cyclists only and requires pavement markings within the roadway, separating cyclist from driver. This is consistent with the City's Class II Pathway designation.
- Signed Bike Route - Roadways specifically signed to encourage cycle use. This corresponds with the City's Class III Pathway (Signed Route) designation.
- Green System Trails - Trails found within Natural Heritage System areas or introduced natural features such as stormwater management channels and ponds, are typically composed of screenings material. Green system trails are typically 3.0m wide, but may be less as appropriate to context, site conditions and use.

3.3.1.1 Landscape Guidelines

A. Planning and Siting

There are several broad objectives to the planning and siting of the trails and pathways network for the Block. These include -

- Trails and pathways network should provide pedestrian linkages that facilitate the continuity of the City and Community-wide Pathway Network, enhance the continuity of the City's Open Space System, and provide access to recreational opportunities within each neighbourhood.
- Provide potential linkages to the main existing network of trails found in the City of Brampton (Etobicoke Creek Trail, Chinguacousy Trail, Professor's Lake Trail) and the local trail system.
- Connect to key destinations such as the Credit River Valley, Cassie Campbell Community Centre, the Mount Pleasant GO Station and Downtown Brampton.
- Mitigate potential impacts to the designated Natural Heritage System as the primary criterion for proposed trail locations.

B. Elements

The designated trails and pathways for Mount Pleasant may incorporate the following elements to encourage use and safety (subject to the City DC By-Law) -

- Preference should be given to using a material that is permeable, requires minimal maintenance and does not require extensive base preparation, potentially damaging root systems.
- Evaluated on a site by site basis, pedestrian lighting within park paths, at trail entrances (when close to school routes) or window streets may be considered.
- Entry markers at trailhead locations for proposed NHS crossings to make points of entry more identifiable.
- Signage information encouraging trail users to stay on path to avoid damage to adjacent sensitive environments, educate trail users on the purpose and importance of the natural system, as well as to inform that trails may be developed to a standard (screenings) that does not support winter maintenance.
- Waste receptacles at accessible key points along the trails.

C. Integration of Trails within the Natural Heritage System

While the Natural Heritage System can be considered green infrastructure with respect to functions such as floodplain management, water quality improvement, etc., there are limitations related to the integration of trails and pathways. Proposed trails and pathways will be appropriately located and designed to respect significant hazards or sensitive features and functions. Generally, the trail will be located along the eastern edge of the NHS, from its southern-most point to Wanless Dr., transitioning to the west side between Wanless Dr. and Mayfield Rd., with linkages that cross the NHS at strategic intervals, as defined through the Environmental Implementation Report (EIR). Mitigation measures will be undertaken to eliminate and/or minimize any impacts to natural features and/or functions and restore and enhance those local areas.

The design of trails shall be composed of screenings material, unless otherwise specified by the City of Brampton. In order to mitigate potential impacts to the NHS, some flexibility with the dimension of the trail width and setbacks may be required.

D. Pedestrian Crossings within the NHS

A series of strategically placed pedestrian crossings are proposed to allow east-west connections across the NHS. These are valuable linkage opportunities and a key component of walkable communities, which encourage pedestrian activity while managing impacts to sensitive woodlands and wetlands. They have been located with the following considerations -

- Provides important pedestrian and cycling connections from the east to the west side of the NHS, improving links with schools, parks, bus transit and retail/service amenities.
- Avoids sensitive features of the NHS, reducing occurances of desire paths that are potentially destructive to certain environments.
- Strategically placed with vista blocks, a vest pocket park, a local park and window streets to increase exposure and accessibility and serve as trailheads.

Similar to trails within the NHS, in order to mitigate potential impacts, some flexibility with the dimension of the trail width and setbacks may be required.

E. Transition of Multi-Use Trails through Mixed-Use Nodes

The transition of the Class 1 multi-use trails along arterial roads, specifically Sandalwood Pkwy. and Wanless Dr., will need to be considered within the mixed-use nodes. Outside of the nodes, these 3.0m wide asphalt trails will be located adjacent to the curb within the boulevard on one side of the roadway, separated from the adjacent sidewalk by a grass boulevard with street trees. As it enters into the node, the trail will continue along the curb, but will largely be situated adjacent to an expanded sidewalk and hard surface boulevard. This predominantly hard surface boulevard treatment will be characterized by urban streetscape elements such as trees in grates and planters and will be in close proximity to built form with reduced set-backs such as live-work units, townhouses, commercial and school buildings. The result is the integration of a multi-use trail into an urban, dense and heavily pedestrianized environment.

The following elements should be considered when implementing this transition -

- Provide a recognizable edge between the multi-use trail and the adjacent sidewalk to discourage cyclists from straying onto pedestrian sidewalk zones. This edge could be a colour and/or textural change (i.e. impressed asphalt/concrete, unit paver edge, etc.).
- Provide trail signage outside the nodes indicating that a more dense pedestrian environment is ahead and that cyclists should reduce speeds accordingly and yield to pedestrians as required.
- Provide signage indicating that cyclists should dismount at intersection crossings. This could be coupled with a colour or textural change within the trail at the intersection to emphasize the dismount requirement.

F. Trail Crossings for Arterial / Collector Roads

Consideration shall be given to the crossing of applicable arterial and collector roads by pedestrians and cyclists using the multi-use trails within the NHS boundary. These crossings will apply to Sandalwood Pkwy., the N-S Spine and E-W Spine, as well as Buick Blvd. (refer to Fig. 3.3.1.1d). The crossing of Wanless Drive is not an issue in this regard as it will occur at the adjacent intersection.

The following elements shall be considered in the design treatment of these crossings -

Sandalwood Pkwy. (Arterial Roads)

- Pedestrian / cyclist activated signals
- Enhanced crosswalk paving treatment
- Refuge island
- Landscape treatment to disrupt the direct flow of cyclist through intersection

The Spine Road / Buick Blvd. (Collector Roads)

- Coloured or textured crosswalk surface treatment
- Refuge island
- Signage warning oncoming traffic of frequent pedestrian/cyclist crossing

Refer to the Mount Pleasant Block 51-1 Transportation Study and Collector Road Environmental Assessment Study (BA Group) for additional description and criteria regarding trail crossings for arterial and collector roads.

The proposed location and alignment of the pathways, trails and bike lanes for Block Plan 51-1 are outlined in the following plan. All final pathways and trail locations are subject to City of Brampton approval, through consultation with applicable agencies.

For relevent design criteria, refer to Part V - Block Plan Design Guidelines / Section 2.3 Multi-Use Trail System of the DDG. As well, all proposed pathways in and adjacent to the NHS reflected in this document are being evaluated in the context of the Mount Pleasant Environmental Implementation Report (EIR) and further modification to these pathway locations in the CDG may occur as a result of the review of the EIR.

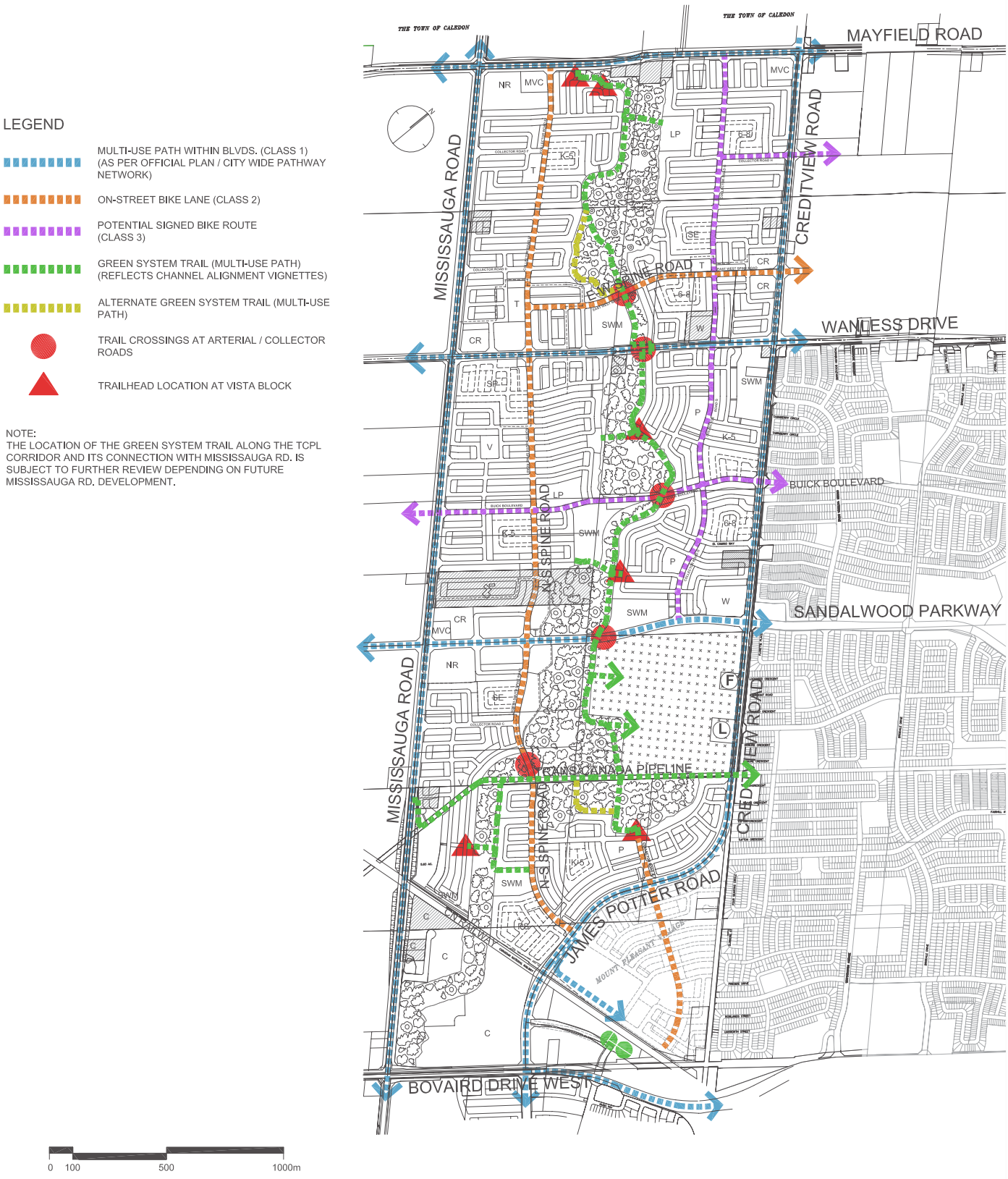


Fig. 3.3.1.1a - Mount Pleasant Block 51-1 with the proposed location and alignment of the pathways, trails and bike

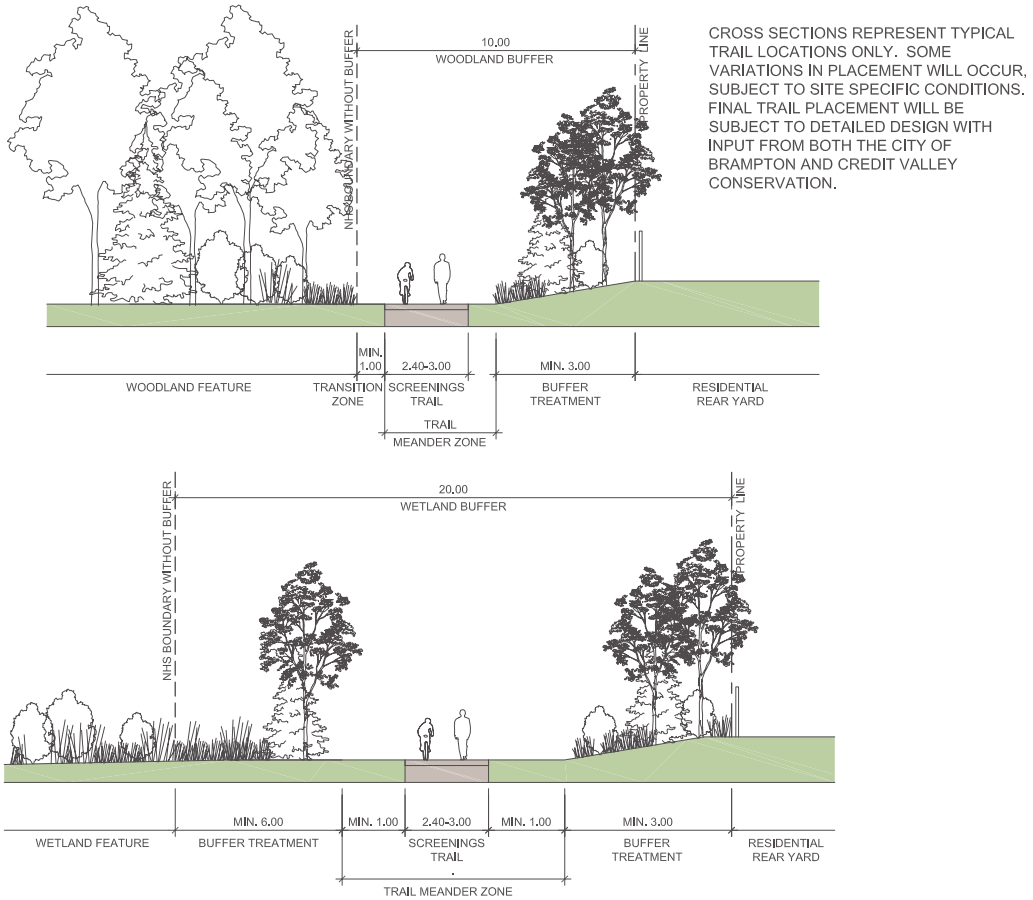


Fig. 3.3.1.1b - Typical Green System Trail within designated NHS buffer (wetland and woodland) adjacent to residential rear yards.

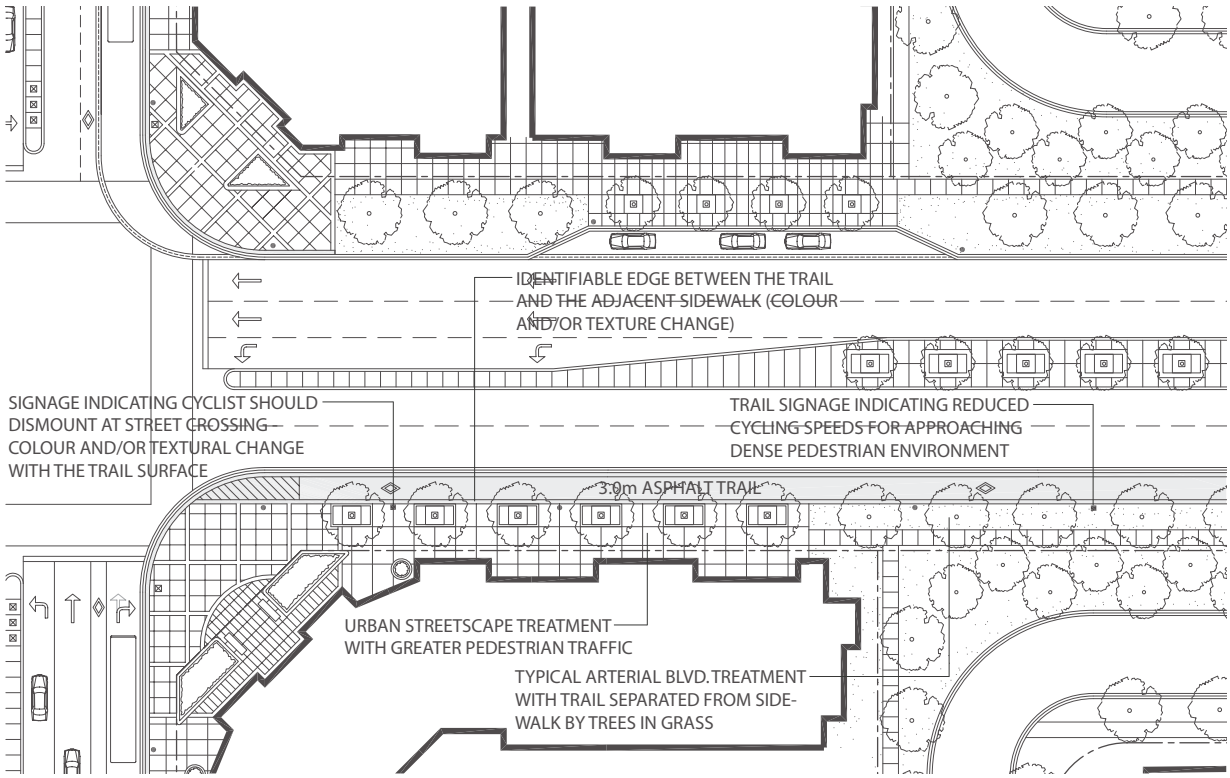


Fig. 3.3.1.1c - Transition of Class 1 multi-use trail along arterial roads into the mixed-use nodes.

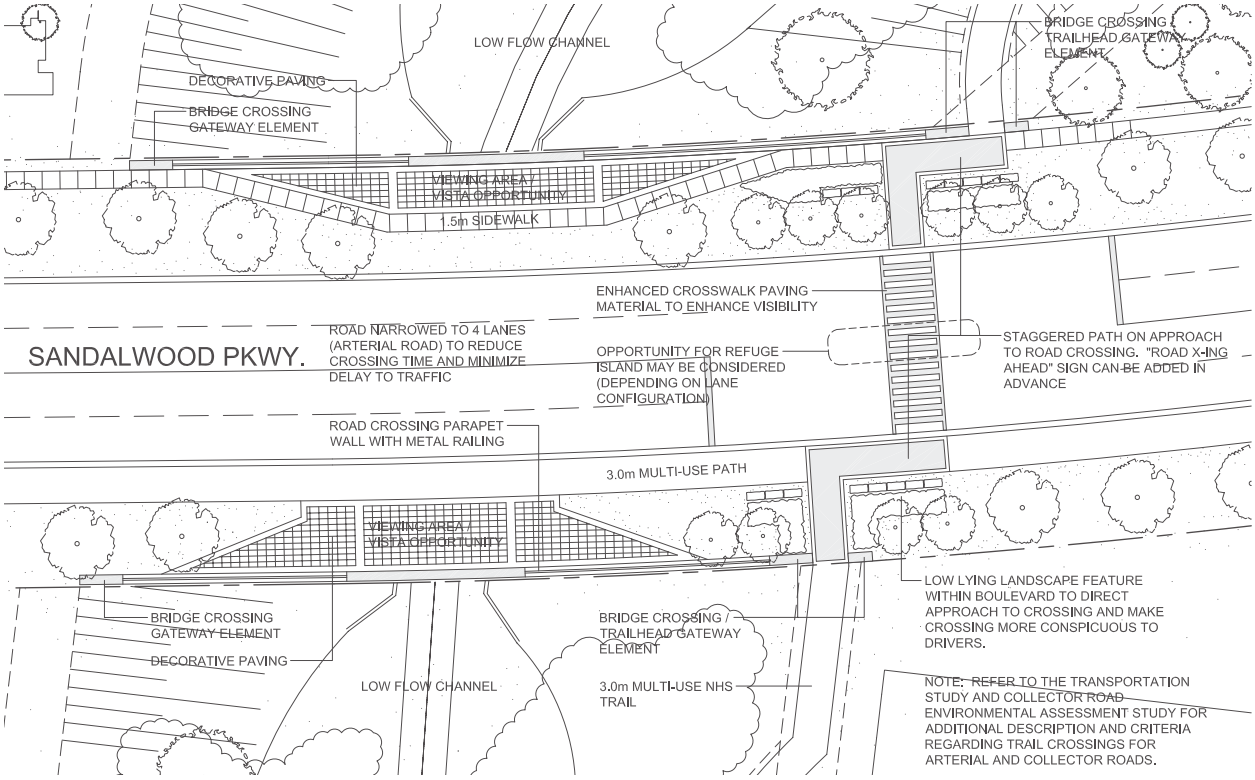


Fig. 3.3.1.1d - Conceptual plan option of typical trail crossing treatment for arterial and collector roads, as well as bridge crossing treatment and viewing opportunity. Crossing safety measures to be confirmed by the City of Brampton prior to installation.

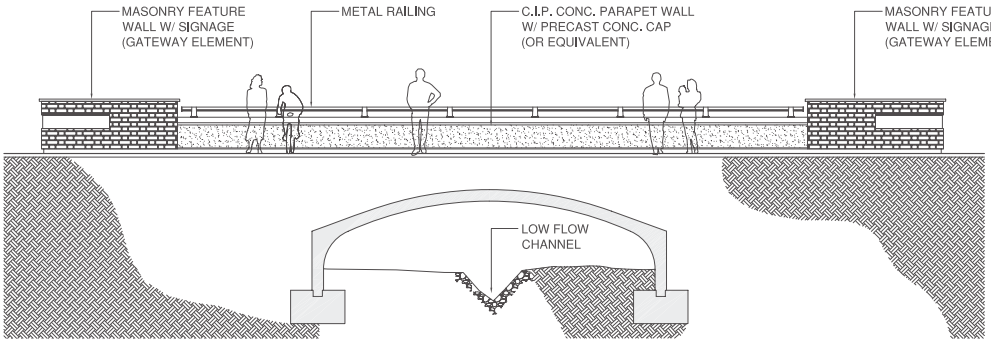


Fig. 3.3.1.1e - Conceptual elevation option of bridge crossing treatment option for arterial and collector roads.

Fig. 3.3.1.1f - Multi-use trail as open space connector, linking community amenities with natural features.

Fig. 3.3.1.1g - Screenings trail through dense woodland minimizes impact on natural features and is appropriate for designated crossings of the NHS.

3.3.2 Views and Viewsheds

The Secondary Plan and Block Plan process has established public accessibility to views and viewsheds towards the Natural Heritage System as an integral component of a sustainable, walkable, smart growth community. Views within Block Plan 51-1 will be dominated by existing woodlands, new woodland/forest restoration, woodland/grassland channels, grassland creation, existing and recreated wetlands, planted buffers and stormwater management ponds. Collectively, these natural features will effectively frame views from various vantage points throughout all parts of the community. They have significantly influenced the configuration of the proposed land uses developed through the Block Plan process, including the layout of the road network and the siting of parks, schools and residential lotting.

Strategic and extensive viewshed opportunities have been integrated into the community to take advantage of these views, through the following general principles -

- Orienting streets to maximize views towards NHS features, including several window streets.
- Emphasizing natural feature access points by locating pedestrian amenities (vista blocks, trailheads, multi-use trail network) along potential view corridors.
- Situating publicly accessible open space uses (parks, swm ponds) adjacent to natural features, where appropriate, to maintain visual exposure and access for the broader community.
- Utilizing the existing breaks in the significant natural features to locate infrastructure such as roads and pedestrian crossings which will create doorways between neighbourhoods.
- Utilizing architectural built form to maintain or emphasize views.

Using these principles, both viewsheds and corresponding views have been identified at an early stage in order to guide the surrounding urban fabric. In this context, viewsheds are defined as the extent of publicly accessible viewing opportunities that may occur either along a road right-of-way, utility easement, trail network or an open space block (park, vista block, swm pond) adjacent to the NHS. From these viewsheds, we are able to determine the quality and character of the resulting view opportunity. Views in this regard have been defined as either long/expansive views, typically affording an extensive vista or longitudinal view over a large distance, or short views, which is usually framed by a woodland edge within close proximity.

Important viewsheds and views within Block Plan 51-1 have been captured with the following land use components (refer to corresponding Views and Viewsheds Plan) -

1. Arterial and Collector Road Crossings of the channel alignment and NHS
   - Wanless Dr., Sandalwood Pkwy., Buick Blvd. and the N-S / E-W Spine Road will cross the NHS and channel alignment, providing long, expansive view opportunities for both pedestrians, cyclists and drivers.
   - Beyond these road crossings, a significant extent of road frontage has been established both along the NHS boundary and along the open space features that front onto the NHS boundary (parks, swm ponds).
2. Window Roads
   - Several window streets have been located to provide viewing and access to the NHS, particularly in areas where other viewing opportunities were not achievable.
3. Parks
   - The existing City Park, framed by Sandalwood Pkwy., Creditview Rd. and the Trans-Canada Pipeline provides opportunities through the park area to view the backdrop of the NHS along the south, west and north-west flankages.
   - A Local Park, a Vest Pocket Park and Vista Blocks have been situated adjacent to the NHS to provide view opportunities and linkages with the pedestrian crossings and trail system.
4. Trans-Canada Pipeline
   - The Trans-Canada Pipeline is a publicly accessible open space with an integrated multi-use trail and is, to a large extent, bordered by significant NHS features, including existing and new woodlands, grassland creation, wetland creation, as well as the City Park.
5. Stormwater Management Ponds
   - Similar to parks, from a view standpoint swm ponds serve as an extension of the NHS and provide views from either within the pond along pedestrian routes or along the perimeter of the pond within the adjacent road right-of-way.
6. Trail Network
   - Block 51-1 is characterized by a comprehensive trail network, a large extent of which is integrated with the NHS. This enables views for essentially the entire extent of the NHS area, accessible from all neighbourhoods within the community.

Combined, these viewsheds provide a complete and extensive program of publicly accessible views to the natural features throughout Block Plan 51-1, resulting in an NHS that is visually, physically and culturally integrated into the community fabric.

Opportunities to explore additional potential vistas and landscape amenity features along trails and window streets may be considered at the detailed landscape design stage.

For relevant design criteria, refer to Part V - Block Plan Design Guidelines / Section 1.3 Views and Vistas of the DDG.

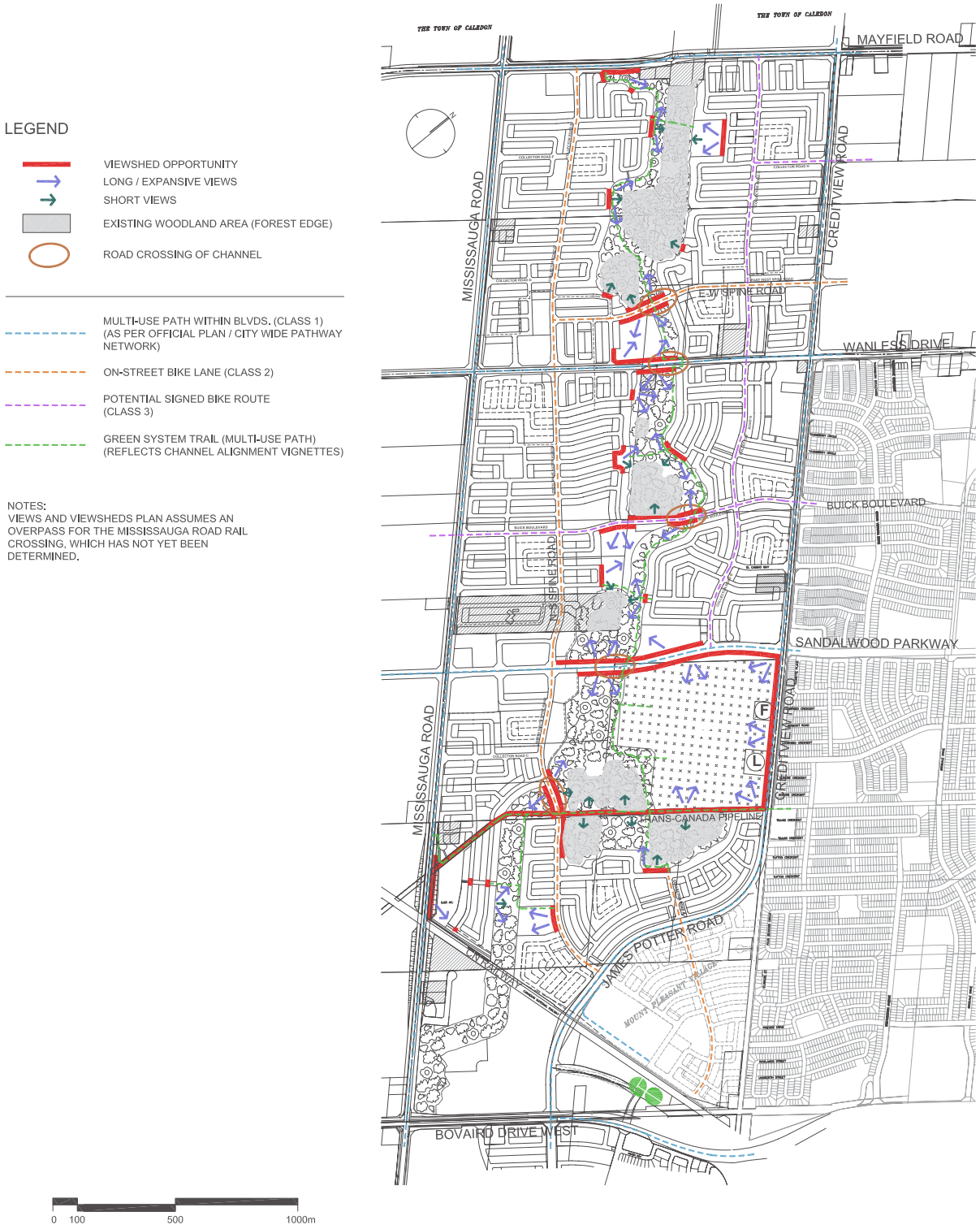


Fig. 3.3.2a - Views and Viewsheds Plan

3.3.3 Gateways

Through a consistent design and material palette, gateways are an effective method for consolidating expansive development areas into one discernible, connected community. They are an important identifier that provides an opportunity for branding as a reflection of the character and theme of the community. In doing so, they also serve as effective way-finding markers.

3.3.3.1 Unifying Community Gateway Markers

A comprehensive approach to the design of gateway and entry features is being developed for Block Plan 51-1. This approach currently identifies a series of gateway components or entry markers that are designed as a singular family of elements or 'kit of parts' that can be chosen individually or compiled together to form and define a hierarchy of gateways and entries. The components are designed to apply to various potential locations as appropriate to the street character, adjacent land use and/or architectural massing and design. The intent is to introduce a unifying element to Mount Pleasant that will help define the community and provide a sense of continuity and cohesiveness. The following is a general description of these proposed components -

- The family or 'kit of parts' will be defined by a common material palette consisting of brick veneer, precast coping, and a combination of Corten steel, stainless steel or aluminum as an identifying panel or signage panel with lettering.
- The 'kit of parts' will consist of a series of feature walls and columns. Each will be distinguished by height, length, width, panel placement and options for signage lettering. As well, lower wall options can be configured to form planters should it be considered appropriate for a given gateway or entry location.
- The 'kit of parts' are designed as clean, contemporary, robust components that will be constructed for long-term durability and minimal maintenance requirements.
- The location of components will be coordinated with above and below-grade utilities and will be sited to ensure necessary views are maintained for safety, with appropriate regard for potential crash hazards.
- The selection of a single component or a combination of components will define the type and/or hierarchy of gateway and entry features.

The following is a general description of potential gateway or entry marker classifications as related to Block Plan 51-1. Refer to the corresponding Potential Gateway and Entry Marker Conceptual Designations Plan appended to the CDG document for those locatons identified as important gateway entry opportunities. As well, Potential Individual Conceptual Gateway Components and Potential Conceptual Gateway Examples elevations have been included in the Appendices to provide illustrative examples of how these features may be organized -

- Island Gateway - to consist of either a series of signage walls or a single wall in an island median.
- Corner Gateway-Major - decorative walls and/or columns at corners with possible signage in island median.
- Corner Gateway-Minor - column on each side of the street adjacent to sidewalk.
- City Gateway-Commercial Block - specific reference to commercial block at Mississauga Rd. and Mayfield Rd. with similar treatment to Corner Gateway - Major.
- Bridge Crossing - wall at each end of the bridge rail on both sides of the crossing.
- Feature Columns - Mixed-Use Nodes - column at each corner of the intersection and columns or walls within the island median.
- Trailhead Marker/Vista Blocks - single small wall adjacent to trail entry.
- Park Entry - combination of walls and/or columns associated with other landscape features.
- Window Street - columns at entry points along decorative metal fence and at transition point between metal fence and wood privacy fence.
- SWM Pond Marker - single small wall adjacent to pedestrian access point.
- Special Element - single wall or column or a combination that will be used to define unique aspects typically found within Town Square's, such as the Clarke Homestead commemoration.

Further discussion and guidance is required as part of the preliminary review of the design, technical and placement criteria for the community gateway markers currently being undertaken by City of Brampton staff. A departure from the 'kit of parts' design strategy described above may result from this review. All community gateway installations are subject to City approval and will be evaluated on a site specific basis as part of the detailed landscape design submission stage.

For relevant design criteria, refer to Part V - Block Plan Design Guidelines / Section 5.2 Gateway Intersections of the DDG.

3.3.3.2 Major City / Community Gateways

There are 2 gateway locations within Block Plan 51-1 that have been identified as particularly significant entry points for both the City and the community. Specifically, these are situated at the south-east corner of Mississauga Rd. and Mayfield Rd. (commercial block), as well as the north-west corner of Creditview Rd. and Sandalwood Pkwy. (place of worship site). Each will be defined through a combination of a strong built form presence and entry markers at the corners to anchor the gateway and elicit a sense of arrival.

These gateway sites are described as the following -

A. Commercial Block (Mississauga Rd. and Mayfield Rd.)

- Combination of Neighbourhood Commercial and Motor Vehicle Commercial (MVC) defines the overall corner.
- Currently, the MVC designation is proposed to be located at the north-east corner of the commercial block, with Neighbourhood Commercial wrapping around on the south and west sides.
- Built form with strong street orientation is expected at the corners to frame the gateway. Site layout shall be consistent with the City of Brampton's *Automotive Service Centre Study and Development Design Guidelines*.
- Built form to establish 'village' character through design and layout, including minimized set-backs and accessibility from flanking street and sidewalk.
- Commercial drive-thru's are discouraged at this significant corner gateway location, however, consideration will be given to locating drive-thru uses internal to the commercial block within the MVC sub-block under certain conditions that mitigates the negative impact of drive aisles and associated buildings on pedestrian access and flow and screens these uses from the gateway entry. Consideration for drive-thru commercial is referenced further in Section 3.4 Built Form.
- Within the MVC sub-block, consideration may be given to situating the built form internal to the commercial block away from the corner of the adjacent minor collector road. This will be contingent upon the design of a significant, attractive landscape corner feature that will effectively buffer the gateway from adjacent internal drive aisles.
- Built form at the Mississauga Rd./Mayfield Rd. corner shall be coordinated with gateway features that combine the gateway marker elements described with layers of planting and potentially decorative paving and seating opportunities. These features are typically located just outside the view triangle of the corner, within easements allocated specifically for the gateway.
- The corner gateway shall provide appropriate recognition through signage or other forms of the entry into Brampton and the Mount Pleasant community.
- To avoid negatively impacting community entry locations, all above ground utility boxes (transformers, Bell CUE units, signal boxes, etc.) will be situated away from gateway locations and coordinated with gateway elements.

To generate further discussion on the effectiveness of Neighbourhood Commercial sites as significant gateway nodes, a couple of alternative configurations have been developed as demonstration plans. These include and are illustrated in the following -

- Conceptual Option 1 - Built-form as city gateway feature at Mississauga Rd. and Mayfield Rd. MVC at S-W corner of Mayfield Rd. and minor collector road with built-form located at corner as community gateway feature (refer to Fig. 3.3.3.2a).
- Conceptual Option 2 - Built-form as city gateway feature at Mississauga Rd. and Mayfield Rd. MVC at S-W corner of Mayfield Rd. and minor collector road with landscape buffer treatment as gateway feature (refer to Fig. 3.3.3.2b).

For relevant design criteria, refer to Part V - Block Plan Design Guidelines / Section 5.2 Gateway Intersections of the DDG.

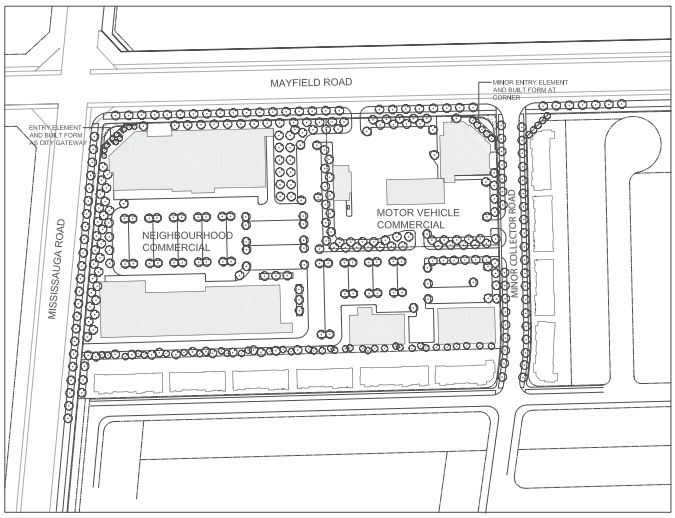


Fig. 3.3.3.2a - Preferred Conceptual Option 1 - Built-form as city gateway feature at Mississauga Rd. and Mayfield Rd. MVC at S-W corner of Mayfield Rd. and minor collector road with built-form located at corner as community gateway

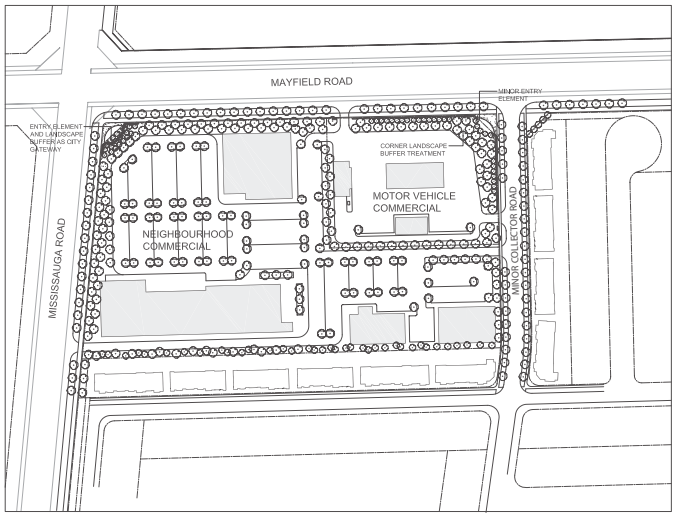


Fig. 3.3.3.2b - Conceptual Option 2 - Landscape element as city gateway feature at Mississauga Rd. and Mayfield Rd. MVC at S-W corner of Mayfield Rd. and minor collector road with landscape buffer treatment as community gateway

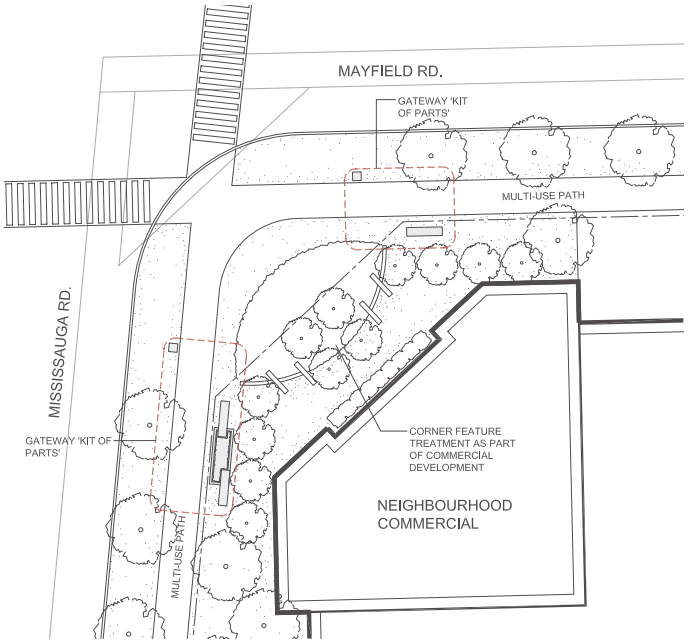


Fig. 3.3.3.2c - Conceptual plan option illustrating the potential integration of gateway elements, landscape features and built form combined to establish major gateway.

Fig. 3.3.3.2d - Conceptual elevation option illustrating the potential integration of gateway elements, landscape features and built form combined to establish city gateway.

B. Place of Worship Site (Creditview Rd. and Sandalwood Pkwy.)

- Combination of Place of Worhip site on one corner and the existing Sandalwood/Creditview City Park on the south side.
- Built form with strong street orientation is expected at the corner to frame the gateway.
- Built form to have regard for 'village' character through design and layout, including minimized set-backs, accessibility from street and sidewalks and parking facilities set-back from the street or to the rear of the building.
- To avoid negatively impacting community entry locations, all above ground utility boxes (transformers, Bell CUE units, signal boxes, etc.) will be situated away from gateway locations.

For relevant design criteria, refer to Part V - Block Plan Design Guidelines / Section 5.2 Gateway Intersections of the DDG.

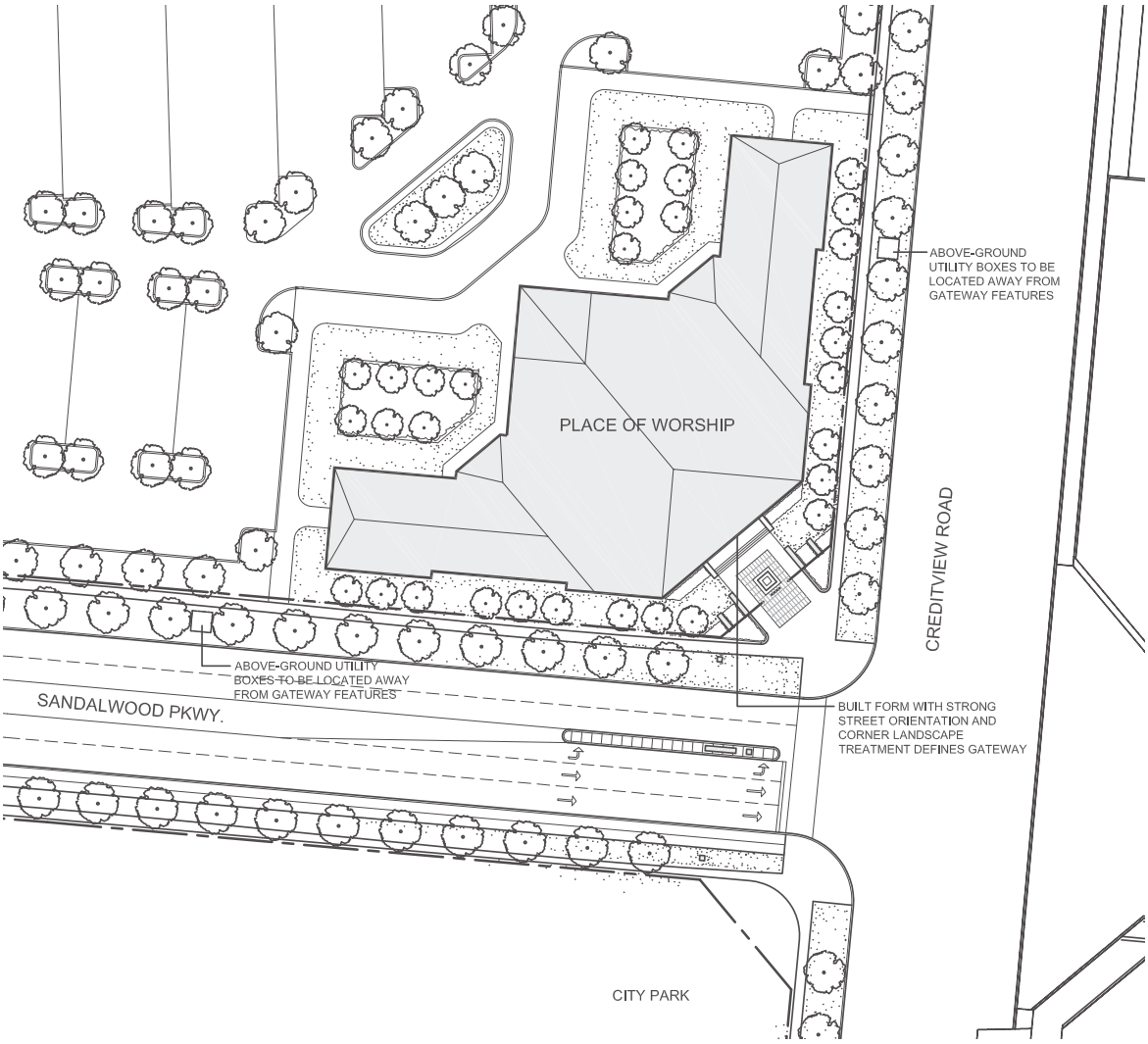


Fig. 3.3.3.2e - Conceptual plan illustrating Place of Worship site as community gateway through strong built-form presence and landscaped corner treatment.

3.3.4 Neighbourhood Parks

Several park types are intended to comprise the parkland dedication proposed for Block Plan 51-1, in addition to the existing Creditview/Sandalwood City Park. These include -

A. Local Parks
B. Parkettes
C. Town Squares (includes urban parks)
D. Vest Pocket Parks

This list is informed by the most recent *Mount Pleasant Secondary Plan Revised Park Hierarchy Proposal (October 1, 2009)* and the *Draft Parks and Public Spaces Hierarchy (October 6, 2009*), prepared by the City of Brampton's Community Design, Parks, Planning & Development department. The City's Draft Revised Parks Hierarchy strives to -

- Provide a combination of the current park hierarchy and the City's new proposed park hierarchy.
- Provide a better distribution of land.
- Apply new evolving park typologies.
- Address service gaps that may result from physical barriers such as wetlands, woodlots, major roads, TCPL, etc.
- Provide a diverse range of active play opportunities.
- Fit park type, design and facilities to Greenfield areas (outlying, developing portions of the City), Central areas (downtown and Queen corridor) and Urban areas (lands in between Greenfield and Central areas).

Specific to the Mount Pleasant Community and Block Plan 51-1, the Draft Revised Parks Hierarchy will enable the following -

- Introduce the 'Local Park', along with defining other park types, which will allow enhanced programming at the neighbourhood level.
- Redefine other Neighbourhood Park types, including Parkettes, Town Squares and Vest Pocket Parks, to better address gaps in service levels.
- Provide an enriched experience for Mount Pleasant residents through the provision of a variety of park sizes and programming opportunities.
- Integrate the new hierarchy, such as Town Squares within the proposed mixed-use nodes, helping establish pedestrian-friendly streets and providing vital public open space within higher density, mixed-use core areas.
- Allow for a flexibility in park hierarchy to adapt to the wide range of conditions present in Mount Pleasant.
- Provide a transition of naturalized planting, as appropriate, where adjacent to Natural Heritage System lands (for example, Local Park #1, Vest Pocket #1).

A total of 12 Neighbourhood Parks have been identified, comprising 3 Town Squares, 5 Parkettes, 2 Local Parks and 2 Vest Pocket Parks. In addition to Neighbourhood Parks, Vista Blocks have been included throughout the community as parkland dedication, several of which are situated at key locations to serve as trailheads for pathway crossings of the NHS or as viewsheds to desired natural features. As well, an addition to the existing Creditview/Sandalwood City Park has been proposed along the north limit of the existing park, south of the Sandalwood Pkwy. alignment. This new park area may provide additional access and parking opportunities.

Through consultation with City of Brampton staff, a strategic approach to the programming of each individual Neighbourhood Park has been undertaken, the purpose of which is to ensure a balance of facilities are provided for all areas of the community. Figure 3.3.4 illustrates the distribution of the various park types through Block Plan 51-1. Landscape guidelines pertaining to the function and potential facilities for the following individual parks are described -

- Town Squares
- Local Parks
- Parkettes
- Vest Pocket Parks
- Vista Blocks
- Existing Creditview-Sandalwood City Park

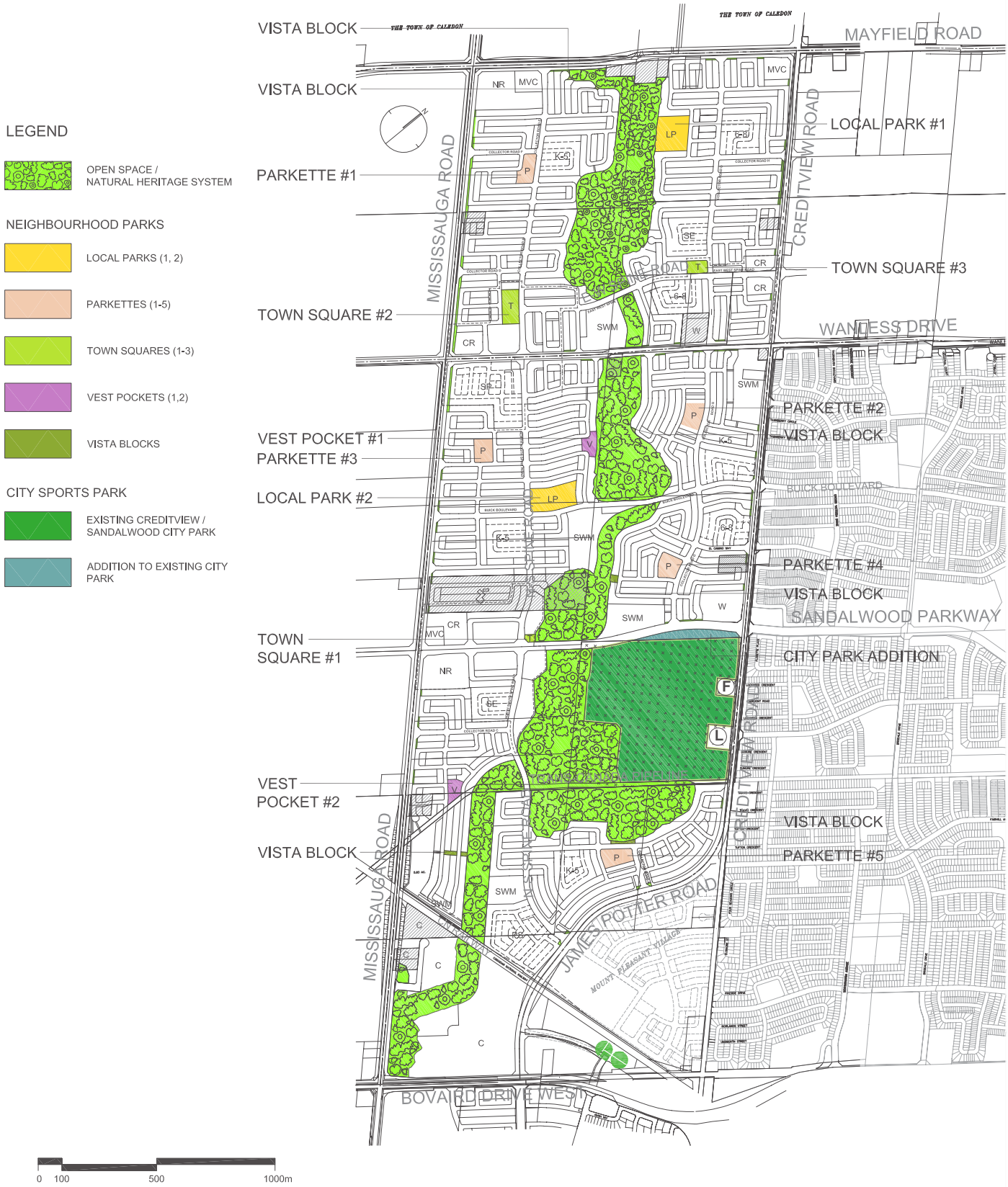


Fig. 3.3.4 - Mount Pleasant Block 51-1 with the proposed park distribution and existing City Park location, as well as the corresponding park identification numbers.

3.3.4.1 Town Squares

As an extension of the transit-oriented, new urbanism model, there is a current need and opportunity to adopt a uniquely urban, compact public open space that responds to the architectural form and street design of the urban core areas. This opportunity is most notable in the mixed-use nodes proposed for Block Plan 51-1 and can be addressed by the Town Square for central areas and urban cores. Although the size of the open space may vary, there is a common role and function for Town Squares to provide a community open space that encourages public gatherings, is more passive-use oriented and is characterized largely through an urban form, as an alternative to Local Parks, Parkettes or Vest Pocket Parks. Inherent to the Town Squares is the flexibility to adapt to both traditional residential and more urban, mixed-use settings.

Landscape Guidelines:

i. Non-Standard Treatment

- Integration of the following components will be considered for the designated Town Squares:
  - play structures
  - shade structures
  - seating areas
  - decorative paving
  - alternative lighting types and designs
  - urban tree planting treatment - tree grates, irrigated trenches
  - formal planting / floral displays
  - commemmoration opportunities
  - unstructured play areas
  - focal elements - water features, public art elements
- Encourage surrounding built form to front onto Town Squares as much as possible to create attractive edges with minimal or no rear lotting (flankage conditions acceptable). Opportunities may be considered, particularly in nodal areas, to site rear-loaded residential product directly onto one side of the Town Square to create a unique interface that animates the edge of the wall and provides “eyes on the park”.
- Where Town Squares are central to proposed mixed-use node areas, consideration should be given to providing a more urban open space that responds to the varied surrounding land uses (retail, service, school, residential uses), architectural styles and higher density population.

ii. Standard Treatment

- Emphasis on passive use, with opportunities for play structures, as well as unstructured play opportunities.
- Design incorporates more formal elements with a typically greater percentage of hardscape compared with soft landscape.
- Materials and furniture to be able to withstand intensive use from a higher concentration of activity.
- Typically characterized by a more formal planting scheme.
- Edges of the Town Square to be defined by adjacent built form and streetscape.
- Serves as the focal point of the area and the key public gathering place with potential opportunities for neighbourhood programming, such as a farmers market.
- As the central open space element, defines the character of the neighbourhood.
- As a neighbourhood focal feature, it should be sited with frontages on a minimum of 2 public streets to promote views.
- Key features of the Town Square should be sited to terminate view corridors. The design of hard and soft landscape elements and features, including points of entry, should be consistent with neighbourhood themes (surrounding architecture and other open space components).
- Planting (trees, shrubs, grasses) shall comprise species tolerant of urban conditions with an emphasis on native species.
- Hard and soft landscape elements and features will be designed to identify areas of activity, circulation, entry points, seating and gathering areas.

1. Mixed-Use Node 1 (Town Square #1) - N-S Spine Road and Sandalwood Pkwy.

- Town Square area - 0.14 ha. (0.35 ac.)
- Small urban open space that anchors the north-east corner of the core.
- Designed as the focal feature of the node, using a material palette derived predominantly from hard landscape features.
- Features to include junior play structure, minor shade structure, seating areas, formal planting, decorative paving.
- Adjacent to bus stop and transfer point.

Town Square #1

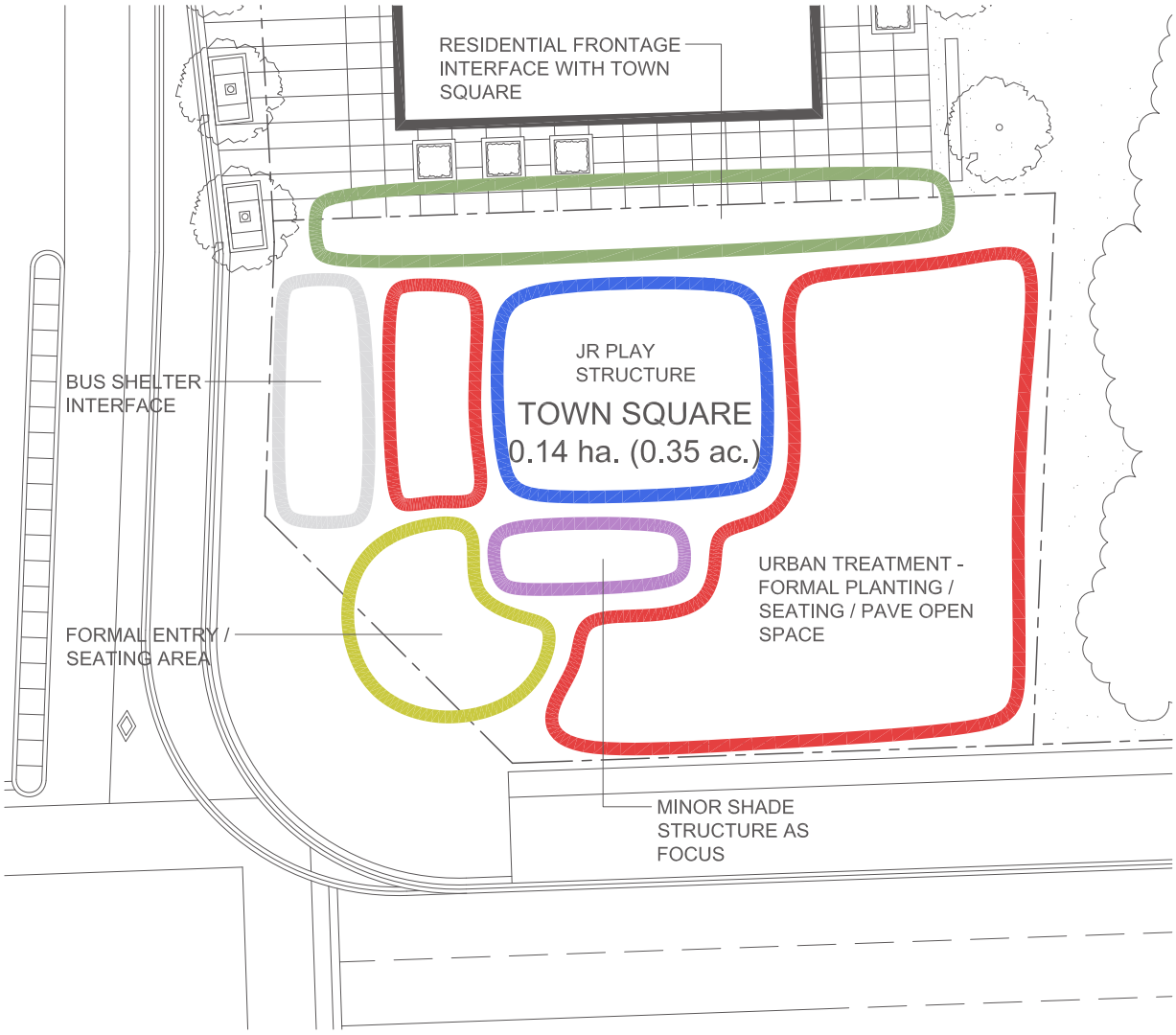


Fig. 3.3.4.1a - Conceptual urban Town Square option (Town Square #1) with potential landscape elements and configuration.

2. Mixed-Use Node 2 (Town Square #2) - N-S Spine Road and Wanless Dr.

- Town Square area - 1.05 ha. (2.59 ac.)
- Larger urban open space as symbolic community focus.
- Formalized layout with an urban edge treatment/main entry at the convergence of the E-W Spine Road.
- Large open space for community gatherings with flexible programming potential.
- Features to include major shade structure or architectural element, unstructured play area, junior and senior play structure, seating area, formal planting, area for potential future portolette location.

This Town Square provides a unique opportunity to celebrate and commemorate an important heritage aspect of the Town Square location as it relates to the historic Clark Farm. Originally from Scotland, the Clark family were an early 19th century Chinguacousy Township settlement family. Until recently, two historic Clark family structures stood close to where the Town Square is proposed. The masonry brick components of one of these structures, original farmhouses built in the mid to late 19th century, have been salvaged.

In keeping with this important legacy, the Town Square will be designed in accordance with recommendations from the *Cultural Heritage Resource Report: Built Heritage & Cultural Heritage Landscapes for Mount Pleasant Secondary Plan (Unterman McPhail Associates)*, whereby "commemorative and interpretive plaques or panels of specific places, people and events within the Plan area can communicate the development history of the area and the history of its people...in the future development of this area it is recommended that farming family surnames including...Clark...be celebrated in the naming of streets, parks, community facilities and other public places." In order to achieve this objective, the following commemorative initiatives will be considered for the Town Square, in close collaboration with City staff -

- Integrating remnant materials (i.e. salvaged farmhouse brick) into various park components, such as signage, seatwalls, shade structures, architectural elements, etc.
- Name recognition in which primary components of the Town Square or the park as a whole are dedicated to the Clark family, for example Clark Pavilion, Clark Gardens, Clark Square. This dedication can be extended to the naming of the mixed-use neighbourhood that surrounds the Town Square itself (i.e. Clark Village) or to important community events, such as a regular farmers market (Clark Market). Naming approval will be subject to approval by the City of Brampton's Corporate Naming and Signage Committee.
- Interpretive signage priminently located within the park that describes the Clark family and their early settlement farming legacy.
- Town Square planting palette that reflects native garden designs common to the early settlement period of the area.

Fig. 3.3.4.1b - Potential Town Square treatment within the nodes may include a mix of hard and soft materials with opportunities for community gatherings of varying scale.

Fig. 3.3.4.1c - Interpretive signage prominently located within the Town Square that describes and commemorates the Clark family and the early settlement period may be considered.

Town Square #2

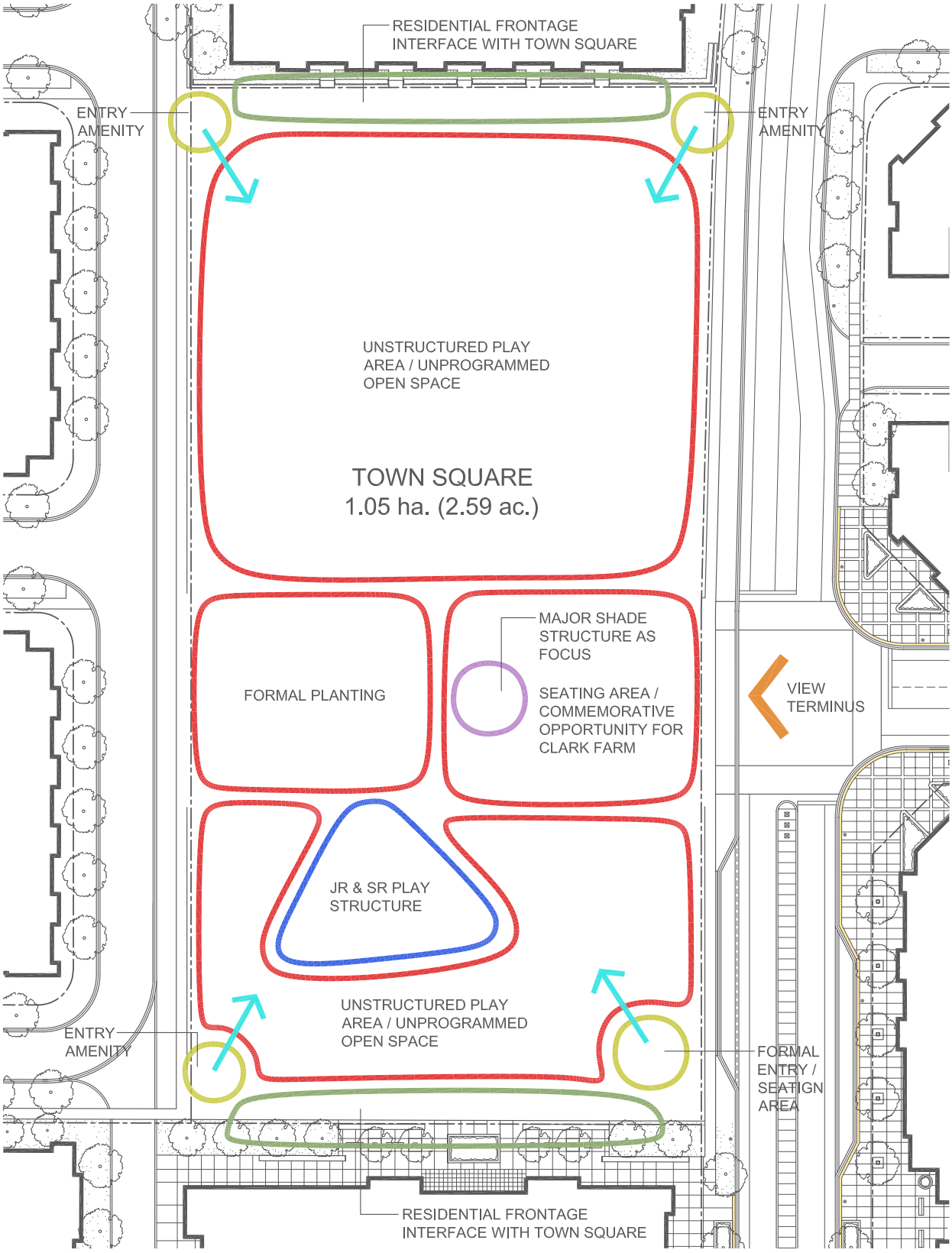


Fig. 3.3.4.1d - Conceptual Town Square option (Town Square #2) with potential landscape elements and configuration, as well as integration of commemoration opportunity for Clark family farm as an important legacy of early 19th century settlement.

3. Mixed-Use Node 3 (Town Square #3) - E-W Spine Road and Creditview Rd.

- Town Square area - 0.47 ha. (1.16 ac.)
- Open space that transitions from a formal hardscape treatment at the corner, oriented to the core of the node, to a less formal green space at the local street interface.
- Features to include a minor shade structure, junior play structure, decorative paving, unstructured play area.
- Adjacent to bus stop.

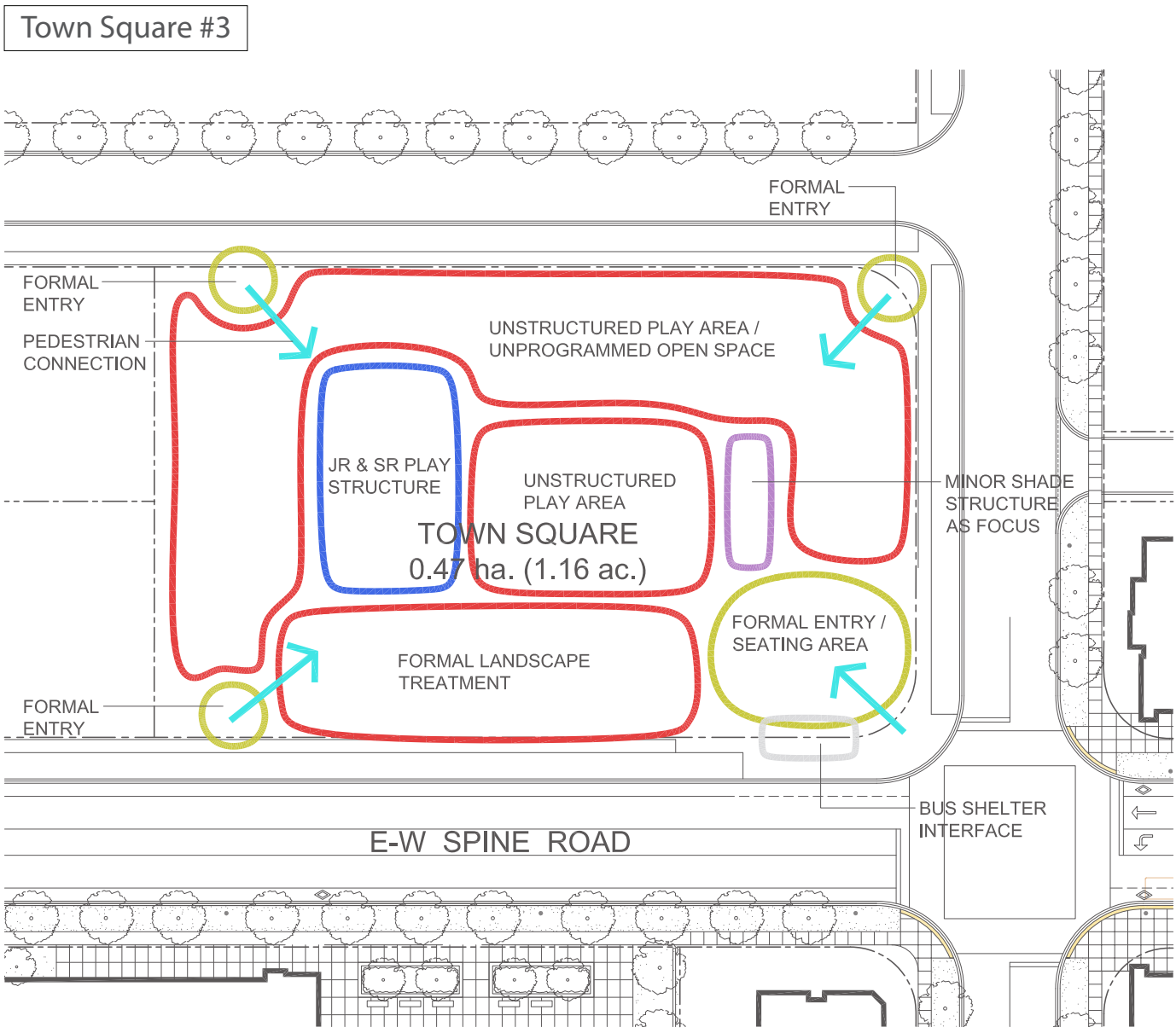


Fig. 3.3.4.1e - Conceptual Town Square option (Town Square #3) with potential landscape elements and configuration.

3.3.4.2 Local Parks

Two Local Park designations have been identified for Block Plan 51-1, including along the east edge of the natural heritage feature, south of Mayfield Rd., and along the east side of the N-S Spine Road at the intersection with the extension of Buick Boulevard.
Both Local Parks serve as the central focus for the surrounding neighbourhoods and are characterized by a mix of open green spaces, seating amenities with shade structures, and recreational features.

Local Park #1 - east edge of the natural heritage feature, south of Mayfield Rd.
- Area - 2.0 ha. (4.94 ac.)

Local Park #2 - north-east corner of the N-S Spine Road and Buick Blvd.
- Area - 1.95 ha. (4.82 ac.)

Landscape Guidelines:
i. Non-Standard Treatment
- Local Park 1 has been situated immediately adjacent to the edge of the NHS and will serve as the trailhead for the proposed pedestrian crossing of the NHS.

ii. Standard Treatment
- Predominantly soft landscaped allowing for a variety of active and passive uses that serve the local neighbourhood.
- Provides a central green space that will serve as key recreational and gathering spaces for neighbourhood residents.
- Service the broader community, as well as the immediate neighbourhood.
- As a community focal point, it shall be sited with frontages on a minimum of 2 public streets to promote views.
- Entry points shall be strategically located to ensure convenient access and should be designed to be consistent with neighbourhood themes (surrounding houses and other open space components). Refer to Section 3.3.3 Gateways.
- Allow programmed and unstructured use with a diversity of active / passive play opportunities.
- Playgrounds should be designed as a major focal element for the park.
- As part of the overall street network, safe pedestrian and cyclist connections will be required between the park and its various components to other community open space elements, schools and accessible natural areas. These can then link to the higher level of pathways associated with main roads as part of the hierarchy of trails and pathways.
- Planting (trees, shrubs, grasses) shall comprise species tolerant of urban conditions with an emphasis on native species.
- Provide naturalized planting at interface with preserved natural heritage features.
- Features to include the following -
    a. Local Park #1 - junior and senior play structure, unstructured play area, major shade structure, unprogrammed open space, minor splash pad, mini soccer pitch, trailhead to NHS, parking for up to 20 cars, potential future portolette installation.
    b. Local Park #2 - junior and senior play structure, unstructured play area, major shade structure, minor skate park, multi-purpose play court, parking for up to 20 cars, potential future portolette installation.

Local Park #1

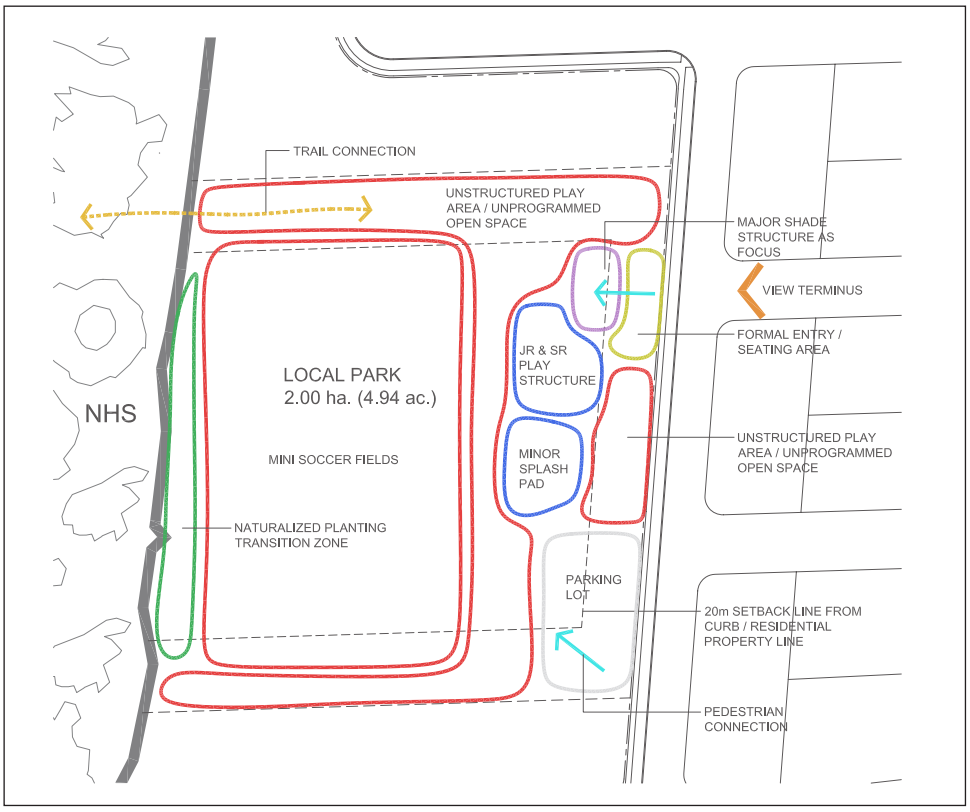


Fig. 3.3.4.2a - Local Park #1 conceptual facility fit diagram.

Local Park #2

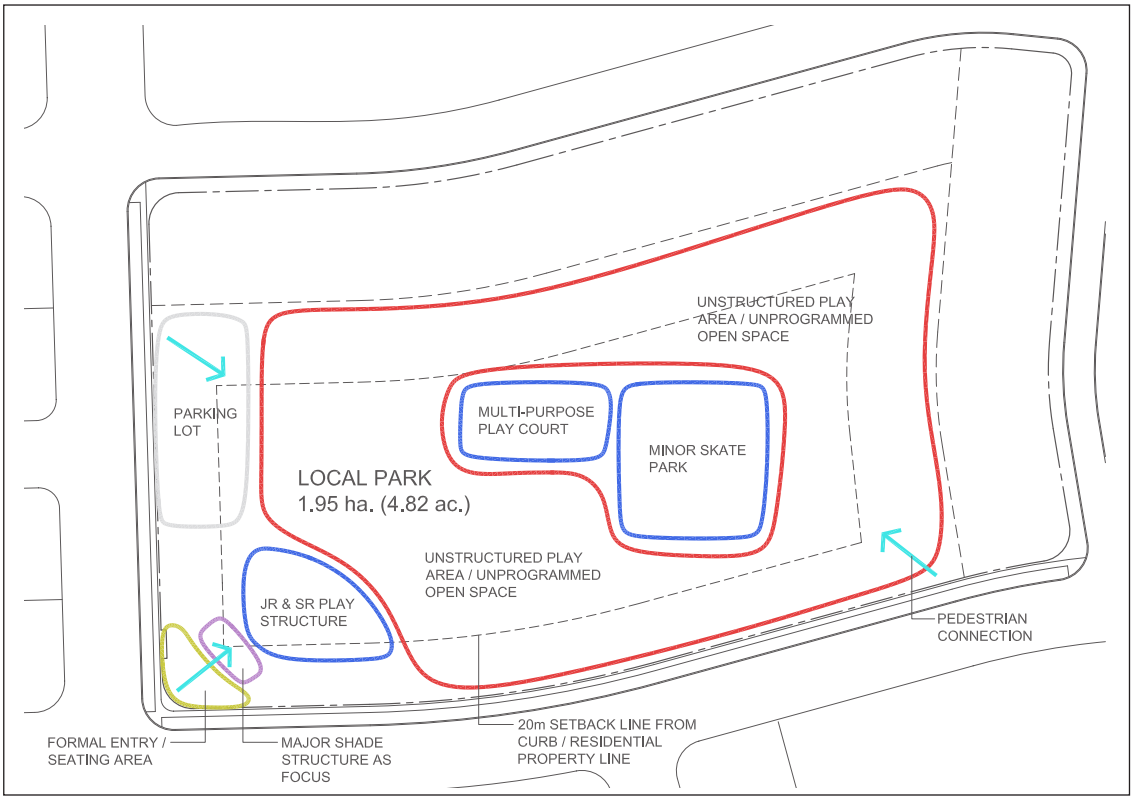


Fig. 3.3.4.2b - Local Park #2 conceptual facility fit diagram.

3.3.4.3 Parkettes

Parkettes provide a central common green space and largely identify the character of each individual neighbourhood, providing a place for residents to interact, children to play and social events to occur. Five Parkette designations have been included in Mount Pleasant Block Plan Area 51-1. The locations include -

Parkette #1 - along west side of Collector Road E, extending from the N-S Spine Road / between the E-W Spine Road and Mayfield Road.

- Area - 0.77 ha. (1.90 ac.)

Parkette #2 - between Creditview Rd. and NHS boundary / between Buick Blvd. and Wanless Dr.

- Area - 0.85 ha. (2.10 ac.)

Parkette #3 - between Mississauga Rd. and N-S Spine Road / between Buick Blvd. and Wanless Dr.

- Area - 0.78 ha. (1.93 ac.)

Parkette #4 - between Creditview Rd. and NHS boundary / between James Potter Rd. and Buick Blvd.

- Area - 0.84 ha. (2.08 ac.)

Parkette #5 - east of N-S Spine Road / North of James Potter Rd.

- Area - 0.96 ha. (2.37 ac.)

Landscape Guidelines:

i. Non-Standard Treatment

- Parkette #2 shall have housing fronting onto the park to create an attractive architectural edge without rear lotting. This is a unique interface that animates the edge of the park, enhancing safety and reducing vandalism through increased 'eyes on the park'.

ii. Standard Treatment

- Provides active and passive recreation opportunities at the local residential or mixed neighbourhood level.
- Parkettes shall be planned and designed as the central part of each neighbourhood.
- As a neighbourhood focal feature, parkettes are sited with frontages on a minimum of 2, but up to 4 public streets to promote views.
- Parkettes have been located separate from school blocks in order to provide better open space distribution for the community and to prevent over-use of the park facilities.
- Key features of the Parkette should be sited to terminate view corridors. The design of hard and soft landscape elements and features, including points of entry, should be consistent with neighbourhood themes (surrounding houses and other open space components).
- Planting (trees, shrubs, grasses) shall comprise species tolerant of urban conditions with an emphasis on native species.
- Informal layout with individual or cluster groupings of trees contained within lawn areas to facilitate shaded passive use.
- Hard and soft landscape elements and features will be designed to identify areas of activity, circulation, entry points, seating and gathering areas.
- Features to include the following -
    a. Parkette #1 - junior and senior play structure, unstructured play area, minor shade structure.
    b. Parkette #2 - junior and senior play structure, unstructured play area, minor shade structure, potential future portolette installation.
    c. Parkette #3 - junior and senior play structure, unstructured play area, minor shade structure.
    d. Parkette #4 - junior and senior play structure, unstructured play area, minor shade structure, potential future portolette installation.
    e. Parkette #5 - junior and senior play structure, unstructured play area, minor shade structure, potential future portolette installation.
- Proposed park features should be varied and offer different opportunities to distinguish individual parks.

Parkette #1

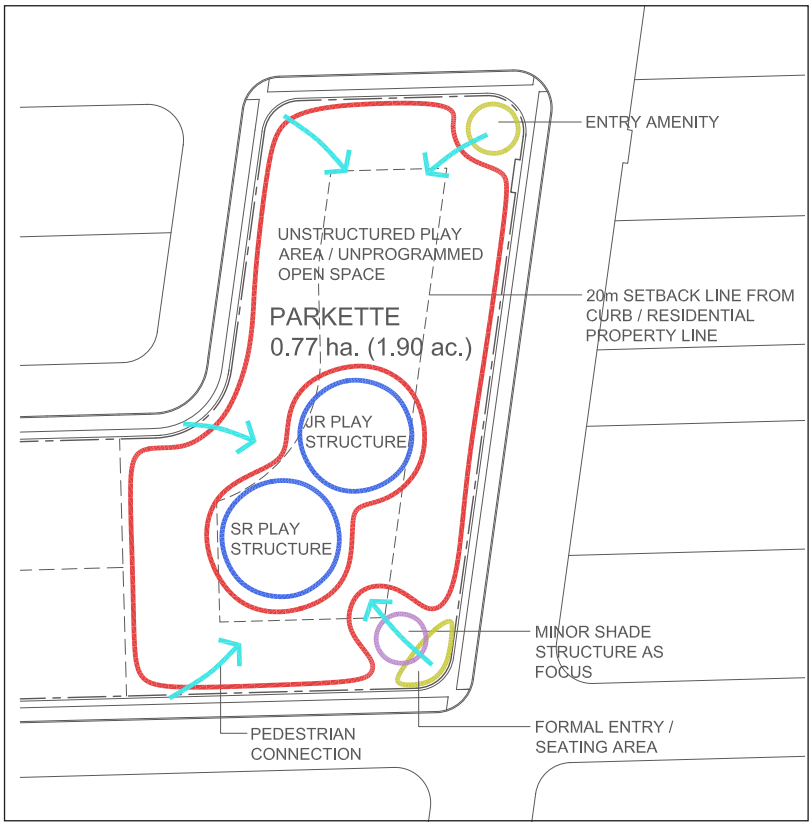


Fig. 3.3.4.3a - Parkette #1 conceptual facility fit diagram.

Parkette #3

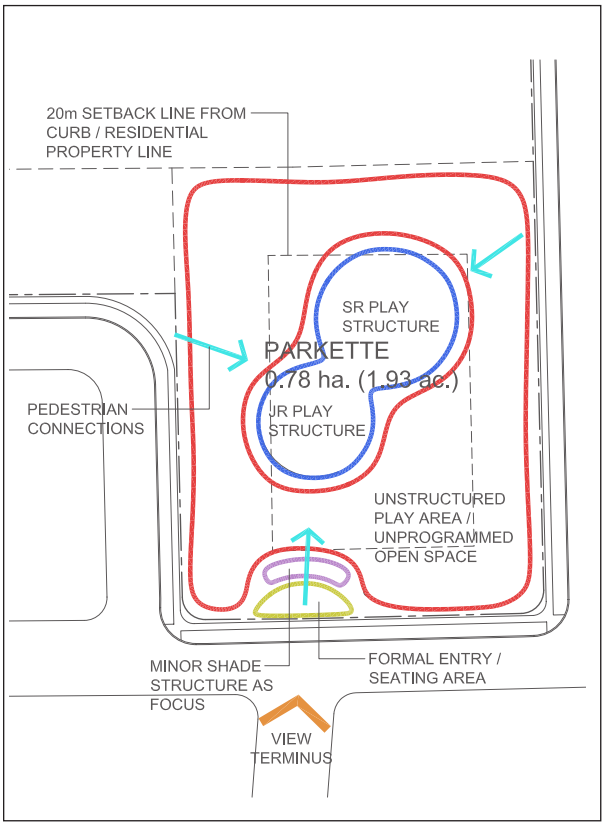


Fig. 3.3.4.3d - Parkette #3 conceptual facility fit diagram.

Parkette #2

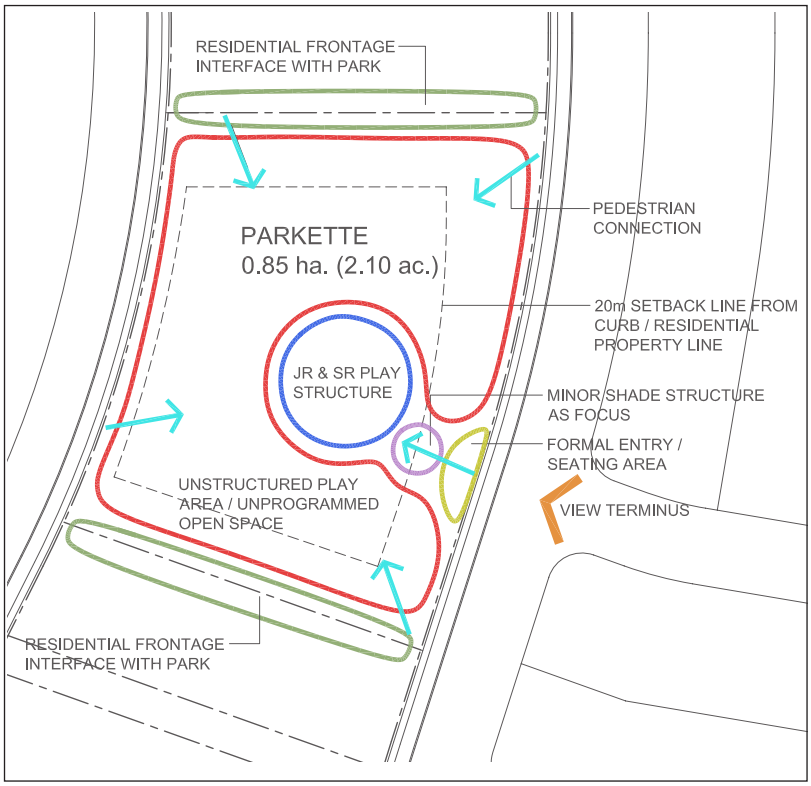


Fig. 3.3.4.3b - Parkette #2 conceptual facility fit diagram.

Fig. 3.3.4.3c - Example of housing fronting onto a public park to create an attractive edge without rear or flankage lot fencing, as per Parkette #2.

Parkette #4

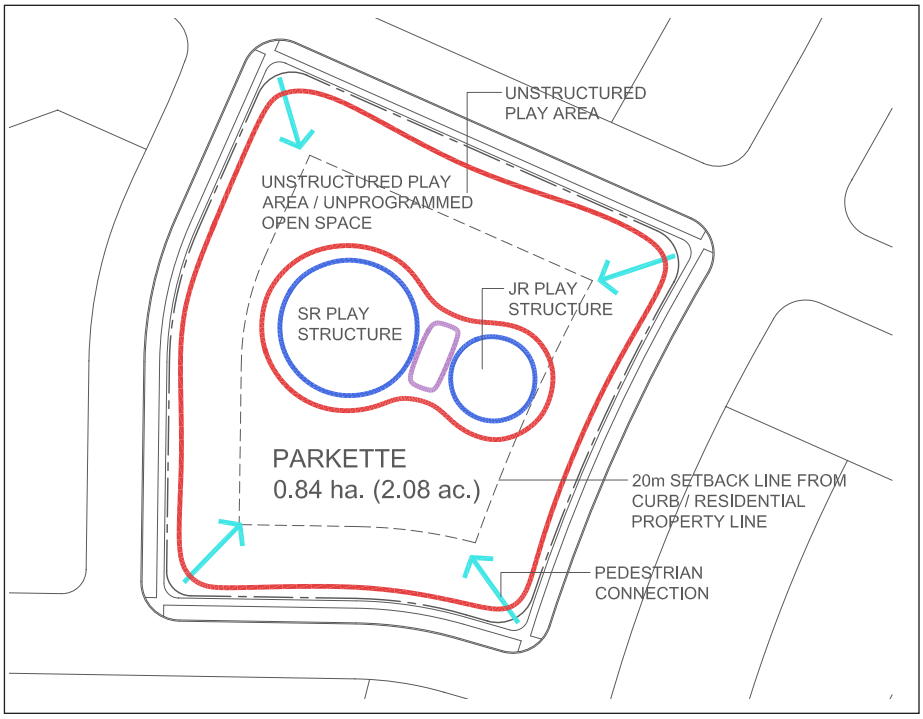


Fig. 3.3.4.3e - Parkette #4 conceptual facility fit diagram.

Parkette #5

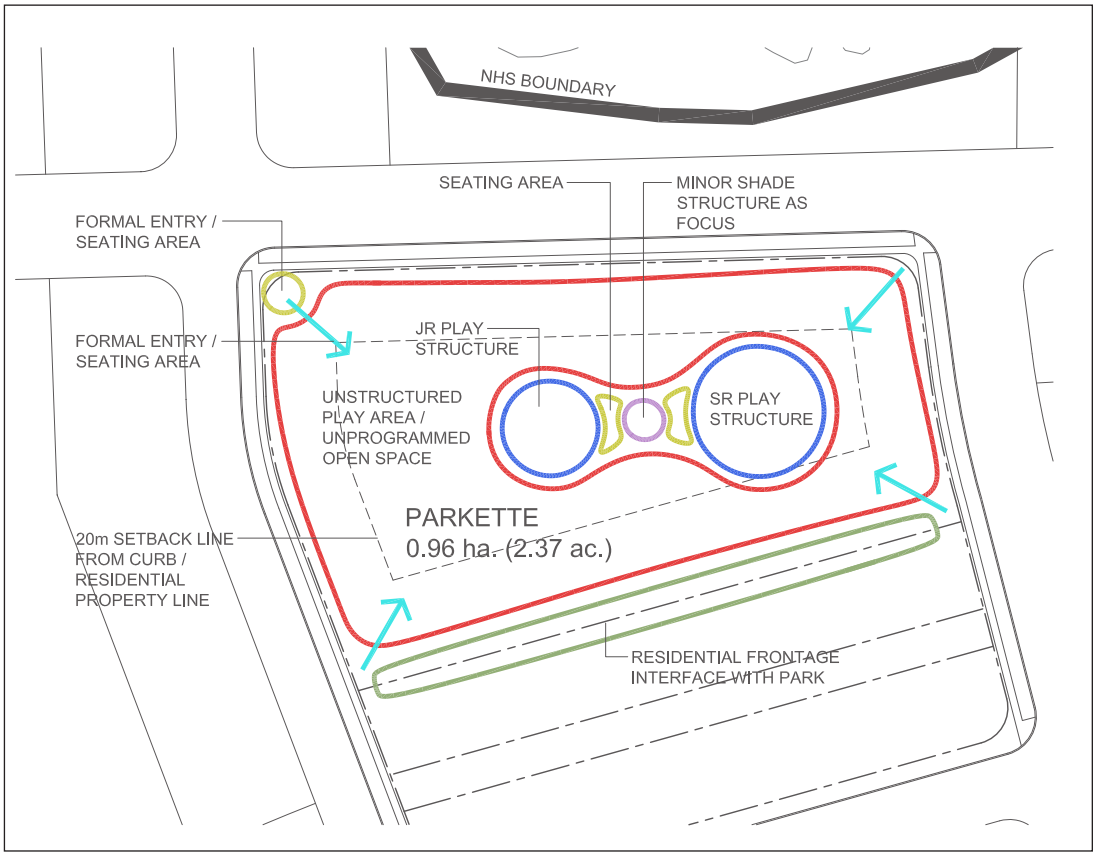


Fig. 3.3.4.3f - Parkette #5 conceptual facility fit diagram.

3.3.4.4 Vest Pocket Parks

Vest Pocket Parks provide opportunities to introduce predominantly passive-use, green spaces to sub-neighbourhood areas as a supplement to the distribution of Parkettes, Local Parks and Town Squares. These open spaces are typically characterized by unique location attributes defined by its context and surrounding land uses. This is the case for Block Plan 51-1, where one proposed Vest Pocket Park is located adjacent to the west side of the NHS boundary, serving as a trailhead for a proposed pedestrian crossing, and the other has been situated adjacent to the north side of the TCPL.

Vest Pocket #1 - west boundary of the NHS, between Buick Blvd. and Wanless Dr.

- Area - 0.51 ha. (1.26 ac.)

Vest Pocket #2 - north side of the TCPL, between Mississauga Rd. and the Natural Heritage System.

- Area - 0.49 ha. (1.21 ac.)

Landscape Guidelines:

i. Non-Standard Treatment

- Vest Pocket #2 has been situated immediately adjacent to the edge of the NHS and will serve as the trailhead for the proposed pedestrian crossing of the NHS.

ii. Standard Treatment

- Predominantly soft landscaped areas that are designed for passive uses and limited active play.
- Services the local neighbourhood and supplements other neighbourhood park types.
- Locate where other neighbourhood park types would be inappropriate or out of context.
- Sited with frontages on a minimum of 2 public street frontages with housing fronting onto the park as much as possible to create attractive street edges.
- Planting (trees, shrubs, grasses) shall comprise species tolerant of urban conditions with an emphasis on native species. Planting scheme should consider the transition to any existing or proposed adjacent natural features (woodlots, wetlands).
- Reflect an informal layout with individual or cluster groupings of trees contained within grass areas to facilitate shaded passive use.
- Features to include the following -
    a. Vest Pocket #1 - junior play structure, unstructured play area, trailhead to NHS.
    b. Vest Pocket #2 - junior play structure, unstructured play area

Vest Pocket #1

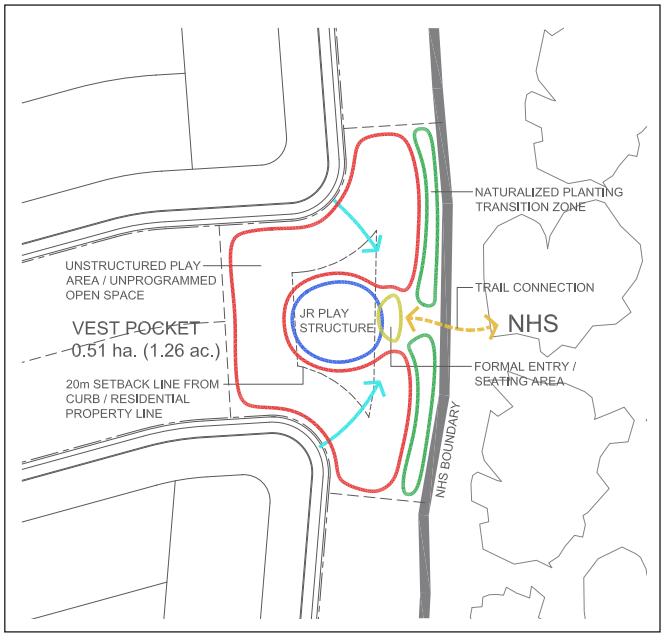


Fig. 3.3.4.4a - Vest Pocket #1 conceptual facility fit diagram.

Vest Pocket #2

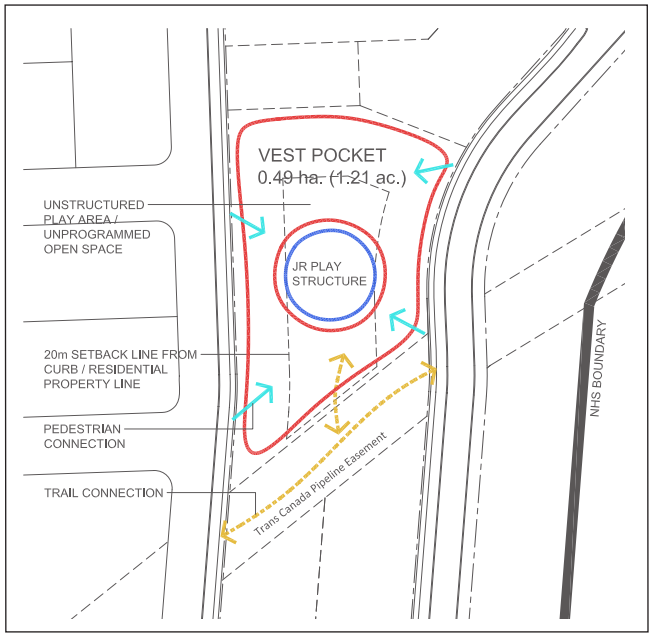


Fig. 3.3.4.4b - Vest Pocket #2 conceptual facility fit diagram.

3.3.4.5 Vista Blocks

Several Vista Blocks of varying scale have been strategically proposed throughout Block Plan 51-1 along the edges of the existing natural heritage system to provide key views and entry points to these important community features. Designated as part of the parkland dedication, these are particularly important in providing the necessary connections between neighbourhood streets and the proposed community pathways and trail network that are largely associated with the NHS.
Given that Vista Blocks are not included in the City of Brampton's Draft Park and Public Spaces Hierarchy, the following design criteria is considered non-standard.

Landscape Guidelines:
i. Non-Standard Treatment

- Situated immediately adjacent to the edge of the NHS, Vista Blocks will serve as valuable trailhead connections to natural features and the community trail network.
- Predominantly soft landscape areas designed for passive use, providing visual and physical access to natural features.
- Use is limited to where the park type is the only means to provide expansive visual and/or physical access to a natural heritage feature or introduced natural feature (swm facility).
- The design of hard and soft landscape elements and features, including points of entry, should be consistent with neighbourhood themes (surrounding architecture and other open space components).
- Located to facilitate and protect significant view corridors towards woodlots, wetlands and stormwater management facilities.
- Provide transition opportunity from neighbourhood streets to trail system within existing natural features.
- May incorporate the following elements - trail/walkway, signage marker, dense naturalized planting, interpretive signage (NHS importance and sensitive features warning).
- Should have a minimum 15m street frontage.
- Planting (trees, shrubs, grasses) shall comprise species tolerant of urban conditions with an emphasis on native species.
- Shall include naturalized buffer planting at interface with preserved woodlots, wetlands and stormwater management facilities.
- Design shall reflect a low maintenance approach through naturalized planting scheme, coniferous trees and limited mowed lawn and open space.
- Crime Prevention Through Environmental Design (CPTED) principles shall guide landscape design.

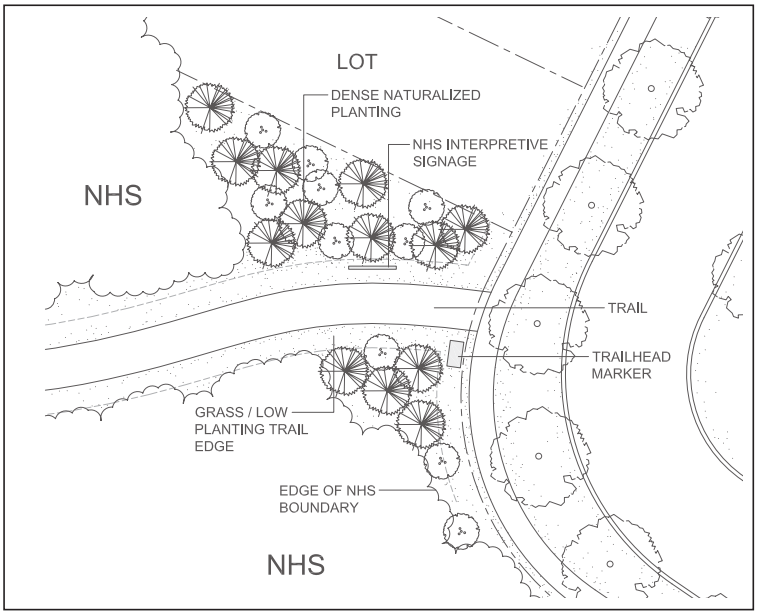


Fig. 3.3.4.5a - Conceptual Vista Block design example. Vista Blocks serve as valuable trailhead connections to the NHS.

3.3.4.6 Existing Creditview-Sandalwood City Park

Located in the south-west quadrant of Sandalwood Parkway and Creditview Road, the existing Creditview-Sandalwood Park is approximately 100 acres in size and is currently utilized as a region-wide sports facility that attracts users within and beyond the North West Brampton area. The park functions as a valuable component of the open space system that allows for specific athletic activities with related facilities, including -

- 8 senior soccer fields, 4 of which combined can be utilized as 2 cricket pitches
- 8 junior soccer fields
- 2 football fields / 2 lacrosse fields
- parking facilities
- centrally located field house with washroom/changeroom facilities, maintenance equipment storage, weather protection and flexible indoor programming opportunities
- gazebo structure for weather protection
- screenings paths connecting sports fields
- adjacent Brampton Fire Hall and Brampton Library branch along Creditview Rd.

The proposed NHS boundary along the west interface with the park has been modified to avoid impacting the existing lacrosse/soccer field location. The adopted plan reflects the objective of retaining the existing field in its current configuration by removing the area of the NHS that encroaches onto the affected field and redistributing this area to available space further south within the park. However, some adjustment to the existing trail connection along the west and north side of the existing lacrosse/soccer field will be required. For a more detailed description addressing the interface and proposed landscape treatment between the NHS and the City Park, refer to the Mount Pleasant Environmental Implementation Report (EIR).

In addition, City staff are currently reviewing the potential for integrating new facilities and upgrades within the existing City Park to better serve the wide-ranging requirements of the emerging community. Introduced facilities and upgrades being considered include the following -

- conversion of selected existing grass fields to artificial turf
- major splash pad
- junior and senior play structure
- unstructured play area
- picnic shelter
- future asphalt paving of the existing granular parking facility

Any consideration for these and other initiatives will be under the administration of the City of Brampton's Planning, Design and Development Division and the Community Services Department.

Proposed Park Expansion:

A significant addition to the Creditview-Sandalwood City Park is proposed along its north edge, immediately adjacent to the south side of the proposed Sandalwood Parkway alignment. This addition, comprising a total area of 1.32 ha. (3.26 ac.) may serve as a future access point from Sandalwood Pkwy., in line with the proposed collector road extending northward. As well, additional parking capacity may be accomodated with this new point of entry, as required. The addition shall be designated as parkland dedication provided that grading meets usability requirements and is treated as an important addition to the existing City Park.

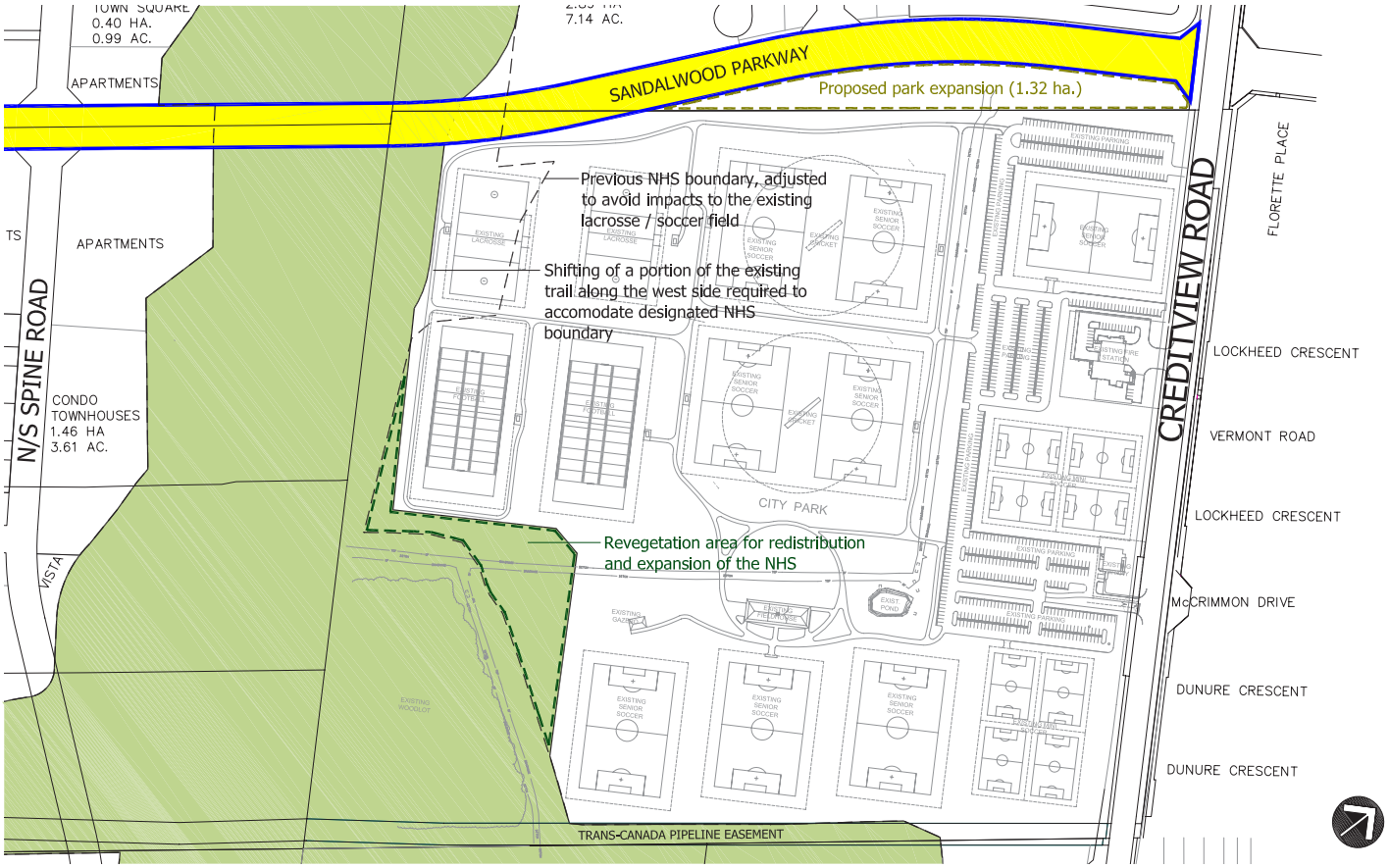


Fig. 3.3.4.6a - Existing City Park configuration which illustrates the primary objective of maintaining the existing lacrosse/soccer field in its current location and redistributing the encroaching NHS boundary to other available space further south within the park.

3.3.4.7 Proposed Parkland Analysis

Mount Pleasant Block Plan Area 51-1 - Proposed Parkland Analysis						
Park Number	Type	Neighbourhood Location	Area (hectares)	Area (acres)	Proposed Park Facilities	Comment
1	Town Square	C	0.14	0.35	jr. play structure, minor shade structure, seating areas, formal planting, decorative paving	
2	Town Square	E	1.05	2.60	jr. and sr. play structure, unstructured play area, major shade structure, seating area, formal planting, potential future portolette	
3	Town Square	H	0.47	1.16	jr. play structure, unstructured play area, minor shade structure, decorative paving	
1	Local Park	G	2.00	4.94	jr. and sr. play structure, unstructured play area, major shade structure, unprogrammed open space, minor splash pad, mini soccer pitch, trailhead to NHS trail, parking for up to 20 cars, potential future portolette	
2	Local Park	D	1.95	4.82	jr. and sr. play structure, unstructured play area, major shade structure, minor skate park, multi-purpose play court, parking for up to 20 cars, potential future portolette	
1	Parkette	F	0.77	1.90	jr. and sr. play structure, unstructured play area, minor shade structure	
2	Parkette	I	0.85	2.10	jr. and sr. play structure, unstructured play area, minor shade structure, potential future portolette	
3	Parkette	D	0.78	1.93	jr. and sr. play structure, unstructured play area, minor shade structure	
4	Parkette	J	0.84	2.08	jr. and sr. play structure, unstructured play area, minor shade structure, potential future portolette	
5	Parkette	A	0.96	2.37	jr. and sr. play structure, unstructured play area, minor shade structure, potential future portolette	
1	Vest Pocket	D	0.50	1.24	jr. play structure, unstructured play area, trailhead to NHS	
2	Vest Pocket	B	0.49	1.21	jr. play structure, unstructured play area	
1	Vista Block Parks		0.41	1.01	trail/walkway, signage marker, dense naturalized planting, interpretive signage	Area represents the combined Vista Block Park locations
Total - Neighbourhood Parks			11.21	27.71		
1	City Park Addition	J	1.32	3.26	potential vehicular access and parking / potential additions to existing park configuration may include major splash pad, jr. and sr. play structure and unstructured play area	Addition to north side of the Comm. Park, adjacent to the south side of Sandalwood Pkwy. alignment
Total - Parks			12.53	30.97		Not including Vista Blocks
Grand Totals						
Total Population		22,830				
Total Nbhd Park Dedicated (ac.)		27.71				
Total Nbhd Park Credited (ac.)		27.71				
Total Nbhd Park Required (ac.) (@0.5ha./1000)		28.21				
Nbhd Park Balance (ac.)		-0.50				
Total City Park Required (ac.) (@0.35 ha./1000)		0				
Total City Park Dedicated (ac.)		3.26				

Fig. 3.3.4.7a - Mount Pleasant Block Plan Area 51-1 - Proposed Parkland Analysis

3.3.5 Stormwater Management Ponds

In June of 2010, the City of Brampton's Stormwater Management Standards Subcommittee formulated an update to the engineering standards for SWM ponds proposed for the Mount Pleasant Community. The revised criteria reflect the minimum requirements of the City's Operating Divisions and Fire & Emergency Service Divisions and shall inform the Environmental Implementation Report (EIR) submission and the subsequent SWM pond detail designs. Although, these updated SWM pond standards will result in more efficient land usage, urban design principles applied to conventional pond layouts will be maintained.

The 7 swm ponds proposed within Block 51-1 have been located in relation to existing natural drainage patterns of the site and, where appropriate, within the vicinity of existing natural heritage features. From a community design standpoint these locations will augment the extent of natural areas and provide viewshed opportunities to and through the NHS. With approved City of Brampton design standards, these key components of the open space system should be developed to accommodate passive recreation (pedestrian path connections) and should be designed in accordance with the following criteria -

Landscape Guidelines:

A. Non-Standard Treatment
The proposed SWM pond situated adjacent to the existing Alloa Cemetery at the south-west corner of Wanless Dr. and Creditview Rd. will require non-standard treatment by virtue of the unique grading constraints associated with the transition between the two land uses. In this specific case, armourstone terracing may be considered at this interface as per the following:

Terracing:
- Armourstone is considered an appropriate and attractive landscape terracing treatment that requires minimal to no long-term maintenance.
- Armourstone should be laid out in natural formations to blend in with the naturalized planting patterns.
- Consecutive armourstone layers should be separated by vegetation to reduce the wall effect and avoid fall hazards, providing a gradual and fully vegetated transition from water level to the edge of the cemetery.
- Armourstone terracing provides an opportunity to highlight the adjacent cemetery by defining its edge relative to the pond.
- Armourstone shall not be utilized adjacent to road ROW's where it will have an impact on the design and support of the roadway.
- Armourstone shall not be used where safety is affected or where guide / safety rails may be required.
- While proposed armourstone improves pond block efficiency with respect to size , it shall not directly contribute to volumetric sizing of the pond.
- Armourstone shall not be located in the path of the overland flow route or areas where it might create a long term maintenance need.

B. Standard Treatment
Pond Layout:
- A 2.4m wide granular "rescue shelf" shall be located above the high water level and around the perimeter of the SWM pond block.
- Where possible, the rescue shelf may also be used as the maintenance access road and/or pedestrian trail connection.
- All maintenance access roads shall be a width of 4.0m, located on at least one side of the pond, with a minimum of 2 entry points provided from the adjacent streets.
- The use of armourstone is generally not permitted except in special extenuating circumstances as a seat wall, which must be dimensional oval stone or retaining wall separating an overlook.

Street Network:
- Each facility shall have a significant street frontage to enhance its visibility within the community.

Streetscape:
- Potential areas for public viewsheds through the pond and towards NHS features shall be identified along the adjacent street.

Landscape Treatment:
- One row of regularly spaced canopy trees inside the SWM pond block to be staggered with the row of street trees along the street line.
- Naturalized planting throughout consists of whips, native multi-stem shrubs, native ornamental grasses and riparian, aquatic and upland species appropriate for the pond condition.

- Planting is to be consolidated in large groups with significant gaps to allow for permanent views of the ponds from adjacent streets.

Pathways:

- Maintenance access roads may be used as a pedestrian trail and where feasible connect with segments of the trails and pathways network to facilitate important linkages throughout the Block.

Utilities:

- Should utility structures be placed in a swm facility, they will be screened from public view with planting and fencing or other built feature, as necessary.

For relevant design criteria, refer to Part V - Block Plan Design Guidelines / Section 2.5 Stormwater Management Facilities of the DDG. As well, all facilities are subject to the City of Brampton standard requirements for stormwater management pond design. Further refinement to the depiction of pond layouts, maintenance access roads, rescue shelves, trail connections, etc. may occur as a result of an ongoing evaluation of standards by the City of Brampton.

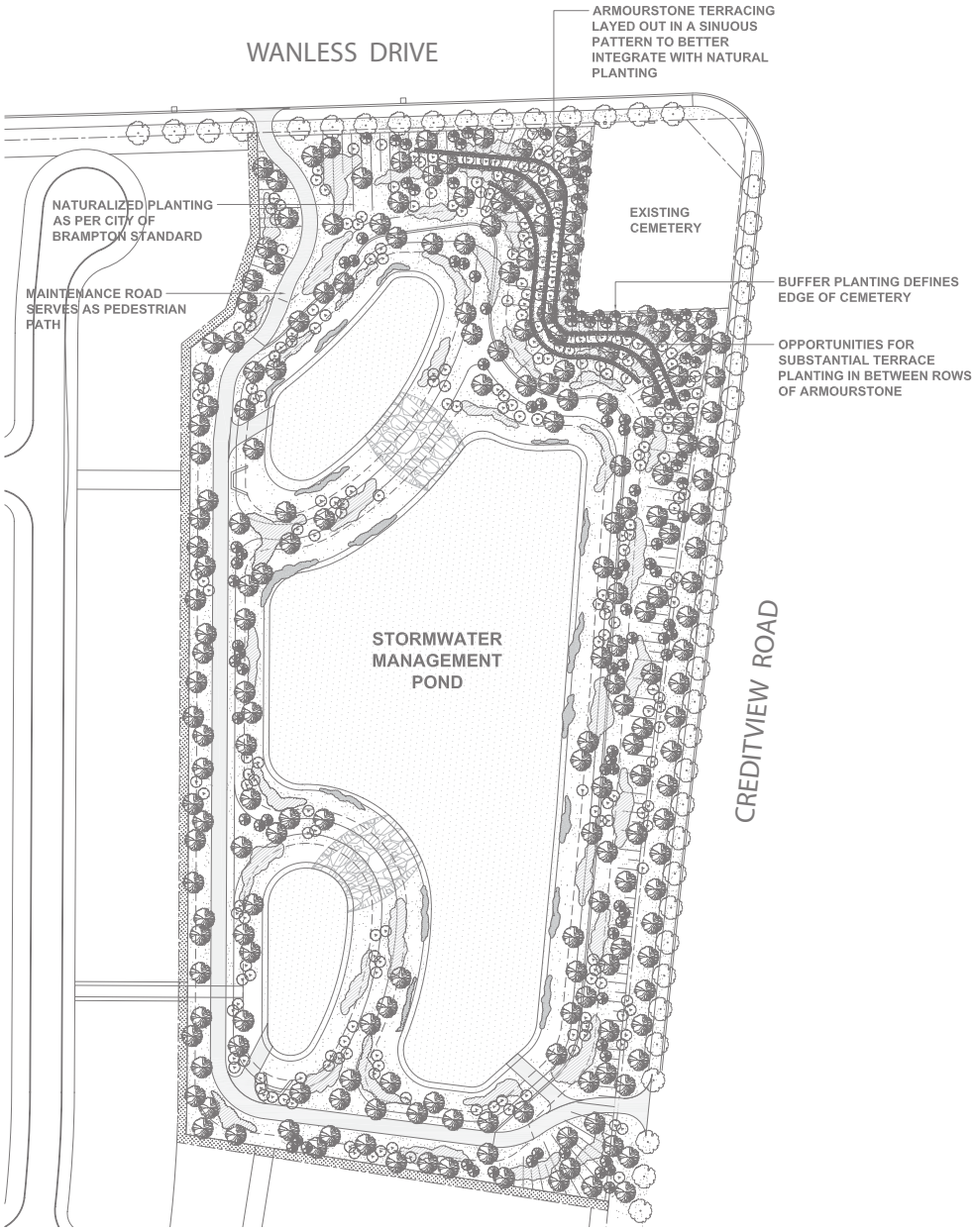


Fig. 3.3.5a - Conceptual landscape design for the SWM pond facility located adjacent to the existing Alloa Cemetry. This is a non-standard treatment that integrates armourstone terracing to provide an appropriate transition from the pond to the cemetery edge.

Fig. 3.3.5b - SWM facilities with integrated pedestrian paths/maintenance access roads will provide public viewshed opportunities from adjacent residential streets through towards adjacent natural features.

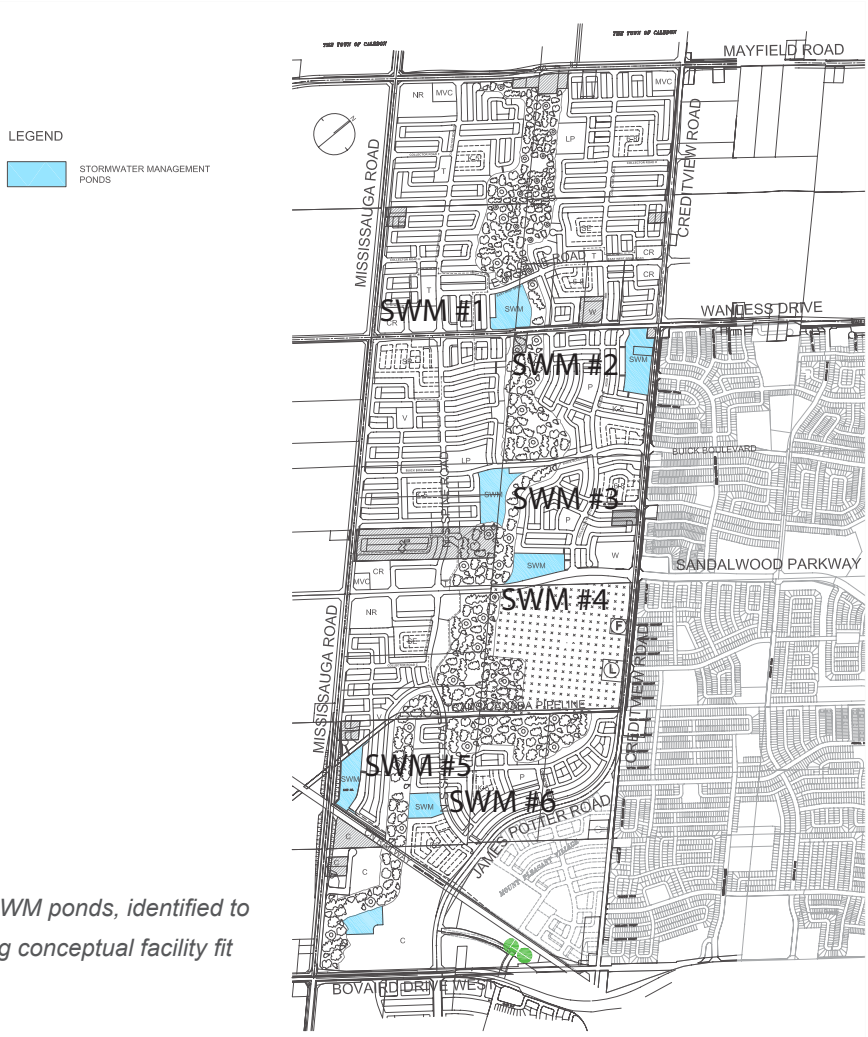


Fig. 3.3.5c - Distributon of SWM ponds, identified to correspond with the following conceptual facility fit diagrams.

The following SWM pond facility fit diagrams illustrate the proposed trail connections through the pond and with the adjacent trail network (channel trails, TCPL trail, Class I arterial road trail):

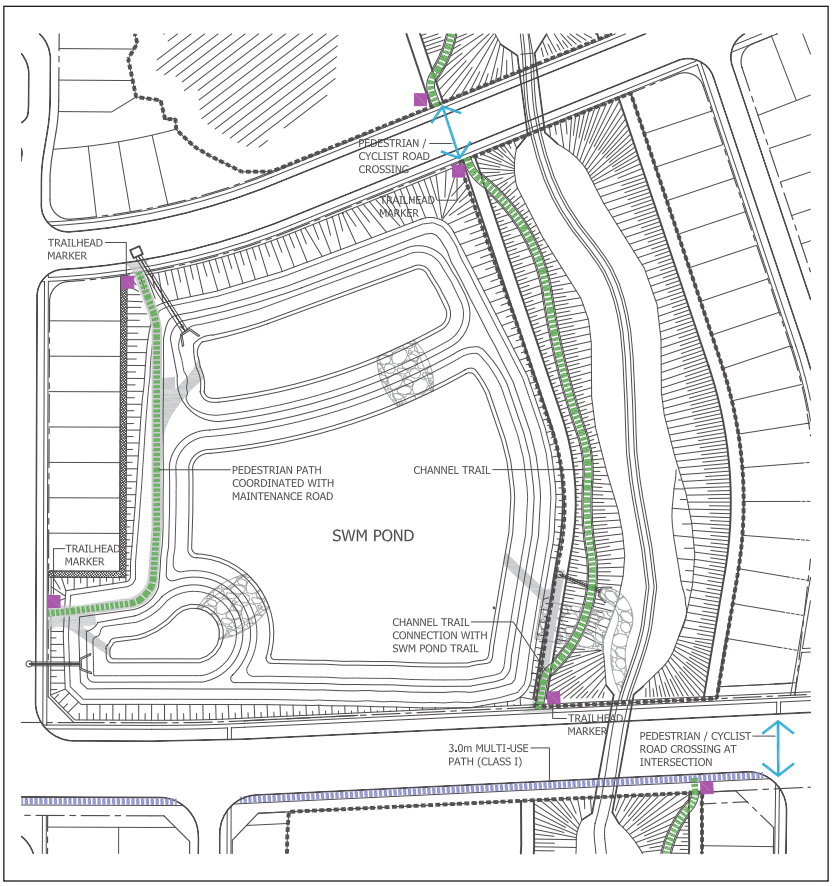


Fig. 3.3.5d - SWM Pond #1 Conceptual Facility Fit

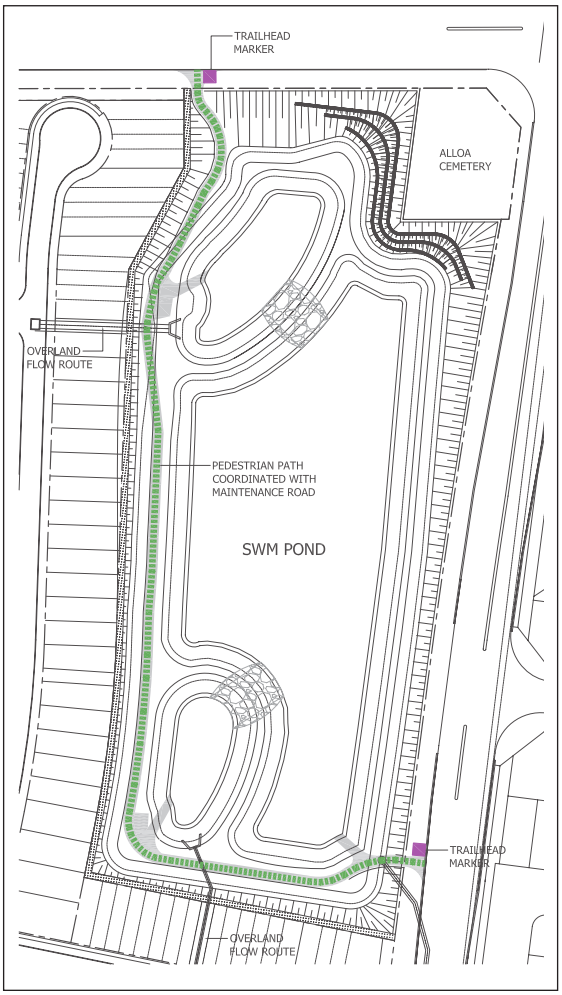


Fig. 3.3.5e - SWM Pond #2 Conceptual Facility Fit

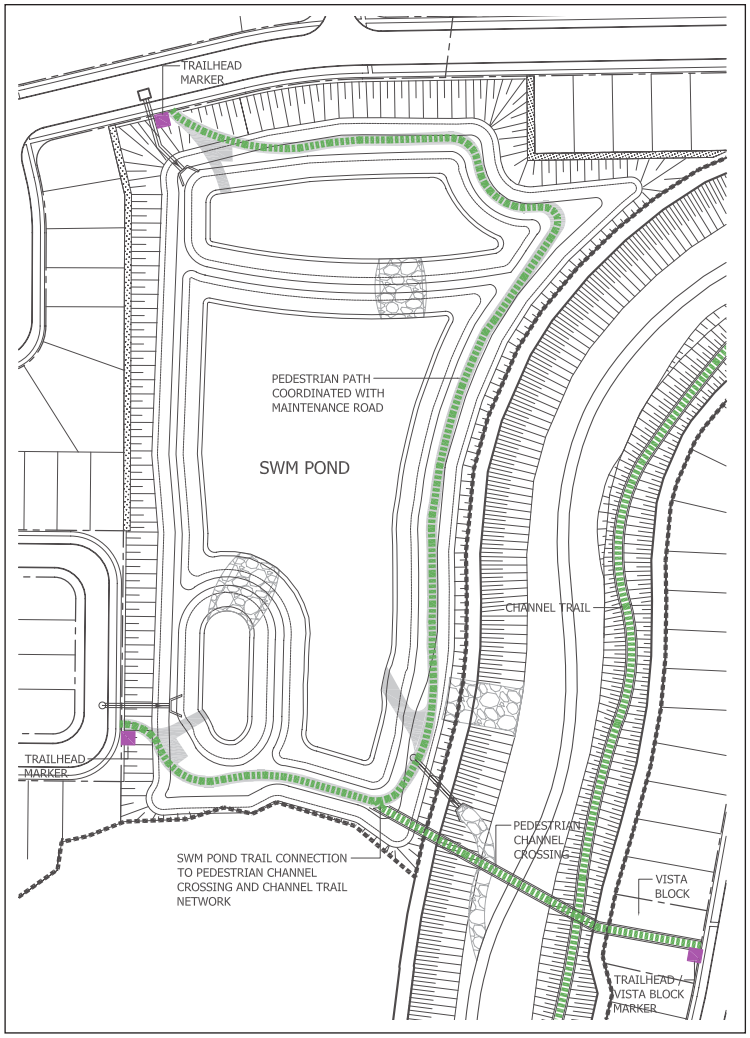


Fig. 3.3.5f - SWM Pond #3 Conceptual Facility Fit

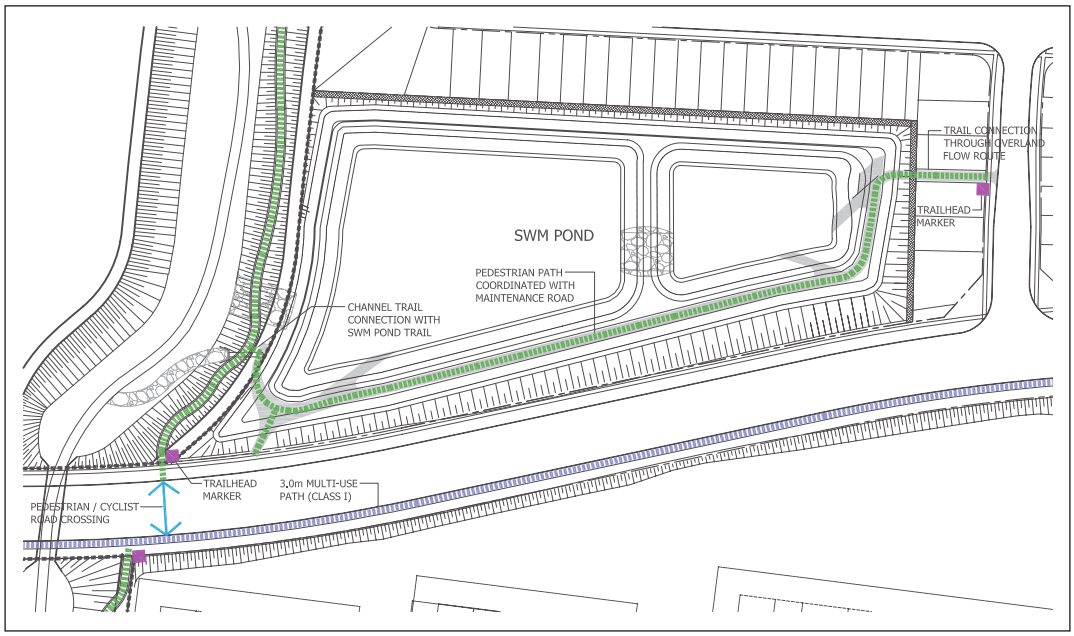


Fig. 3.3.5g - SWM Pond #4 Conceptual Facility Fit

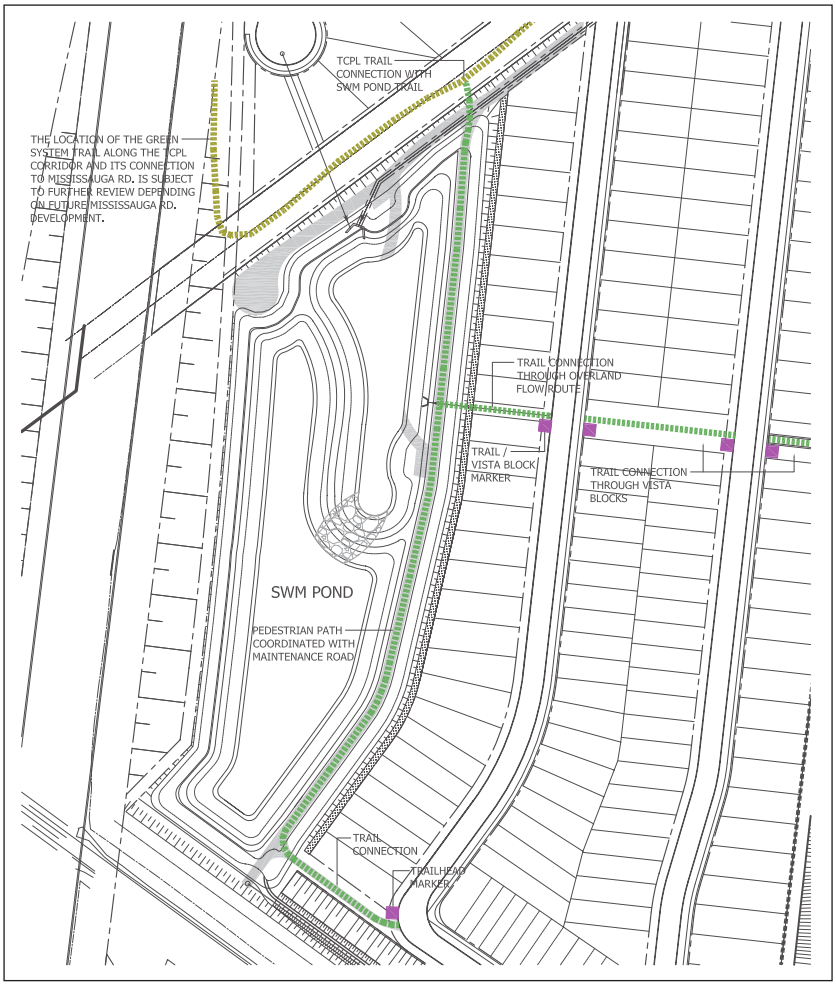


Fig. 3.3.5h - SWM Pond #5
Conceptual Facility Fit

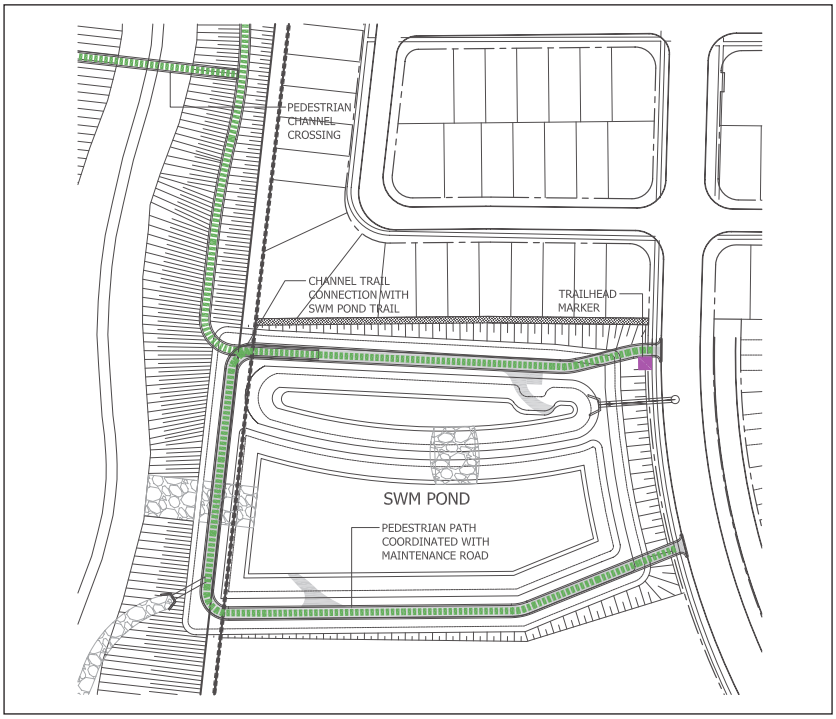


Fig. 3.3.5i - SWM Pond #6
Conceptual Facility Fit

3.3.6 Street Tree Planting Strategy

Street trees are an integral element in establishing character and definition for all street types. A street tree planting strategy has been prepared for Mount Pleasant Block Plan 51-1, that responds to the various designated land uses and road hierarchy. The strategy establishes 4 basic categories for street trees, including the following:

- Native/Non-Invasive Trees (Coarse-Textured Species) - typically located on streets adjacent to natural open space features.
- Special Trees (Ornamental / Coarse-Textured Species) at Significant Community Entries - typically located at significant community entry points.
- Coarse-Textured Species - typicaly to all street hierarchy types, including local, collector and arterial roads.
- Fine-Textured Species - typically located along local streets.

Landscape Guidelines:

- Selection of proposed street tree species shall be from the City of Brampton's current Recommended List of Street Trees.
- Street tree sizes shall comply with City of Brampton minimum caliper size standard.
- Street trees larger than the minimum standard may be specified, particularly to highlight character streets, focal areas or significant entry points.
- Ornamental or flowering trees may be used at key entry streets to help define or emphasize gateway features.
- Native, non-invasive tree species should be selected for streets adjacent to natural open spaces, including NHS features, buffers and stormwater management ponds.

Fig. 3.3.6a - Conceptual image showing how street trees can establish character and definition for a given street type.

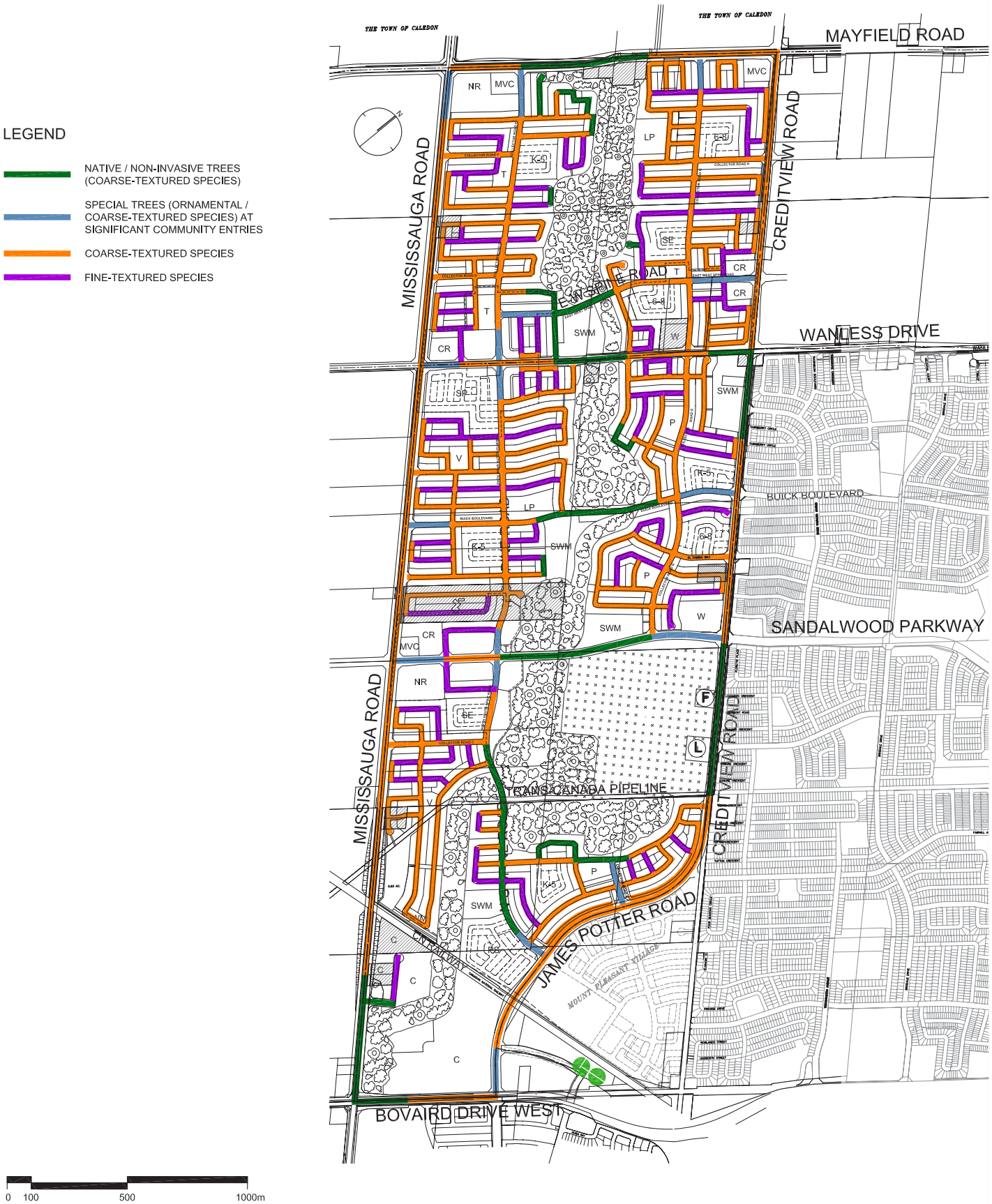


Fig. 3.3.6b - Conceptual Street Tree Planting Strategy Plan

3.4 Built Form Guidelines

3.4.1 Built Form Character

A high quality, attractive built form character will be achieved through a mix of building types with rich and varied architectural treatments that create visual interest, provide increased height and massing at key locations, promote comfortable vibrant pedestrian environments and help to foster the identity of Block 51-1 as a complete community. Given the large scale of the community, it is advisable that a wide range of harmonious architectural styles be provided. Objectives for built form are set out below:

- Allow for flexibility, variability and creativity in the creation of architectural design expressions while providing clear design parameters.
- The use of contemporary and tradition-based architectural precedents will be utilized to create a cohesive 'urban village' character. Architectural styles and design proposals for all buildings will be evaluated for suitability, based upon the building's use and location within the community, through an architectural control process and site plan approval process (where necessary).
- Buildings should be designed and articulated to provide visual interest and character facing public areas.
- Built form character will be influenced by a wide range of densities, building forms and land uses organized to provide visual emphasis and intensity within the various neighbourhoods, mixed-use nodes and main streets of the community. Greater densities and higher intensity uses will be located within the 3 Mixed-Use Nodes which are linked together by the Spine Road leading from the higher order core area of MPV and its associated transit hub.
- A range of residential building types, sizes and tenures will provide variety and choice in order to respond to a broad demographic and a wide set of homeowner needs. This will allow flexibility for residents to remain within the community over time.
- Within Mixed-Use Nodes the use of architecture which emulates an urban "main street" character will be encouraged. Opportunity for live-work townhouses and grade-related retail in mid-rise buildings will be situated within the Nodes to meet retail requirements of local residents and promote pedestrian activity. Each Node will be encouraged to develop a distinct character to promote an identifiable sense of place within the community. The architectural character of these areas will be developed in consultation between the developer, builder, city urban design staff and the control architect.
- Each neighbourhood should contain varied architectural expression. Architectural themes for neighbourhoods or housing enclaves may occur at the subdivision stage and will be coordinated among adjacent builders in conjunction with the Control Architect.
- Buildings should be designed and sited to respond appropriately to their location within the community and to be complementary to the community landscape design initiatives of the public realm. The intent is to maintain positive relationships between built form and public spaces in order to yield quality streetscapes while encouraging architectural variety and innovation.
- Setbacks of buildings from the street will be kept to a minimum within the Mixed-Use Nodes and along major roads where higher intensity uses are situated. In particular, setbacks for dwellings flanking the Spine Road will be reduced and special designs required to promote an active street edge.
- A pedestrian-friendly, comfortable scale environment will be achieved by incorporating height and massing that is appropriate to the context of the street. More prominent massing will be found within the Mixed-Use Nodes and at corners of major streets and gateway locations to highlight the significance of these intersections and to define vistas.

- Lane-based housing is proposed for strategic areas within the community. Lane-based housing promotes an attractive traditional urban form that benefits these areas by removing the garage and servicing elements from the streetscape and fostering a pedestrian-friendly streetscape.
- Garages for dwellings within the Nodes and the Spine Road 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 Nodes and away from the Spine Road. Where street-facing garages occur, they will be designed to be a subordinate element within the streetscape.
- The use of high quality, durable, low-maintenance building materials should be selected to support the intended architectural character of the building.

Fig. 3.4.1a - Mixed-Use Nodes will be encouraged to develop an attractive 'main street' character to promote 'sense of place' within the community

Fig. 3.4.1b - Neighbourhood streetscapes will provide for harmonious architectural character and ensure garages are subordinate

Fig. 3.4.1c - Buildings sited close to the streetline with heightened massing will characterize Mixed-Use Nodes and the Spine Road

Fig. 3.4.1d - Lane-based housing forms will occur in key areas of the community

Fig. 3.4.1e - Commercial buildings shall relate appropriately to the street to promote pedestrian activity

Fig. 3.4.1f - A variety of housing forms, sizes and tenures will be provided to offer choice within the marketplace


Commercial building at corner


Corner Lot Dwelling


Window Street Dwellings


Motor Vehicle Commercial


Commercial Building


Attractive N'hood Streetscapes


School Building


Lane-Based Housing in Key Areas


Mid-Rise Apartments


Lane-Based Housing on Park


High-Rise Apartments


Place of Worship at Gateway


Variety of Housing Forms


Housing on Slip-off Lane

Fig. 3.4.1g - Built Form Character

3.4.2 Built Form Typologies

Standard Built Form (Addressed by Design Criteria in DDG)

The majority of built form to be constructed within the community will be comprised of "standard" residential building forms (defined as ground-related, front-loaded Low/Medium Density Residential and Medium Density Residential building types) located in Standard Areas of the community governed by the provisions of the DDGs, as shown in Section 2 of this document (CDG/DDG Area of Applicability Plan). This will include the following building types:

- Front-Loaded Single Detached Dwellings
- Front-Loaded Semi-Detached Dwellings
- Front-Loaded Townhouses Dwellings

The design and siting of all new housing within these areas of the community shall comply with the relevant design criteria and architectural control process as set out in Part 7 (Architectural Control Guidelines for Ground-Related Residential) of the DDG to ensure an attractive and visually cohesive community. Additional design criteria has been provided, where necessary, to address community-specific design criteria for Standard Built Form not presently contained in the DDG.

Non-Standard Built Form (Not Addressed by Design Criteria in DDG)

In addition to the provisions of the DDG, special provisions and design criteria have been provided within the Block 51-1 CDG to address non-standard residential forms (typically those with higher densities which provide needed support for transit-supportive communities), built form within Special Character Areas of the community and mixed-use/non-residential built form which is not explicitly covered by the Architectural Control Guidelines portion of the DDG. This will include the following building types:

- Lane-Based Housing (Townhouses, Semi-Detached and Single Detached)
- Lane-Based Housing Fronting onto Parks / Town Squares
- Stacked Townhouses
- Back-To-Back Townhouses
- Back-To-Back/Stacked Townhouses
- Live-Work Townhouses
- Dwellings Flanking onto the Spine Road
- Dwellings with Staggered Garages
- Mid-rise Apartments
- High-rise Apartments
- Commercial Buildings
- Motor Vehicle Commercial
- Place of Worship
- Schools
- Utility Buildings
- Other building forms may evolve through the subdivision design and approval processes. An Urban Design Brief may be required to provide supplementary information for new proposals for non-standard built form.

3.4.3 Design Criteria for Standard Built Form Types

A variety of housing forms and lotting patterns should be utilized within the community as appropriate to the location and designated density. All ground related residential developments are subject to the architectural control compliance review process. The following general design criteria should be observed:

- A mix of lot sizes and housing types within each neighbourhood should be provided.
- Allow for a variety of architectural expressions and elevation treatment to provide visual diversity within the streetscape. Repetition of architectural design should be permitted in key areas (such as surrounding parks or within nodes) where it helps to strengthen neighbourhood character.
- Offer a variety of housing choices to help create a diverse community for residents of different incomes, households and lifestyles.
- All elevations of the building visible within the public realm should be well articulated and detailed. Design emphasis for buildings at focal locations will be required.
- Building elevations exposed to public view will be evaluated through an architectural control process to ensure attractive, harmonious streetscapes are realized.
- The scale, height and massing of new housing should relate to the adjacent street while retaining a comfortable pedestrian scale.
- The visual impact of street-facing garages should be minimized through regulations to their width and projection beyond the front facade of the dwelling. Key areas of the community will require garages to be located away from street view.
- Provide ample fenestration and usable front porches to promote casual surveillance of public spaces from within the dwelling, contribute to public safety and assist in fostering a pedestrian-friendly community.
- 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.

Fig. 3.4.3a -Buildings should relate positively with the street and provide harmonious attractive streetscapes throughout Block 51-1

3.4.3.1 SINGLE DETACHED DWELLINGS

The design and siting of Single Detached Dwellings with attached street-facing garages shall comply with the relevant design criteria and architectural control process as set out in Part 7 (Architectural Control Guidelines for Ground-Related Residential) of the DDG. General design principles include:

- A variety of lot frontages should be provided for detached dwellings and may range from 9.15m to 13.7m+. Lot depths throughout the community are typically in the order 27.0m+.
- Building heights may range from one to three storeys.

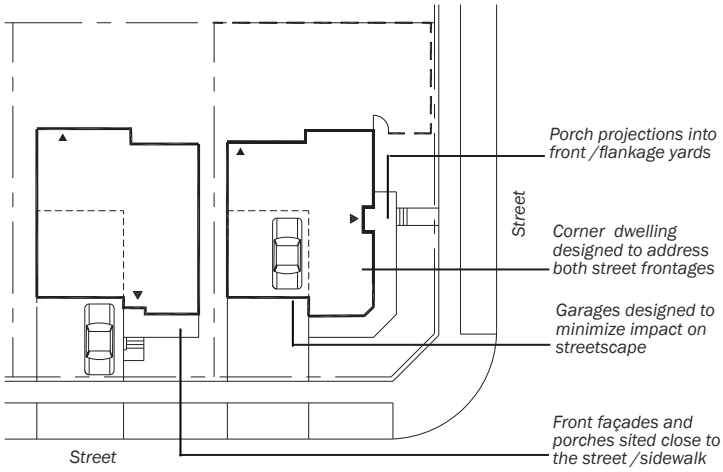


Fig. 3.4.3.1a - Conceptual plan layout for Single Detached Dwellings

Fig. 3.4.3.1b - Conceptual Images of Proposed Character for Single Detached Dwellings

3.4.3.2 SEMI-DETACHED DWELLINGS

The design and siting of Semi-Detached Dwellings with attached street-facing garages shall comply with the relevant design criteria and architectural control process as set out in Part 7 (Architectural Control Guidelines for Ground-Related Residential) of the DDG. General design principles include:

- The use of semi-detached dwellings contributes to the mix of housing types in the community and adds to the diversity of housing choice and streetscape character.
- Semi-detached dwellings should generally have two to three storey massing. Bungalow forms are typically discouraged for this housing type.

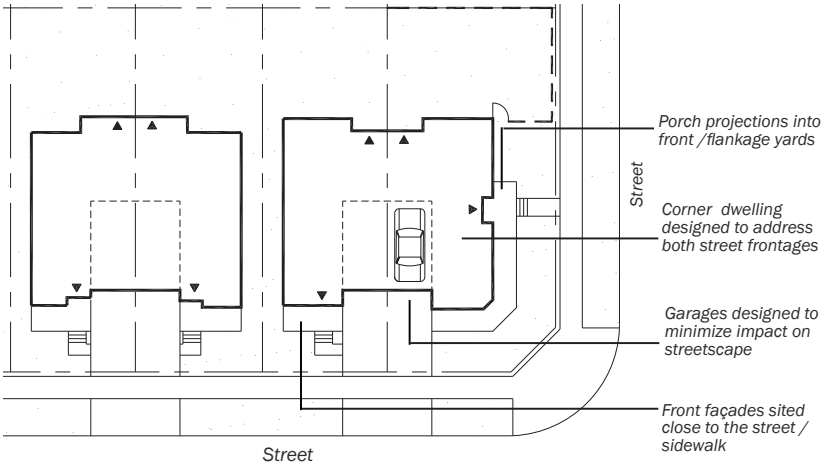


Fig. 3.4.3.2a - Conceptual plan layout for Semi-Detached Dwellings

Fig. 3.4.3.2b - Conceptual Images of Proposed Character for Semi-Detached Dwellings

3.4.3.3 STREET TOWNHOUSES

The design and siting of Street Townhouses with attached street-facing garages shall comply with the relevant design criteria and architectural control process as set out in Part 7 (Architectural Control Guidelines for Ground-Related Residential) of the DDG. General design principles include:

- Street Townhouse block sizes may range from 3 to 8 units; Mixing of townhouse block sizes within the street can help provide visual diversity of the streetscape.
- Street Townhouses may be fully or partially attached above grade.
- Street Townhouse should generally have two to three storey massing. Bungalow forms are typically discouraged for this housing type.
- Street Townhouses may have single-car attached garages accessed from the street. Two-car garages may be permitted where it can be demonstrated that negative visual impacts will be mitigated through the design of the dwelling.

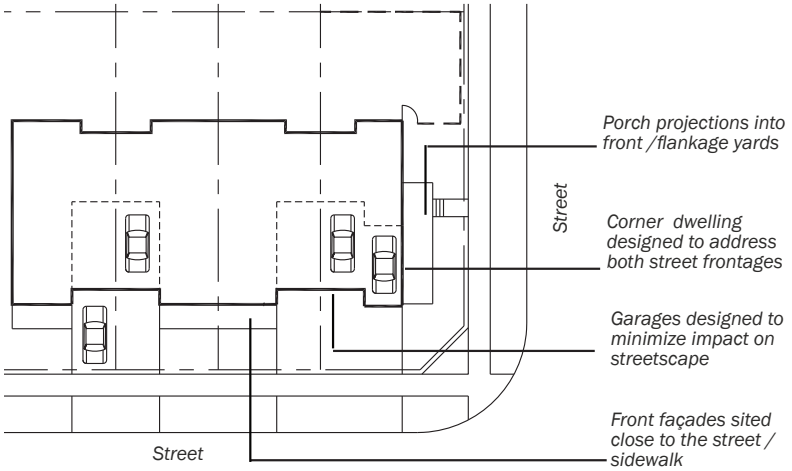


Fig. 3.4.3.3a - Conceptual plan layout for Street Townhouses

Fig. 3.4.3.3b - Conceptual Image of Proposed Character for Street Townhouse Dwellings

3.4.4 Design Criteria for Non-Standard Built Form Types

3.4.4.1 LANE-BASED HOUSING (TOWNHOUSES, SEMI-DETACHED & SINGLE DETACHED)

Dwellings with lane-accessed rear yard garages have been strategically located within the Block 51-1 community in areas where intensive pedestrian activity is contemplated. This form of housing contributes positively to the built form character and streetscape appearance of the neighbourhood by providing a strong uninterrupted street edge that is more urban in character. Lane-based dwellings will typically be in the form of townhouses but may also include Semi-Detached and Single Detached Dwellings. In addition to design criteria set out in Part 7 (Architectural Control Guidelines for Ground-Related Residential) of the DDG the following architectural design criteria shall apply for Lane-based dwellings:

- Dwellings should typically be sited no further than 3.0m from the front lot line, wherever feasible. Reduced setbacks may be considered within Mixed-Use Nodes, the Spine Road and facing parks.
- Garages accessed from a rear laneway may be either attached to the dwelling or detached from the dwelling.
- Single or double garages are permitted.
- Amenity space may be provided in the form of a courtyard or a balcony above the garage and may differ from the size and scale of amenity space found in standard built form types.
- Lane-accessed garages shall be complementary to the main dwelling in terms of materials, massing, character and quality. Units backing on to a laneway should employ secondary upgrades such as window style and detail consistent with front elevation, continuous frieze board, wall articulation, etc.
- Garages shall be designed and arranged to provide an attractive visual environment within the rear lanescape.
- Garages shall be designed with articulated roof lines. The use of gables, dormers and/or other architectural elements should be considered in the design of lane garages to enhance the lanescape.
- Garage doors should be sectional roll-up type. The use of glazed top panels within the door is encouraged.
- In addition to the municipal address plaque on the dwelling, a municipal address shall also be provided on the garage in a well lit location facing the lane. For safety, lighting should be provided at the garage entry.
- Parking pads are permitted beside the rear yard garage where space permits. For corner lots, parking pads should not be located between the garage and the exterior side lot line; they should be screened from street view.
- Pairing of garages within the laneway should occur when appropriate.
- Where feasible, utility and service meters should be located in the laneway, away from public view or screened.
- 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 or detached rear yard garage is encouraged for its beneficial overlook effect on the lane.

Fig. 3.4.4.1a - Conceptual Image of Proposed Character for Lane-Based Townhouse Dwellings

Fig. 3.4.4.1b - Single Detached Dwellings with Lane-Accessed Garages

Fig. 3.4.4.1c - Semi-Detached Dwellings with Lane-Accessed Garages

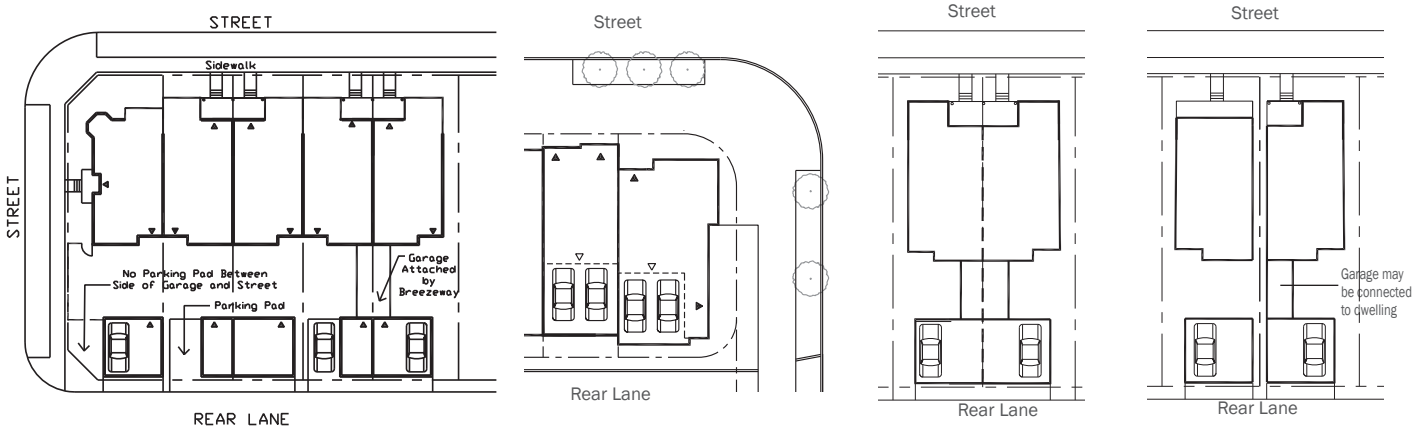


Fig. 3.4.4.1d - Conceptual Design Options for Lane-Accessed Garages (conceptual plan views)

Fig. 3.4.4.1e - Detached garages on Corner Lots require enhancement

Fig. 3.4.4.1f - Attached garage with outdoor amenity space above

Fig. 3.4.4.1g - Lanescape with habitable space above the garage

Fig. 3.4.4.1h - Bird's-eye view of attached garage with Courtyard

3.4.4.2 LANE BASED HOUSING FRONTING ONTO PARKS / TOWN SQUARES

In key areas of the community, Lane-Based Housing will be permitted to front directly onto passive parks and onto town squares. This form of housing is an excellent way to foster safe and active public amenities. In addition to design criteria set out in Part 7 (Architectural Control Guidelines for Ground-Related Residential) of the DDG and the relevant design criteria stated above for "Lane-Based Housing" within these Community Design Guidelines, the following shall apply:

- A walkway shall be provided from the front door facing the park to a public sidewalk within the park/town square, just beyond the front lot line.
- Building façades shall be highly articulated and themed to provide an attractive built form backdrop to the park / town square. Careful coordination of materials and colours will be required.
- Generous use of windows, front porches and/or balconies should be considered in the design to foster community safety through 'eyes on the park'.
- Built form should be designed to respect and complement the landscape design and function of the adjacent park/ town square.
- The front yard should be defined through the use of low metal fencing or raised planting beds to respect the boundary between the public and private realms. Solid fencing will not be permitted.
- Front yard landscaping packages should be provided and detailed within the Detailed Landscape Design Drawings.
- This form of development will be reviewed by the Control Architect in conjunction with City of Brampton.

Fig. 3.4.4.2a - Images of Lane-Based Housing Fronting Onto Parks / Town Squares

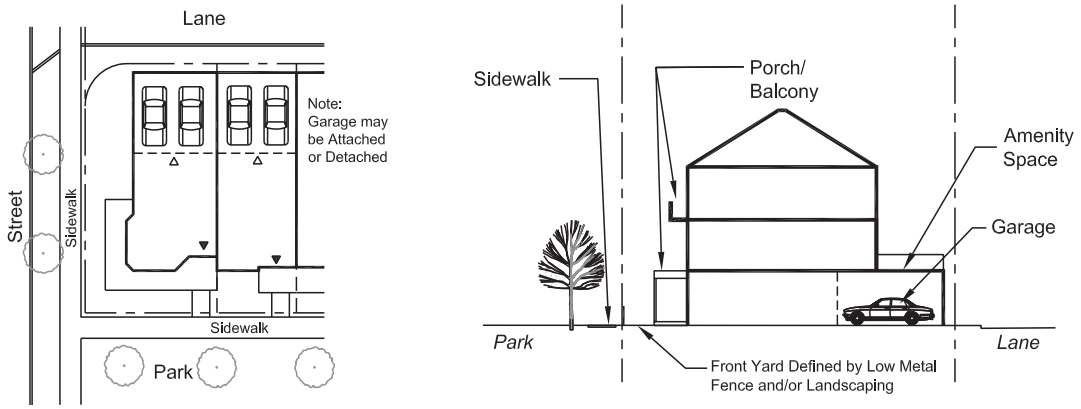


Fig. 3.4.4.2b - Conceptual Plan View and Cross-Section of Lane-Based Housing Fronting Onto Parks / Town Squares

3.4.4.3 STACKED TOWNHOUSES

Stacked Townhousing is typically a multilevel condominium housing form (typically 4 storeys, comprised of 2-storey units stacked on one another) with rear facing garages accessed from a private road. This is an increasingly popular building type in the Greater Golden Horseshoe area as it provides a low-rise, compact built form yielding relatively high densities. In addition to design criteria set out in Part 7 (Architectural Control Guidelines for Ground-Related Residential) of the DDG and the relevant design criteria stated for "Lane-Based Housing" within these Community Design Guidelines, the following shall apply:

- Private outdoor amenity space is typically provided in the form of a balcony located above the garage for the upper level units and in the form of an at-grade or sunken courtyard for the lower level units.
- Façades should be developed to incorporate architectural elements found on lower density housing forms such as peaked roofs, gables, porches and roof overhangs. Flat roofs may be permitted to allow for rooftop terraces.
- Rear yard parking accessed from a lane is preferred over front yard parking.
- Common open space areas, such as tot lots, may be provided where other park facilities are not located nearby.
- Walkways within Stacked Townhouse developments should provide safe and direct access between dwellings, parking areas, public areas and streets.
- Building façades shall be highly articulated to provide an attractive built form. Careful coordination of materials and colours will be required within each development to foster a distinct identity.
- Banked and screened utility meters are encouraged and should be located on internal end units wherever feasible subject to compliance withlocal utility company regulations.
- This form of development will be subject to a Site Plan Approval process conducted by the City of Brampton. The Control Architect will review and comment for general coordination with the CDGs.

Fig. 3.4.4.3a - Images of Stacked Townhousing (Condominiums)

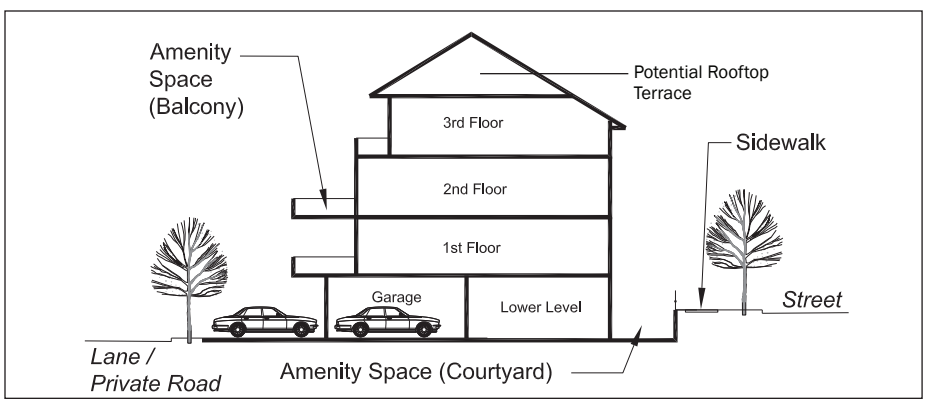


Fig. 3.4.4.3b - Conceptual Cross-Section of Stacked Townhousing (Condominiums)

3.4.4.4 BACK-TO-BACK TOWNHOUSES

Back-to-Back Townhousing is typically a 3 storey freehold housing form with front facing garages accessed from a public road. As the name suggests there is a common demising wall along the rear of the unit in addition to the traditional interior side walls. Outdoor amenity space is provided in the form of a balcony typically located above the garage. Similar to Stacked Townhouses, this is another increasingly popular building type in the Greater Golden Horseshoe area that provides a low-rise, compact built form yielding relatively high densities. Although not presently part of the subdivision application submitted to date, Back-to-Back Townhouses may be proposed for use in the community in either a freehold (on public streets) or condominium (on private roads) format. In addition to design criteria set out in Part 7 (Architectural Control Guidelines for Ground-Related Residential) of the DDG, the following shall apply:

- Private outdoor amenity space is typically provided in the form of a balcony. Privacy screens should be provided between outdoor amenity spaces of neighbouring units.
- Since balconies will be facing the street, they must be well-detailed to suit the architectural style of the building using upgraded, durable and low-maintenance materials
- Façades should be developed to incorporate architectural elements found on lower density housing forms such as peaked roofs, gables, porches and roof overhangs. Flat roofs may be permitted to allow for rooftop terraces.
- Garages shall not project beyond the front wall or porch face of the dwelling.
- Utility meters and air conditioning units shall be screened or discreetly located away from public view.
- Entrances to each unit should be ground-related requiring no more than a few stairs to access, subject to site grading conditions.

Fig. 3.4.4.4a -Image of Back-to-Back Townouses (Corner Units)

Fig. 3.4.4.4b -Image of Back-to-Back Townhouses (Interior Units)

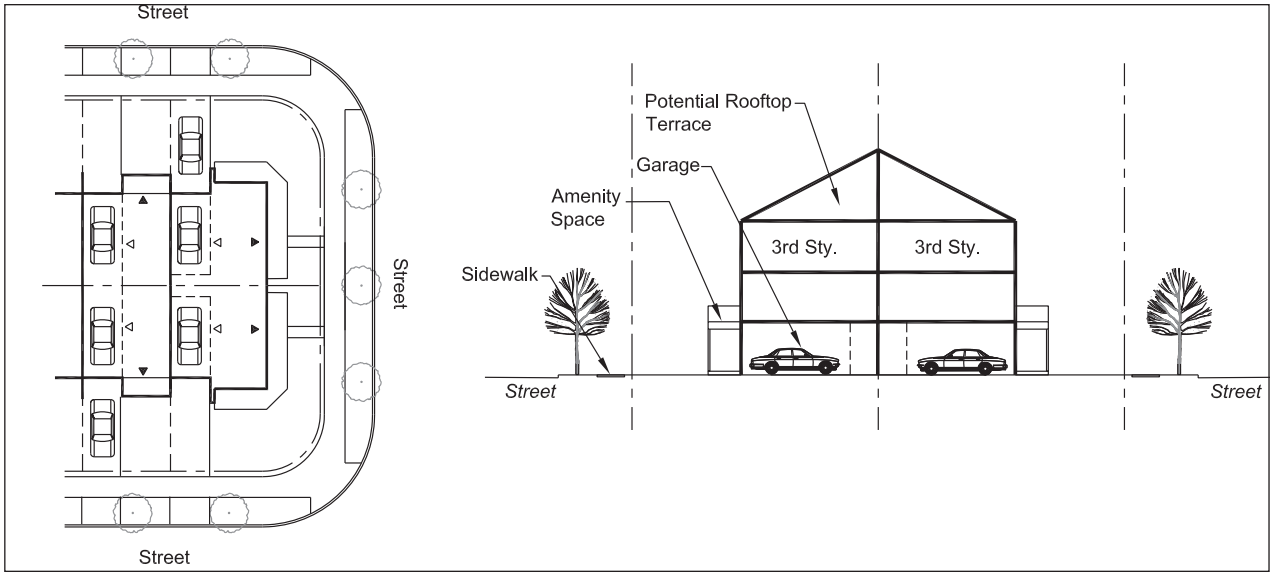


Fig. 3.4.4.4c -Conceptual Plan View and Cross-Section of Back-to-Back Townhouses

3.4.4.5 BACK-TO-BACK/STACKED TOWNHOUSES

Back-to-Back/Stacked Townhousing is a combination of the two previously discussed housing types and encompasses similar design criteria. This housing form may occur in Mixed-Use Nodes areas In addition to relevant design criteria in the preceding 2 sections “Stacked Townhousing” and “Back-to-Back Townhousing” and as set out in Part 7 (Architectural Control Guidelines for Ground-Related Residential) of the DDG, the following shall apply:

- Private outdoor amenity space is typically provided in the form of balconies or potential rooftop terraces.
- Parking areas may occur as surface parking, underground parking, structured parking or within private garages incorporated into the building. Main parking areas should be located away from the street wherever feasible.
- This form of development will be subject to a Site Plan Approval process conducted by the City of Brampton. The Control Architect will review and comment for general coordination with the CDGs.

Fig. 3.4.4.5a -Conceptual Image of Back-to-Back/Stacked Townhouses with potential rooftop terraces

3.4.4.6 LIVE-WORK TOWNHOUSES

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. In addition to design criteria set out in Part 7 (Architectural Control Guidelines for Ground-Related Residential) of the DDG and the relevant design criteria stated for "Lane-Based Housing" within these Community Design Guidelines, the following shall apply:

- Building façades 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. Signage should occur in a coordinated manner. Backlit signage is discouraged.
- Building form should achieve 3-4 storey building massing.
- Large ground floor "shop" windows shall be provided.
- 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.
- Lay-by parking shall be provided in front of Live-Work units.
- Main entrances should be ground-related and wheelchair accessible.
- Corner buildings should provide façades which appropriately address both street frontages.
- Garages shall not face the street. Parking areas should be located at the rear or side of the building; where visible to the street they should be given a landscape screening treatment.
- Outdoor amenity areas for Live-Work Townhouses may take the form of a raised terrace, balcony or rear courtyard.
- This form of development will be reviewed by the Control Architect in conjunction with City of Brampton.

Fig. 3.4.4.6a - Design features of Live-Work Townhouses

Fig. 3.4.4.6b - Design features of Live-Work Townhouses

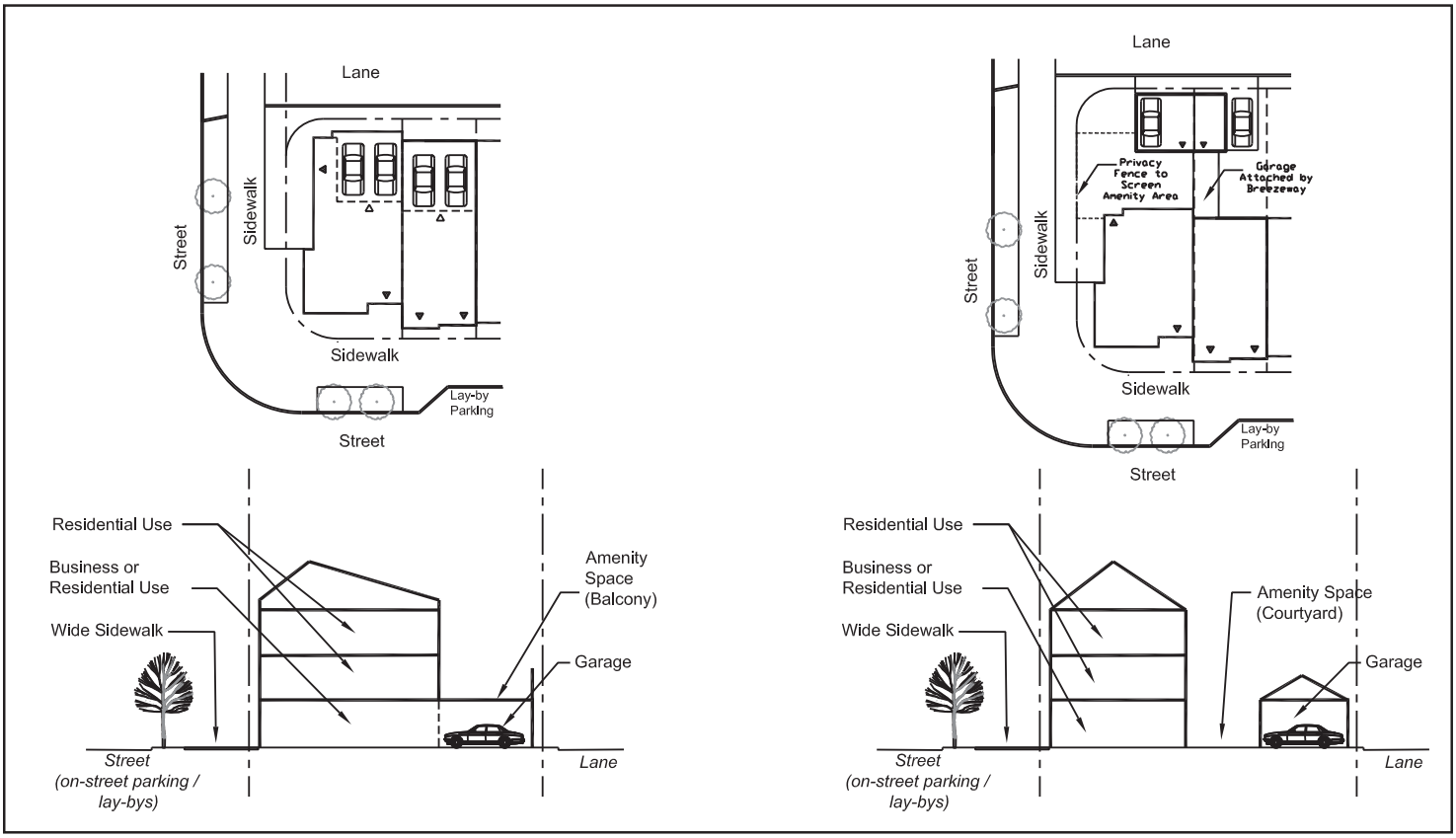


Fig. 3.4.4.6c - Conceptual Plan View and Cross-Section of Live-Work Townhouses

3.4.4.7 DWELLINGS FLANKING ONTO THE SPINE ROAD

The Spine Road links together the Mixed-Use Nodes of the community and its character should support a pedestrian environment. In this regard, much of the low/medium residential development which occurs along the Spine Road includes building flankages designed to remove driveways and garages to the greatest extent feasible to limit disruptions to transit flow and to ensure residential building façades are appropriately designed and sited to foster attractive, safe and active streetscapes. In addition to design criteria set out in Part 7 (Architectural Control Guidelines for Ground-Related Residential), the following shall apply:

- Built form along the Spine Road will be defined by buildings sited close to the street edge.
- Buildings should be 2 - 3 storeys; bungalow forms are not appropriate along the Spine Road.
- Building façades shall be articulated in a sophisticated manner appropriate to the architectural style of the dwelling;
- High quality materials and coordinated exterior colours will complement the enhanced design of the public realm in this location.
- Garages and driveways shall be oriented away from the Spine Road for all flankage dwellings.
- Building entrances shall face the Spine Road and be connected to the public sidewalk with a walkway. Provision of a wraparound porch, side-facing porch, portico, canopy or recessed entrance will be included in the design of the flankage elevation.
- Ample and balanced fenestration will be provided on flankage elevations of the dwelling.
- Special zoning provisions should be explored to allow the rear portion of the dwelling to extend up to 3 metres into the minimum rear yard. Likewise, the rear portion of the building facing the exterior side yard should be permitted to encroach to within 1.5 metres of the exterior side lot line. These zoning provisions will provide the benefit of:
    - "Pinching" the view corridor into the rear yards from the Spine Road with the help of extending a rear yard bay element (this is an optional design element and not always required).
    - Shortening runs of rear yard privacy fencing between the rear walls of adjacent flankage dwellings.
    - Discouraging privacy fencing to extend beyond the rear corner of the dwelling in front of windows, doors and other architectural features.
    - Providing built form close to the street edge while maintaining adequate setbacks to dwelling entrances.
- Fencing should be in line with the side wall of the dwelling closest to the street and should not extend closer to the street. This will allow for planting between the fence and the sidewalk.
- Coordination of housing types on adjacent flankage lots will be required. In this regard having identical models / elevations adjacent to each other will be permitted.

Fig. 3.4.4.7a - Conceptual Elevation of Dwellings Flanking the Spine Road (without Rear Extension)

Fig. 3.4.4.7b - Conceptual Elevation of Dwellings Flanking the Spine Road (with Rear Extension)

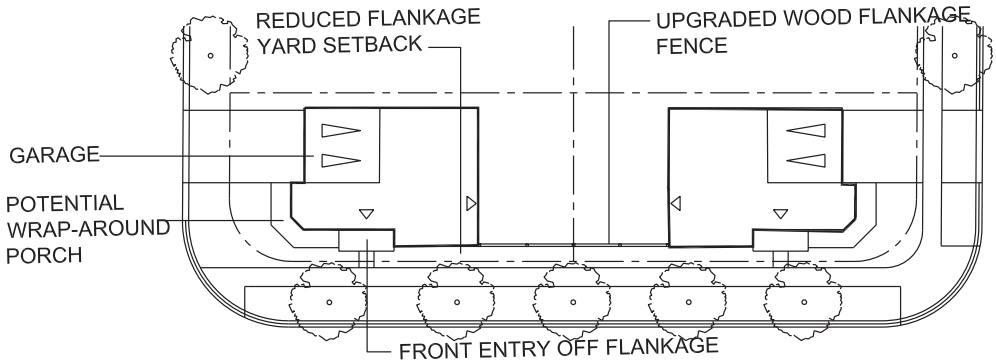


Fig. 3.4.4.7c - Conceptual Plan View of Dwellings Flanking the Spine Road (without Rear Extension)

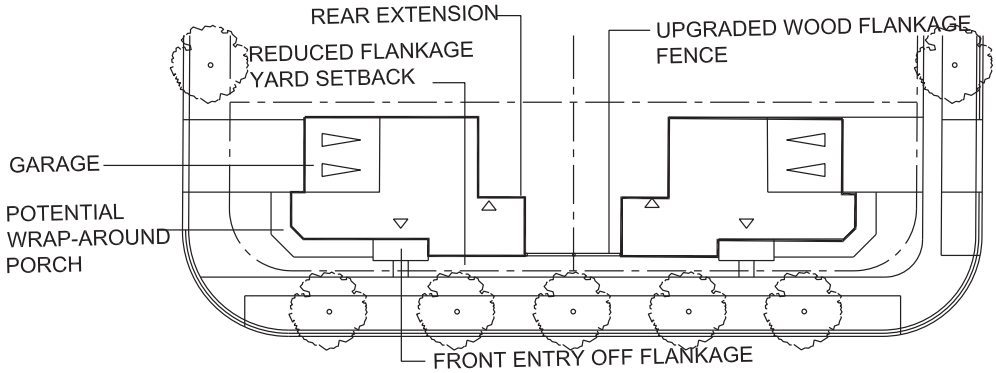


Fig. 3.4.4.7d - Conceptual Plan View of Dwellings Flanking the Spine Road (with Rear Extension)

3.4.4.8 DWELLINGS WITH FLANKAGE GARAGES

Innovative dwelling designs which reduce the impact of the garage on important streetscapes within the community are encouraged. One such example is the Flankage Garage. This may be employed for corner lots where it is desirable to locate the garage away from the fronting street. In addition to design criteria set out in Part 7 (Architectural Control Guidelines for Ground-Related Residential), the following shall apply:

- Flankage garages may be used for single detached corner dwellings along The Spine Road 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.

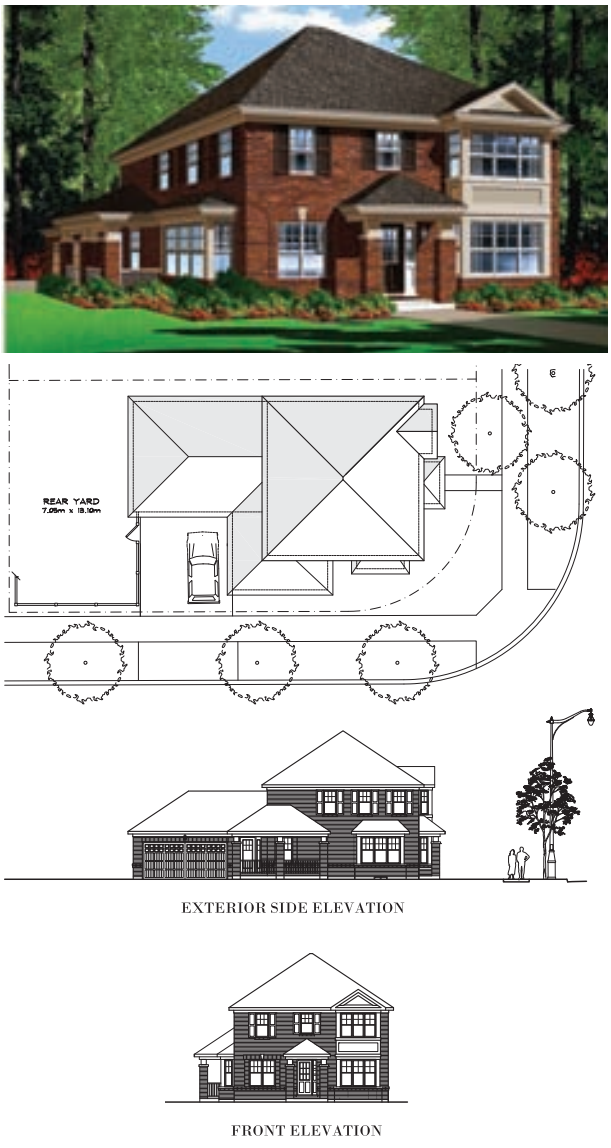


Image 3.4.4.8a - Corner Dwelling with Flankage Facing Garage (Rear Yard Amenity Space)

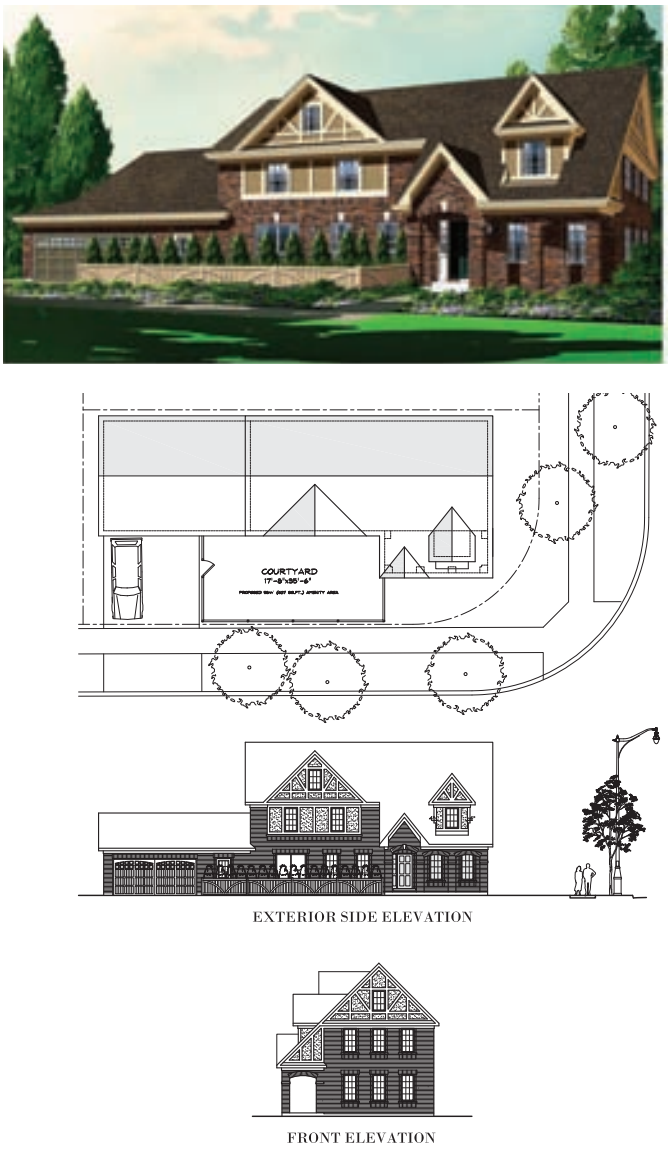


Image 3.4.4.8b - Corner Dwelling with Flankage Facing Garage (Side Yard Amenity Space)

3.4.4.9 DWELLINGS WITH STAGGERED GARAGES

Another example of an innovative dwelling design is the Staggered Garage. Staggered garages may be used for 38' 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. In addition to design criteria set out in Part 7 (Architectural Control Guidelines for Ground-Related Residential), the following shall apply:

- Staggered garages allow 3 parking spaces on the lot (2 inside the garage and 1 outside the garage on the driveway). Parking will not be permitted between the garage door closest to the street and a public sidewalk.
- Special zoning provisions will be required to implement staggered garages.

Fig 3.4.4.9a - Images of Staggered Garages

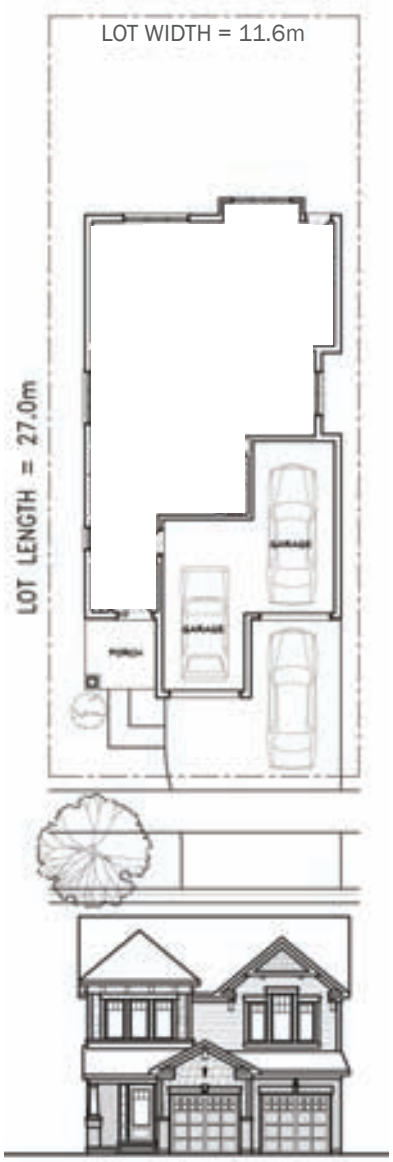


Fig 3.4.4.9b - Plan View and Elevation of Staggered Garage

3.4.4.10 MID-RISE APARTMENTS

Mid-Rise Apartment Buildings (up to 6 storeys) are proposed within 2 of the Mixed-Use Nodes with the highest concentration located at the intersection of Sandalwood Parkway and the Spine Road. This high density residential form is appropriate in establishing an active urban character through emphasized building height and massing where intensity of use is desirable, such as locations close to transit, commercial uses, community uses and along arterial roads. In addition to relevant design criteria within Part 6 (Site Planning and Built Form) of the DDG, the following shall apply:

The following guidelines are applicable:

- Building heights for Mid-Rise Apartment Buildings may range up to 6 storeys. Final height and number of units will be subject to review and approval by the City. Determination of building height should minimize impact upon surrounding developments. Ground level floor heights should be taller than upper floor heights to create a strong street presence and provide opportunities for flexible commercial space.
- The design of the building(s) and the site should consider overall form and rhythm of building elements to create a consistent and attractive building street façade that reinforces a human scale environment at street level.
- The building should be located to relate well to the adjacent roadway and open space areas. Front façades should be parallel to the street. Building forms should consider scenic amenities, view corridors and adjacent open space areas in their design and site planning.
- Building set-backs should be minimized to maintain a strong relationship with the street while allowing sufficient space for a comfortable pedestrian zone and landscaping opportunities. Where building sites are adjacent to ground-related residential uses increased setbacks, in consideration of an appropriate interface, shall be employed.
- Building façades shall provide visual interest through use of materials, colours, ample fenestration, sophisticated wall articulation and style-appropriate architectural detailing. All façades exposed to public view shall be highly articulated and detailed. Variety of building designs should be provided.
- Corner buildings shall provide façades which appropriately address both street frontages.
- Main entrances should be designed as a focal point of the building. They should be recessed or covered and provide visibility to interior lobbies to allow for safe and convenient arrival and departure from the building. Main entrances should also be ground-related and wheelchair accessible.
- The provision of courtyards and plazas at ground level are encouraged to generate street level activity.
- Residential apartments are encouraged to include covered private open space (i.e. balconies/ terraces) where feasible to enhance the private living environment of residents. Balconies must be well-detailed to suit the architectural style of the building.
- A variety of harmonious building materials and colours should combine to create an attractive, cohesive façade treatment, consistent with the architectural theme for the Mixed-Use Node. The use local and environmentally responsible building materials, such as masonry, will be encouraged. Mirrored glass buildings are discouraged. Building materials and colours will be approved at the Site Plan Approval stage.
- Building materials and detailing should be used to establish a base, middle and upper portion for the building. This is of particular importance for taller buildings in order to visually break down its vertical massing.
    - The base portion should reinforce a human scale environment at street level.
    - The middle portion should contain the largest mass of the building and should reflect the architectural character of the community.
    - The upper portion should be emphasized through articulations of the exterior wall plane, accent materials or roofline to draw the eye skyward. Where flat-roofed buildings are contemplated, a cornice should be provided.

- Parking shall be provided in a non-obtrusive manner. Underground parking is preferred where feasible. Surface parking areas shall be screened from street view through the use of landscaping (including features such as metal fencing with masonry pillars) or building location to provide appropriate screening.
- Garbage facilities shall be incorporated into the overall design of the building and hidden from high profile areas.
- Mechanical equipment shall be screened from public view and integrated into the design of the building.
- Lighting shall be directed inward and downward to mitigate negative impacts on neighbouring uses.
- A supplementary Urban Design Brief, based upon the broad principles set out in these Community Design Guidelines, may be required by the City of Brampton prior to site plan approval in order to detail the specific elements of the development proposal.
- This form of development will be subject to a Site Plan Approval process conducted by the City of Brampton. The Control Architect will review and comment for general coordination with the CDGs.

Fig. 3.4.4.10a - Visual interest shall occur through use of materials, colours, fenestration, wall articulation and architectural detailing

Fig. 3.4.4.10b - Corner buildings provide façades which appropriately addresses both street frontages

Fig. 3.4.4.10c - Built Form Characteristics of Mid-Rise Buildings

3.4.4.11 HIGH RISE APARTMENTS

High-Rise Apartment Buildings are proposed at the northeast and northwest corners of Sandalwood Parkway and the Spine Road within the Mixed-Use Node. These sites are appropriate for tall buildings given the site context adjacent to main traffic arteries, the large open space corridor and the proposed urban Town Square as well as proximity to the Mount Pleasant Go Station / Transit Hub. In addition to relevant design criteria within Part 6 (Site Planning and Built Form) of the DDG and the criteria stated for "Mid-Rise Apartments" within these Community Design Guidelines, the following shall apply:

- Final building height and number of units for the High-Rise Apartment Buildings will be subject to review and approval by the City. Determination of building height should minimize impact upon surrounding developments. Ground level floor heights should be taller than upper floor heights to create a strong street presence and provide opportunities for flexible commercial space.
- A podium shall be considered in the design of the building to create a base element that relates to the street and neighbouring buildings and provides a comfortable pedestrian scale. Podium heights should generally be 2-4 storeys and are to be determined by the adjacent site context. Where a podium is provided, the building above it should be stepped back in the order of 1-3 metres. To encourage design variety, consideration may also be given to a partial podium which allows a portion of the main building to come down to the ground.
- Consideration of views and and daylight should be incorporated into design of high rise buildings.
- Consideration of on-street micro-climate such as wind tunnels, downdrafts and overshadowing should be incorporated into design of high rise buildings.
- Underground parking is required. Surface parking areas for visitors should be screened from street view through the use of landscaping (including features such as wrought-iron/metal fencing with masonry pillars) or building location to provide appropriate screening.
- A supplementary Urban Design Brief, based upon the broad principles set out in these Community Design Guidelines, may be required by the City of Brampton prior to site plan approval in order to detail the specific elements of the development proposal.
- This form of development will be subject to a Site Plan Approval process conducted by the City of Brampton. The Control Architect will review and comment for general coordination with the CDGs.

Fig. 3.4.4.11a - Conceptual images of High-Rise Apartment Buildings

3.4.4.12 COMMERCIAL BUILDINGS WITHIN MIXED-USE NODES

Commercial sites are located throughout the community, typically within Mixed-Use Nodes and along the peripheral edges, where access and visibility from the major arterial roads will contribute to their economic viability and contribute to a strong sense of community identity. Commercial blocks should not be developed in isolation of the surrounding neighbourhood and context. They should be valuable community building amenities that support the transit-oriented development model. Commercial developments and buildings should be designed to help create a comfortable and attractive pedestrian-scale shopping environment, particularly within Mixed-Use Nodes. The design of successful and attractive commercial developments hold in common several characteristics, including: buildings in close proximity to the street edge; well-articulated street façades which provide visual interest to pedestrians; prominent display windows; building entrances that are directly accessible from the adjacent street; parking areas that do not dominate street frontages; a pedestrian supportive building scale; and signage that is incorporated into the building and/or landscape design. In addition to relevant design criteria within Part 6 (Site Planning and Built Form) of the DDG, the following shall apply for Commercial Buildings Within Mixed-Use Nodes:

- Where appropriate, strive to create mixed-use opportunities (retail, office, service) that will draw from a more varied group of users at different times of the day within the neighbourhood or beyond.
- Establish a 'village' character with a strong built form relationship to the surrounding streets, through minimum building set-backs, accessibility to businesses from adjacent sidewalks and curb-side parking where practical. Commercial drive-thru facilities are generally discouraged and especially at major intersections. They may be permitted where certain parameters are followed that minimize the negative impact of drive aisles and associated buildings on pedestrian patterns and entry points. Refer to Section 3.4.4.13 for additional design criteria.

Fig. 3.4.4.12a - Commercial buildings should establish a comfortable human-scale at the street zone through appropriate design and siting

- Buildings should have a positive relationship to the street, with the primary façade parallel and close to the roadway to appropriately address, define and relate to the adjacent street frontages and sidewalks.
- Prominent building massing and architectural design should be provided at the street edges. Articulated façades should be provided to generate visual interest.
- Main entrances should be grade-related, face the street/sidewalk wherever feasible, be accessible from the sidewalk adjacent to the street and be given design emphasis. Barrier-free access should be provided to the ground level of all buildings and to public destinations within each development site.
- Corner buildings should be sited close to the intersection and address both street frontages in a consistent manner. Building designs for corner locations and view termini should appropriately reinforce their landmark status in the streetscape.
- Opportunities to provide more compact building forms should be considered, including multi-storey buildings. Buildings that provide ground level retail / commercial use with residential use on the upper floor(s) are encouraged.
- Two storey building massing should be provided for commercial buildings within the Mixed-Use Nodes to provide compatibility with neighbouring residential uses. This may include false upper storeys, parapets, dormered roof forms or other measures to visually heighten the building massing.
- At gateway locations along Mississauga Road, the use of minimum 2-storey building massing or other similar architectural design elements to provide accentuated height, will be required within commercial blocks to provide suitable massing at these focal locations.
- The design of the buildings and landscape, should achieve a specific theme and scale that is appropriate to the surrounding context and effectively relates at the pedestrian level. This is to avoid the typical, generic box commercial plaza that has no relationship to the place or neighbourhood context. Architectural styles and materials for commercial buildings should be compatible and complementary to other buildings within the Node to establish an identifiable character.
- Glazed areas should be maximized along street frontages and main parking areas to encourage comfortable and safe pedestrian use.
- Outdoor patios should be considered in the design of the building where appropriate to its commercial use.
- Surface parking areas should be located to the side or rear of the building(s) to ensure a strong built edge along the surrounding streets and minimize views to unsightly parking from adjacent neighbourhoods. Where visible from the street, parking areas shall be screened through the use of edge landscaping and/or architectural elements. Large parking areas should be broken into smaller human-scale blocks defined by landscaping and walkways. Landscaped medians should terminate parking aisles in key areas.
- Allow for vehicular access from adjacent major streets to accomodate patrons who are otherwise bypassing Mount Pleasant. This will minimize the use of local streets for vehicular access to the commercial blocks, which may compromise walkable connections to these amenities.
- Pedestrian routes should be well defined and provide direct connection to parking areas, building entrances, transit shelters and adjacent developments. Sidewalk depths should be maximized along storefronts with consideration to the provision of an appropriate canopy or arcade treatment for pedestrian weather protection.
- Sidewalks, parking areas, driveways and walkways shall be adequately illuminated with low level, pedestrian-scaled lighting. Lighting shall be directed downward and inward to avoid light spill-over onto adjacent properties. A themed approach to site lighting should be employed.
- A consistent and compatible approach to signage should be provided throughout the commercial site as a means to establish a coordinated image. Signage should be designed to be characteristic of the architectural identity of each Node while respecting the business community's desire for corporate logos. Signage shall be secondary to the architectural design and massing of the building. Signage may be internally or externally lit; cut-out signage is preferred.

- Provision of upgraded site furniture (benches, public art, community notice boards, mail boxes, trash cans, bicycle racks) is encouraged to support the community character
- Loading, service and garbage areas should be integrated into the building design or located away from public view and screened to minimize negative impacts.
- Utility meters, transformers and HVAC equipment should be located away from public views. Rooftop mechanical equipment shall be screened from ground level view by integration into the roof form or provision of a parapet. Utility pipes shall run internally for all commercial buildings.
- Noise attenuation measures shall be provided where service areas are in proximity to residences. These features should be complementary in material and design to surrounding buildings/structures to reinforce the image of the community.
- A supplementary Urban Design Brief, based upon the broad principles set out in these Community Design Guidelines, may be required by the City of Brampton prior to site plan approval in order to detail the specific elements of the development proposal.
- This form of development will be subject to a Site Plan Approval process conducted by the City of Brampton. The Control Architect will review and comment for general coordination with the CDGs.

Fig. 3.4.4.1b - Heightened building massing at intersections helps define gateway locations

Fig. 3.4.4.12c - Loading/service areas should be screened from public view

Fig. 3.4.4.12d - Outdoor patios can assist in creating a vibrant pedestrian-friendly environment

3.4.4.13 COMMERCIAL BUILDINGS OUTSIDE OF MIXED-USE NODES

Commercial sites located outside of Mixed-Use Nodes will typically be designed to cater more to automobile-generated trips than the commercial developments within the Nodes and serving a larger area. As such, additional design criteria will apply. In addition to relevant design criteria within Part 6 (Site Planning and Built Form) of the DDG, and the criteria stated for "Commercial Buildings Within Mixed-Use Nodes" (Section 3.4.4.12) within these Community Design Guidelines, the following shall apply for Commercial Buildings Outside of Mixed-Use Nodes:

- Building frontages should ideally occupy approximately 50% of the street frontage and extend in front of parking areas, where practical.
- Buildings shall be sited close to the street and be able to be accessed from the sidewalk adjacent to the street.
- For multi-building sites, larger anchor building(s) should be located further away from the street with smaller edge buildings defining the street edge. Larger commercial sites should be organized into a pattern of private streets and blocks defined by buildings and/or landscaped areas. Buildings should be located to ensure good sight lines for all vehicular access points and to create coherent on-site traffic circulation (where applicable). Conflicts between pedestrian routes and vehicular routes shall be avoided. Continuity of architectural character within large sites is recommended.
- Drive-thrus facilities are permitted and should comply with the following criteria:
    - The design of drive-thru facilities shall be compatible with and sensitive to the surrounding urban form and streetscape features.
    - Buildings should be located and oriented towards the street frontage(s) and provide pedestrian access to entrances from the street(s). Appropriate architectural treatment along street facing facades is required.
    - Drive-thru Stacking lanes should not be located between the building and the street. Consideration should be given to screening of drive-thru lanes through architectural and landscape treatments.
    - The number of vehicular access points should be minimized and located away from street intersections.
    - The use of multiple drive-through facilities on the same site should be avoided, where practicable.
    - Parking stalls should be located away from access points to the stacking lanes.
    - Stacking lanes should be defined through the use of a raised curb or landscaped island in order to separate it from the main parking areas and driving aisles.
    - On-site pedestrian routes, linking the building to the parking areas and perimeter public sidewalk network, should be delineated through decorative paving and complemented with soft landscaping.
    - Raised pedestrian walkways with a minimum clear width of 1.2m is encouraged along the sides of buildings, where feasible.
    - Directional signage should be clearly displayed at the entrance and exit points of the stacking lane.
    - Drive-thru facilities should be avoided adjacent to residential properties. Where this is not possible, the stacking lanes and kiosk windows should be located as far away as possible from the residences. A landscaped buffer and solid fencing shall be provided at these interface locations.

- This form of development will be subject to a Site Plan Approval process conducted by the City of Brampton. The Control Architect will review and comment for general coordination with the CDGs.
- A supplementary Urban Design Brief, based upon the broad principles set out in these Community Design Guidelines, may be required by the City of Brampton prior to site plan approval in order to detail the specific elements of the development proposal.
- The District Retail commercial area south of the CN Rail may contain residential units and will be subject to a site specific Urban Design Brief prior to its development.

Fig. 3.4.4.13a - Larger commercial sites should be organized into a pattern of private streets and blocks defined by buildings and/or landscaped areas. Continuity of architectural character within large sites is recommended.

Fig. 3.4.4.13b - Conceptual images of drive-thru facilities

3.4.4.14 MOTOR VEHICLE COMMERCIAL

Three Motor Vehicle Commercial sites are proposed at strategic locations throughout the community along the peripheral edges where access and visibility from the major arterial roads will contribute to their economic viability. Recently, an extensive City-wide Automotive Service Centres Study was undertaken by the City of Brampton to provide design guidelines to ensure high quality site planning and architectural design is provided to these facilities integrate well into the community.

The design and siting of automobile service centre buildings shall comply with the requirement of the City of Brampton's "Automotive Service Centre Guidelines", Chapter 6 of the DDG.

- This form of development will be subject to a Site Plan Approval process conducted by the City of Brampton. The Control Architect will review and comment for general coordination with the CDGs.

Fig. 3.4.4.14a - Conceptual images of Motor Vehicle Commercial Buildings

3.4.4.15 PLACE OF WORSHIP

A new Place of Worship site is located prominently at the northwest corner of Sandalwood Parkway and Creditview Road and should be designed to serve as a landmark building within this community gateway location. An existing Pace of Worship is located on the north side of Wanless Drive west of Creditview Road. In addition to relevant design criteria within Part 6 (Site Planning and Built Form) of the DDG, the following shall apply:

- The place of worship building should be located prominently on its corner site close to the intersection in a manner which appropriately addresses both street frontages. A strong built form relationship to the surrounding streets should be created through minimum building set-backs and accessibility to the main entry from adjacent sidewalks.
- The design and siting of the building should establish distinctive focal features, such as a tall spire and main entry oriented to public view. The architectural style and material choices should be of a consistent quality on all elevations and should have a traditional character, appropriate to its religious organization.
- Surface parking areas should be located to the side or rear of the building(s). Where visible from the street, they shall be screened through the use of edge landscaping and/or architectural elements. Where parking is located along the street line a 3.0 metre wide landscape buffer should be provided. The landscape buffer should be continuously planted with shrubs and include a row of canopy trees that are coordinated with the street trees within the boulevard.
- Vehicular access points to the site should be minimized and shall be located to provide safe, visible access and egress. On-site vehicular access routes should avoid conflicts with pedestrian routes and entrances to the building.
- Service areas and roof top mechanical equipment shall be screened from public view.
- Lighting should be directed inward and downward to lessen its impact on neighbouring residential uses.
- Outdoor storage of garbage will not be permitted.
- Places of worship shall be well landscaped and have pedestrian walkways to the sidewalk along the street and to parking areas.
- The corner location of the site presents an opportunity to create a pedestrian plaza that may be combined with the landscape elements that form part of the gateway. A pedestrian plaza may be enhanced by the use of decorative paving, site furniture and lighting and should be coordinated with entrance(s) to the building.
- Along with any gateway feature, perimeter fencing along the street edge should be of a type consistent with the architectural theme of the neighbourhood.
- This form of development will be subject to a Site Plan Approval process conducted by the City of Brampton. The Control Architect will review and comment for general coordination with the CDGs.

Fig. 3.4.4.15a - Conceptual image of Place of Worship Building

3.4.4.16 SCHOOLS

Block 51-1 contains 11 potential school sites. These buildings will act as landmarks within the community and will help to define the character of the individual neighbourhoods. School sites within the community have been strategically located based on several factors including: 1) locations which promote maximum accessibility by pedestrians, cyclists and motorists; 2) locations which provide maximum visibility from adjacent areas such as the intersections of major roads; and 3) locations which provide linkages with the open space system through pairing with neighbourhood parks. In addition to relevant design criteria within Part 6 (Site Planning and Built Form) of the DDG, the following shall apply:

- School buildings should address and define the street by generally being located close to the streetline and/or intersection in the case of corner sites.
- Where open expanses abut street edges (school yards, sport fields), it is important to anchor corners opposite the school building with gateway features, maintenance buildings or other features that will create a sense of enclosure for the site.
- Within node areas, built form should be oriented to the core area to strengthen the notion of a mixed-use area with a diversity of architectural forms.
- A strong built form relationship to the surrounding streets should be created through minimum building set-backs and accessibility to the main entry from adjacent sidewalks.
- Each school should develop its own distinct visual identity, while harmoniously blending into the community fabric. Architectural styles, materials and colours should relate to the character envisioned for the community.
- Prominent building features which help to reinforce their landmark status should be employed.
- Along with any gateway feature, perimeter fencing along the street edge should be of a type consistent with the architectural theme of the neighbourhood.
- 2-3 storey building massing should be provided.
- Main entrances should be directly visible from the street and be given design emphasis to serve as a focal feature.
- Buildings should be located to ensure good sight lines for all vehicular access points and to create coherent on-site traffic circulation. Vehicle circulation at the front of the school should typically be limited to drop off zones.
- Minimize the impact of main parking facilities from the street edge through siting (at the rear or side of buildings away from the street) and landscape buffer treatment.
- Conflicts between pedestrian routes and vehicular routes should be avoided. Adequate setback between building entrances and on-site traffic routes should be provided. Pedestrian routes should be well defined and provide easy, direct and barrier-free pedestrian accessibility to school entrances.
- Parking areas, driveways and walkways shall be adequately illuminated with low level, pedestrian-scaled lighting.
- Lighting for school buildings should be integrated into the architecture. Lighting shall be directed downward and inward to avoid light spill-over onto adjacent properties.
- Signage should be incorporated into the building architecture. Where ground level signage is used it should be designed to incorporate planting beds.
- Loading, service and garbage areas should be integrated into the building design or located away from public view and screened to minimize negative impacts.
- Utility meters, transformers and HVAC equipment should be located away from public views.
- Rooftop mechanical equipment shall be screened from ground level view by integration into the roof or a parapet.
- This form of development will be subject to a Site Plan Approval process conducted by the City of Brampton. The Control Architect will review and comment for general coordination with the CDGs.

Fig. 3.4.4.16a - Conceptual image of School Building

3.4.5 Priority Lots

Priority Lots are those which are located prominently within the community. Their visual significance within the streetscape demand that the siting, architecture and landscaping of buildings on these lots be of an exemplary quality to act as landmarks within the community. Buildings in prominent locations within the community have a higher degree of public visibility and will require special design consideration to ensure attractive built form, appropriately designed to suit its location, is achieved. The vision for the community should be reflected in the siting and design of built form on priority lots, such as buildings located at gateways, corner lots or adjacent to public open space. Refer to Architectural Control Guidelines for Ground Related Residential Developments : Section 5.0 - Priority Lot Dwellings for further design criteria.

A Priority Lot Plan is provided to illustrate these locations. Updated and detailed Priority Lot Plans will be prepared by the Control Architect and filed with each draft plan.

Fig. 3.4.5a - Priority Lot Plan - North Portion (Refer to following page for South Portion and Legend)

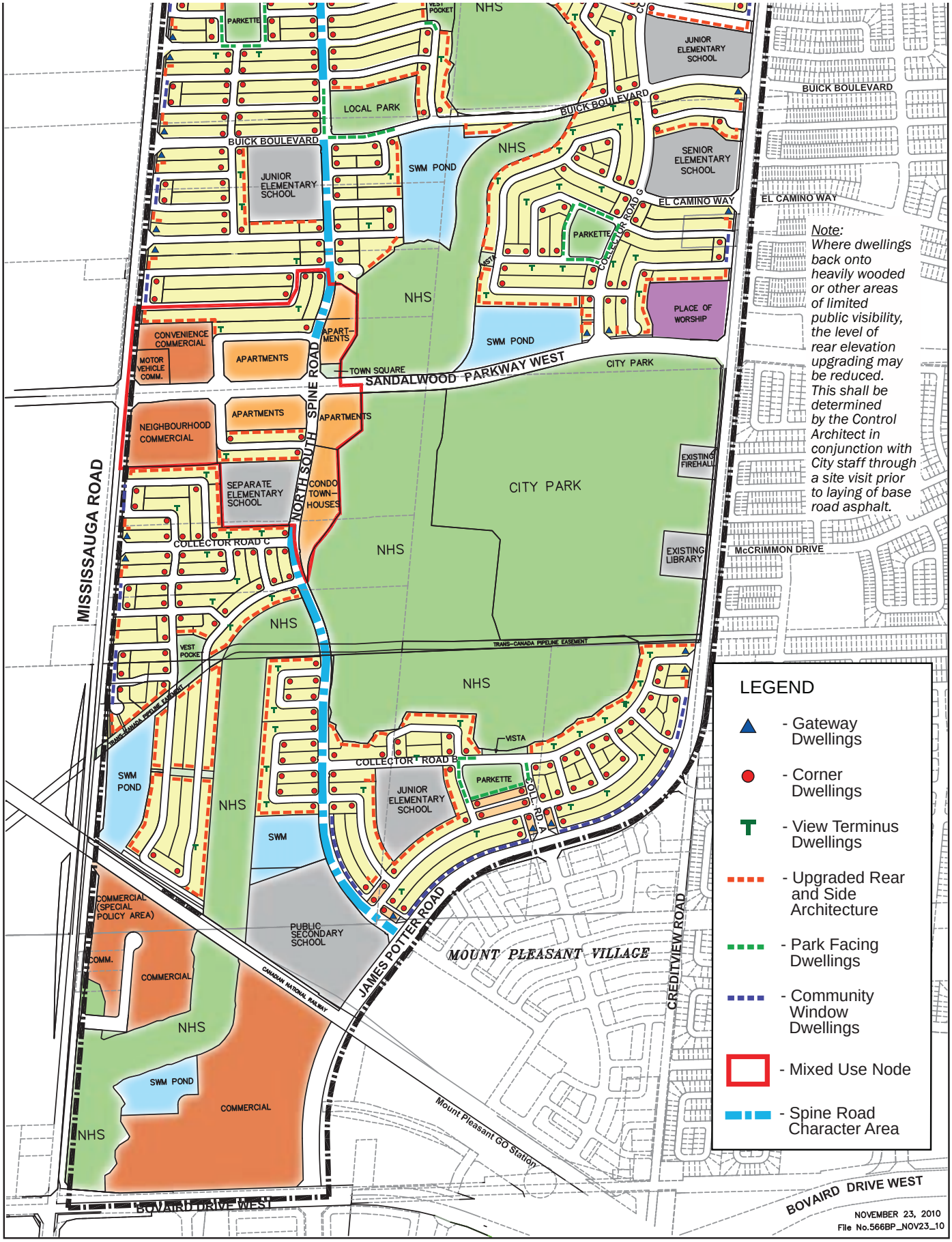


Fig. 3.4.5b - Priority Lot Plan - South Portion (Refer to preceding page for North Portion)

3.4.5.1 DWELLINGS WITHIN SPINE ROAD CHARACTER AREA

Dwellings with the Spine Road Character Area shall have a higher standard of architectural design criteria which reflects the urban, transit and pedestrian-oriented nature of this important community road. In addition to design criteria set out in Section 3.4.4.7 of these CDG "Dwellings Flanking onto the Spine Road" and Part 7 (Architectural Control Guidelines for Ground-Related Residential), the following shall apply:

- A variety of dwelling types and siting conditions may occur, including, single detached, semi-detached and townhouse dwellings.
- 2-3 storey building massing should be provided; bungalows are not permitted.
- Building setbacks should be minimized.
- Within Mixed-Use Nodes driveways and garages will not be permitted facing the Spine Road. Outside of the nodes, driveways and garages directly fronting the Spine Road should be minimized to the greatest extent feasible. In this regard the majority of dwellings will have flankages interfacing with the Spine Road. Refer to Section 3.4.4.7 "Dwellings Flanking onto the Spine Road" for additional design criteria.
- Where garages face the Spine Road, they should be flush with or recessed behind the main front wall or porch face of the dwelling. The Control Architect will review and comment for general coordination with the CDGs.
- Building elevations facing the Spine Road shall be highly articulated, contain ample fenestration and employ quality building materials.
- Along the southern portion of the Spine Road Character Area the use of "slip-off lanes" will occur to provide vehicular access to dwellings without having any driveway interuptions occuring along the Spine Road. Dwellings in this area have been identified as "Community Window Dwellings" and shall exhibit a high standard of architectural design quality and material treatments consistent with Section 5.4 of the Architectural Control Guidelines for Ground Related Residential Developments.

Fig. 3.4.5.1c - Conceptual Images of Dwellings Flanking Spine Road (Outside of Node Areas)

Fig. 3.4.5.1a - Conceptual Image of Spine Road Dwellings (In Node Areas)

Fig. 3.4.5.1b - Conceptual Image of Dwellings with Garages Facing Spine Road (Outside of Node Areas)

Fig. 3.4.5.1d - Conceptual Images of "Community Window Dwellings" on "slip-off lanes" within the Spine Road Character Area (Outside of Node Areas)

4 IMPLEMENTATION

4.1 Process

The Mount Pleasant Block Plan 51-1 Community Design Guidelines provide the overall design direction for development of both the private and public realms within the community. The private realm (Built Form) will be implemented through an architectural design review and approval process. The public realm (Landscape Design) will be implemented through a detailed landscape design submission and approval process.

4.1.1 Architectural Design Review and Approval Process

Ground-related residential development for all "Standard Architectural Areas" within the Mount Pleasant Block 51-1 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 110-2010. As the DDG's may evolve and become 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".

In addition to these architectural control review process requirements, all housing proposed for "Non-Standard Built Form Types" and "Special Character Areas" within the community will be reviewed by the Control Architect in conjunction with City urban design staff.

A Site Plan Control Process is required for all non-residential uses. The Control Architect will review and comment for general coordination with the CDG's.

4.1.2 Role of the Control Architect

The Control Architect will review Builder's submissions in a fair and timely manner to ensure they are appropriate and in general compliance with the Mount Pleasant Block 51-1 Community Design Guidelines. To ensure the City plays a greater role in overseeing the architectural control process, regular meetings between the Control Architect and the City will occur together with regular progress reports to Brampton Community Design staff. This is particularly important for "Non-Standard Built Form Types" and "Special Character Areas" within the community where both the image and character of the City and the design expectations of the community are at stake.

Prior to any sales occurring, the Control Architect and City will arrange a meeting with the Developers, Builders, Site Superintendants and Sales staff to ensure all stakeholders are familiar with the expectations for housing design and construction quality. The Control Architect will conduct periodic site visits to report on any non-compliance with these Guidelines.

4.1.3 Detailed Landscape Drawings

- Detailed landscape drawings shall be based on the approved CDG.
- This will be administered by the City of Brampton.

4.1.4 Monitoring for Compliance

Developer shall employ a Control Landscape Architect to conduct drive-by site inspections to monitor that development is in keeping with these Design Guidelines and the approved Plans. Any visible deficiencies or deviations in construction from the approved plans and drawings will be reported and noted for immediate rectification.

4.2 Cost Sharing

4.2.1 LANDSCAPE COST RESPONSIBILITY MATRIX

	Capital Cost City Responsibility via DC Credit (works by developer)	Capital Cost Developer Responsibility (works by developer)
A. STREETSCAPE		
• Street trees - 70mm cal., boulevard tree pits and grates, subsurface drainage, irrigation		■
• Street trees - 70-80mm cal., sodded boulevard		■
• Decorative unit paving along curb and sidewalk		■
• Zebra striped crosswalks		■
• Flankage treatment along the Spine Road, including upgraded wood fence and planting		■
• Irrigation		■
• Gateway elements / markers - corner features with planting, water service and irrigation, entry median with paving, planting and irrigation as required		■
• Street lighting		■
• Fencing - wood privacy, wood acoustic, decorative metal		■
• Bell Walk-In cabinet planting		■
• Street furniture - benches, waste receptacles, bike racks, bollards		■
• Community mailbox areas - hard surfacing, topsoil, sod and any planting		■
B. PARK BLOCKS (Local Parks, Parkettes, Vest Pockets, Vista Blocks)		
• Grading, topsoil, sodding and tree planting	■	
• Walkways, hard surface paving (asphalt / concrete)	■	
• Drainage system, storm lines	■	
• Park furniture and lighting	■	
• Shade structure	■	
• Playground to standard and approval of the City	■	
• Alternative play feature (water play) as required	■	
• Perimeter fence where required		■
• Decorative paving at entry and seating areas		■
• Multi-purpose play court / minor skate park	■	
• Parking Lots	■	

Note: Any enhancements to the City of Brampton standards will be a developer cost.

4.2.1 LANDSCAPE COST RESPONSIBILITY MATRIX

	Capital Cost City Responsibility via DC Credit (works by developer)	Capital Cost Developer Responsibility (works by developer)
C. TOWN SQUARES WITHIN MIXED-USE NODES		
• Rough grading and servicing	■	
• Water feature, as required		■
• Public art element, as required		■
• C.I.P. concrete or masonry seatwall, as required		■
• C.I.P. concrete planter curbs, as required		■
• Decorative paving		■
• Tree pits and grates		■
• Signage		■
• Shade structures / pavilion features / architectural features	■	
• Site furniture - benches, waste receptacles, bike racks, bollards, metal grates	■	
• Lighting	■	
• Central lawn area	■	
• Planting - trees, shrubs, perennials and ornamental grasses	■	
• Irrigation		■
Note: Any enhancements to the City of Brampton standards will be a developer cost.		
D. GREEN SYSTEM TRAIL		
• Multi-use trail through Natural Heritage System, surface material to be determined), lighting (as required)	■	
• Pedestrian trail crossings of NHS, including bridge structure, as required	■	
• Trailhead enhancements, including barriers (as required)		■
• Interpretive and way-finding signage		■
E. STORMWATER MANAGEMENT FACILITIES		
• Topsoil, seeding, sodding aquatic and woody shrub and tree planting, per City of Brampton standards		■
• Planting in excess of City of Brampton standard sizes and densities		■
• Pedestrian lookout and pathway		■
• Pedestrian entrance including low feature wall, signage, planting, architectural element, as required		■
F. CITY PARK		
• Works and improvements to be determined		

4.3 Areas of Further Study

Based on the background work completed to date and the results of discussions with City of Brampton staff, no significant "Areas of Further Study" related to the CDG's are required for Mount Pleasant Block 51-1. However, there are two areas of the CDG that are currently under review by City staff. These include the following -

- Approved park programming and function exercise for the hierarchy of parks proposed within Block 51-1.
- A comprehensive approach to the design of the proposed gateway markers. The intended result is an approved 'family' of markers that can be applied throughout Mount Pleasant, including Block Plan 51-1, the future Block Plan 51-2 and MPV, to serve as a unifying element and branding opportunity for the community.

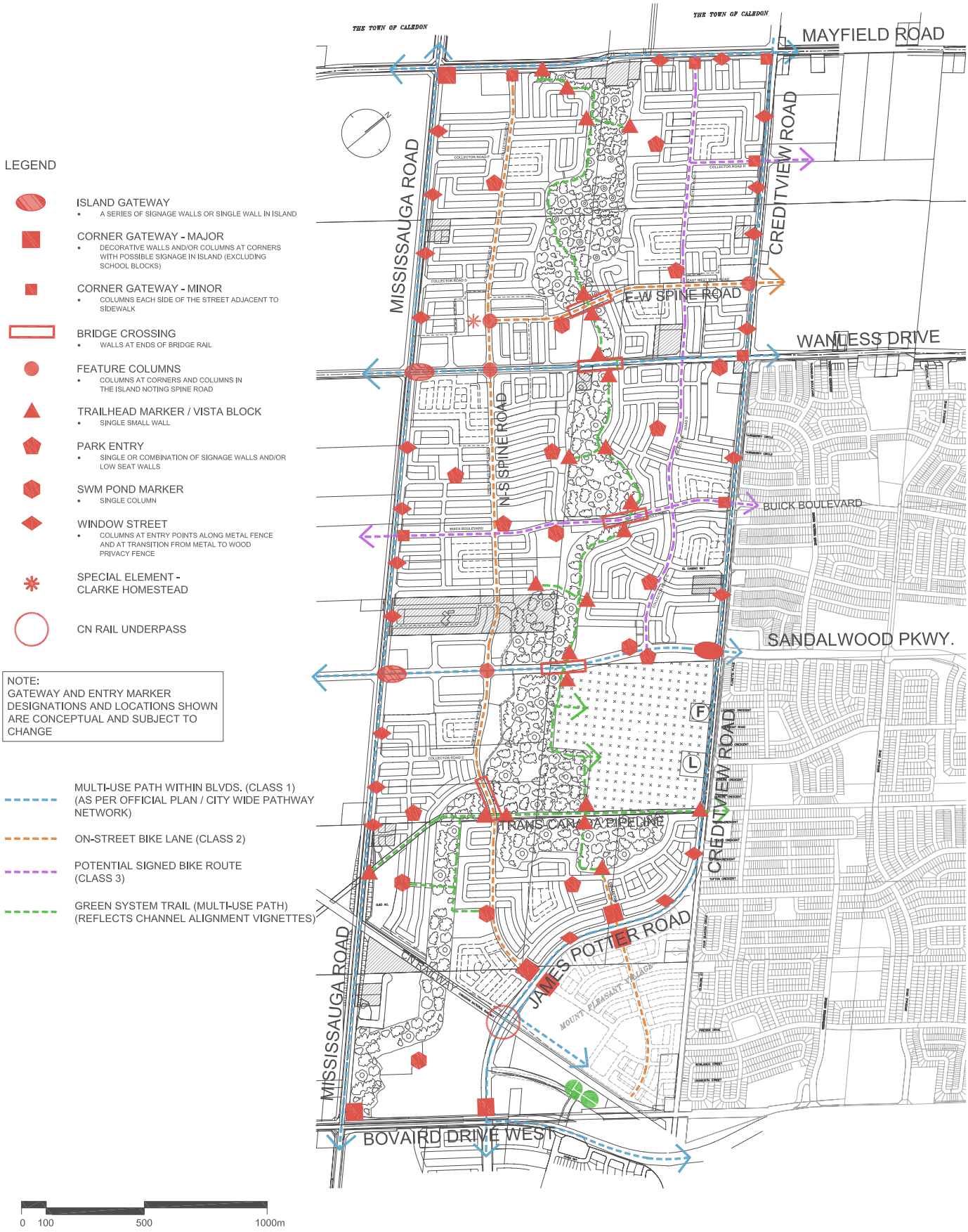
4.4 Conclusions

The guidelines, principles and recommendations contained in the Mount Pleasant Block Plan 51-1 Community Design Guidelines will govern the preparation of detailed landscape drawings and the architectural control review process at the subdivision approval stage. The Community Design Guidelines will also provide design guidance for the development of future site plans within the Special Character Areas and other non-residential areas.

Appendices

1 Gateways

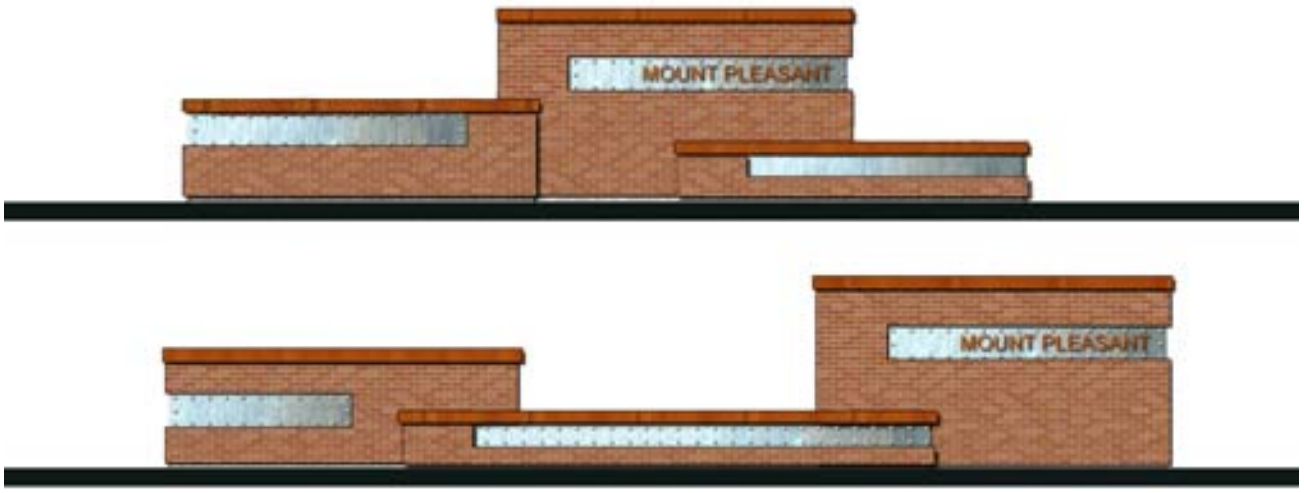
1.1 Potential Gateway and Entry Marker Conceptual Designations Plan



1 Gateways

1.2 Potential Individual Conceptual Gateway Components

Family of individual gateway components ('Kit of Parts') (subject to City of Brampton approval)



Individual gateway components, either as stand alone features or in combination, can be configured to form a variety of entry feature treatments, appropriate to each location (subject to City of Brampton approval).

1 Gateways

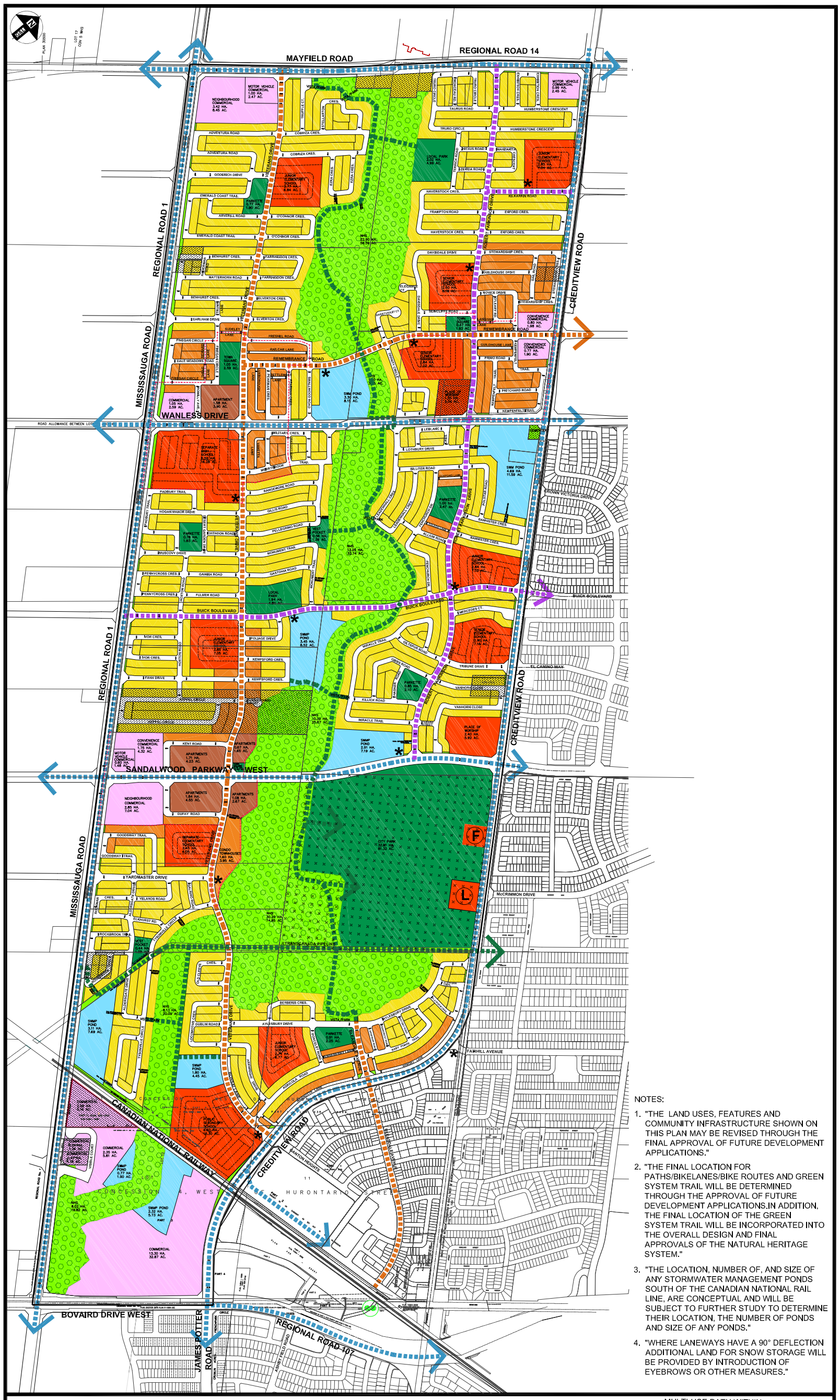
1.3 Potential Conceptual Gateway Examples

Conceptual Corner Gateway-Minor treatment option (subject to City of Brampton approval)

Conceptual Window Street treatment option (subject to City of Brampton approval)

Conceptual Park Entry treatment option (subject to City of Brampton approval)

Conceptual Trailhead Marker treatment option (subject to City of Brampton approval)



NOTES:

1. "THE LAND USES, FEATURES AND COMMUNITY INFRASTRUCTURE SHOWN ON THIS PLAN MAY BE REVISED THROUGH THE FINAL APPROVAL OF FUTURE DEVELOPMENT APPLICATIONS."
2. "THE FINAL LOCATION FOR PATHS/BIKELANES/BIKE ROUTES AND GREEN SYSTEM TRAIL WILL BE DETERMINED THROUGH THE APPROVAL OF FUTURE DEVELOPMENT APPLICATIONS.IN ADDITION, THE FINAL LOCATION OF THE GREEN SYSTEM TRAIL WILL BE INCORPORATED INTO THE OVERALL DESIGN AND FINAL APPROVALS OF THE NATURAL HERITAGE SYSTEM."
3. "THE LOCATION, NUMBER OF, AND SIZE OF ANY STORMWATER MANAGEMENT PONDS SOUTH OF THE CANADIAN NATIONAL RAIL LINE, ARE CONCEPTUAL AND WILL BE SUBJECT TO FURTHER STUDY TO DETERMINE THEIR LOCATION, THE NUMBER OF PONDS AND SIZE OF ANY PONDS."
4. "WHERE LANEWAYS HAVE A 90° DEFLECTION ADDITIONAL LAND FOR SNOW STORAGE WILL BE PROVIDED BY INTRODUCTION OF EYEBROWS OR OTHER MEASURES."

LEGEND

- BOUNDARY OF BLOCK PLAN AREA 51-1
- NODE BOUNDARY
- NATURAL HERITAGE SYSTEM
- CITY PARK
- GO STATION
- NON PARTICIPATING PROPERTIES
- F FIREHALL
- L LIBRARY
- LOW / MEDIUM DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- COMMERCIAL
- SWM PONDS
- OPEN SPACE (NHS)/ BUFFERS/CHANNELS
- PARKS/ VEST POCKETS/ PARKETTES/ TOWN SQUARE
- INSTITUTIONAL
- SPECIAL POLICY AREA
- * POTENTIAL LOCATION OF HYDRO ONE BRAMPTON 5m x 7m SWITCH GEAR EASEMENT
- MULTI-USE PATH WITHIN BLVDS. (CLASS 1) (AS PER OFFICIAL PLAN / CITY WIDE PATHWAY NETWORK)
- ON-STREET BIKE LANE (CLASS 2)
- POTENTIAL SIGNED BIKE ROUTE (CLASS 3)
- GREEN SYSTEM TRAIL (MULTI-USE PATH) (REFLECTS CHANNEL ALIGNMENT VIGNETTES)

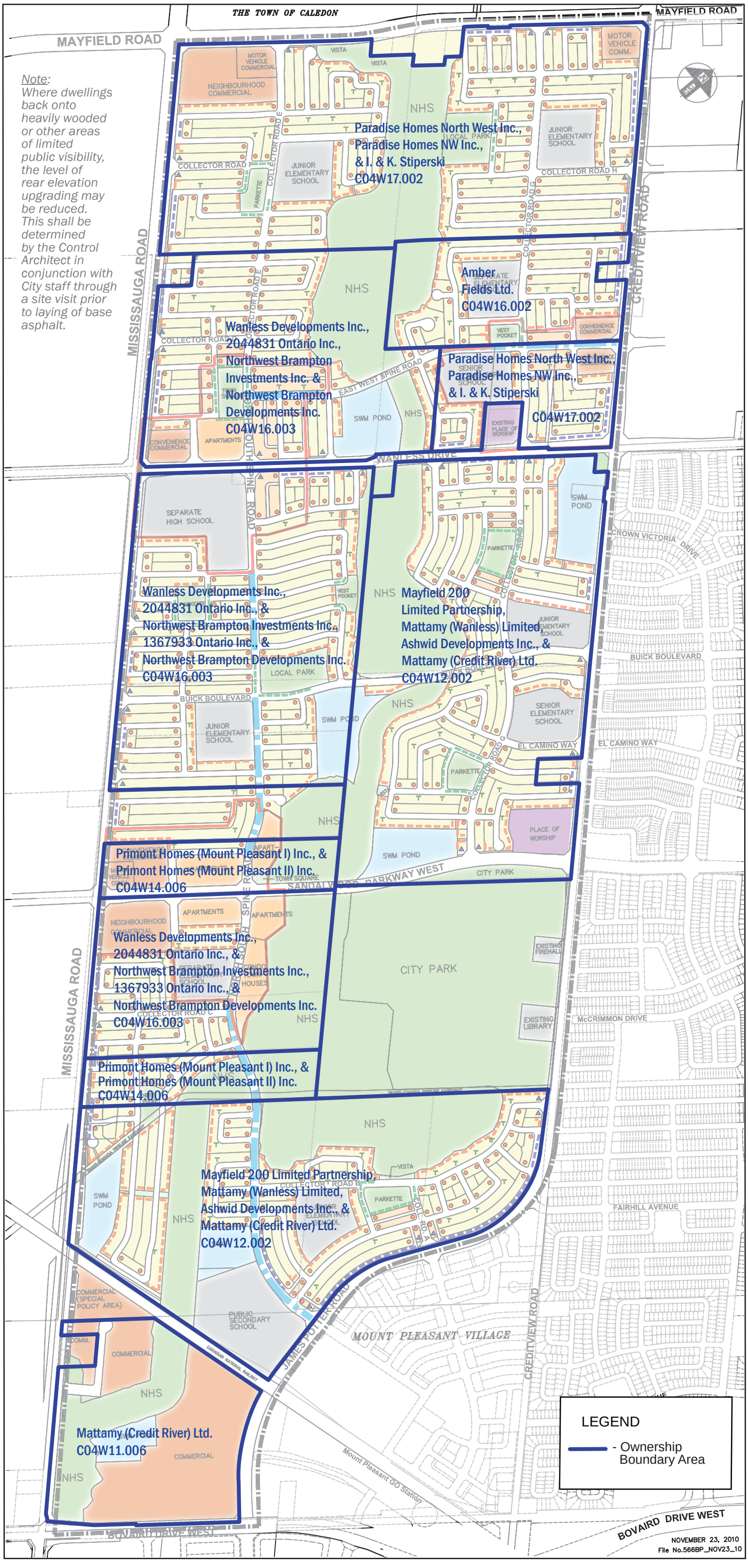
BLOCK PLAN LAYOUT
MOUNT PLEASANT SECONDARY PLAN AREA
BLOCK PLAN AREA NO. 51-1

P.N.: 98.566.00	MAY 20, 2011
File No.566BP_MAY20_11A	Scale: 1: 4,000

21 Queen Street East, Suite 500
Brampton, Ontario, Canada L6W 3P1
Phone (905) 796-5790
Fax (905) 796-5792

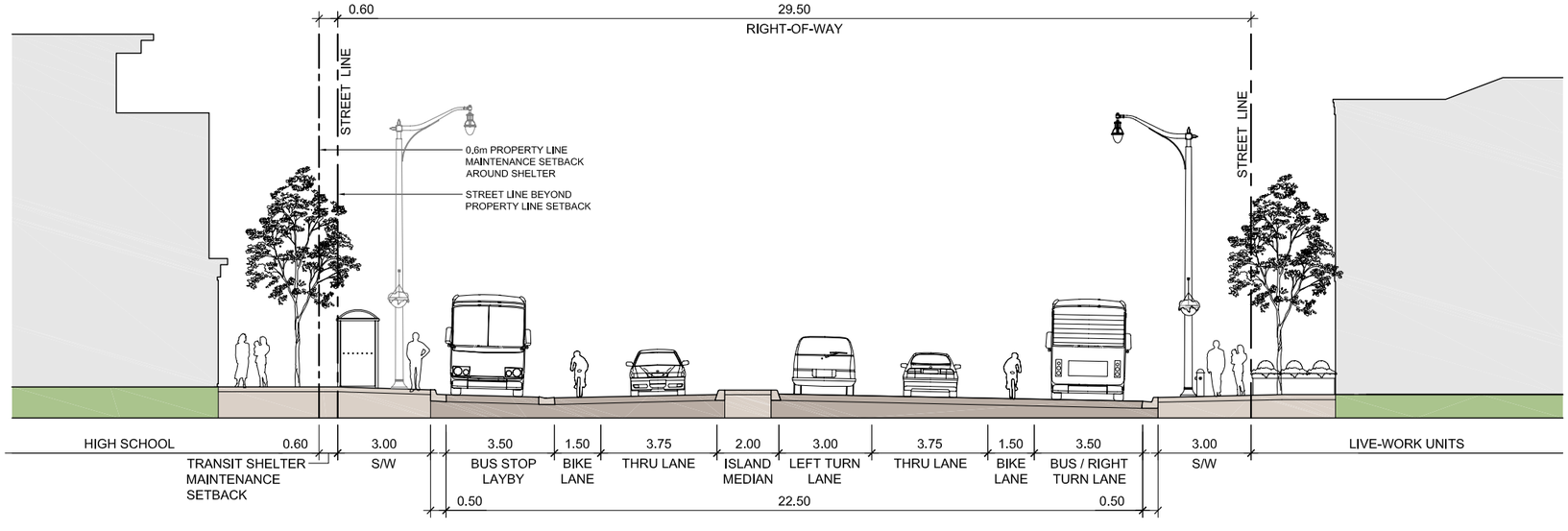
PROPOSED BLOCK PLAN WITH PATHWAY SYSTEM

2

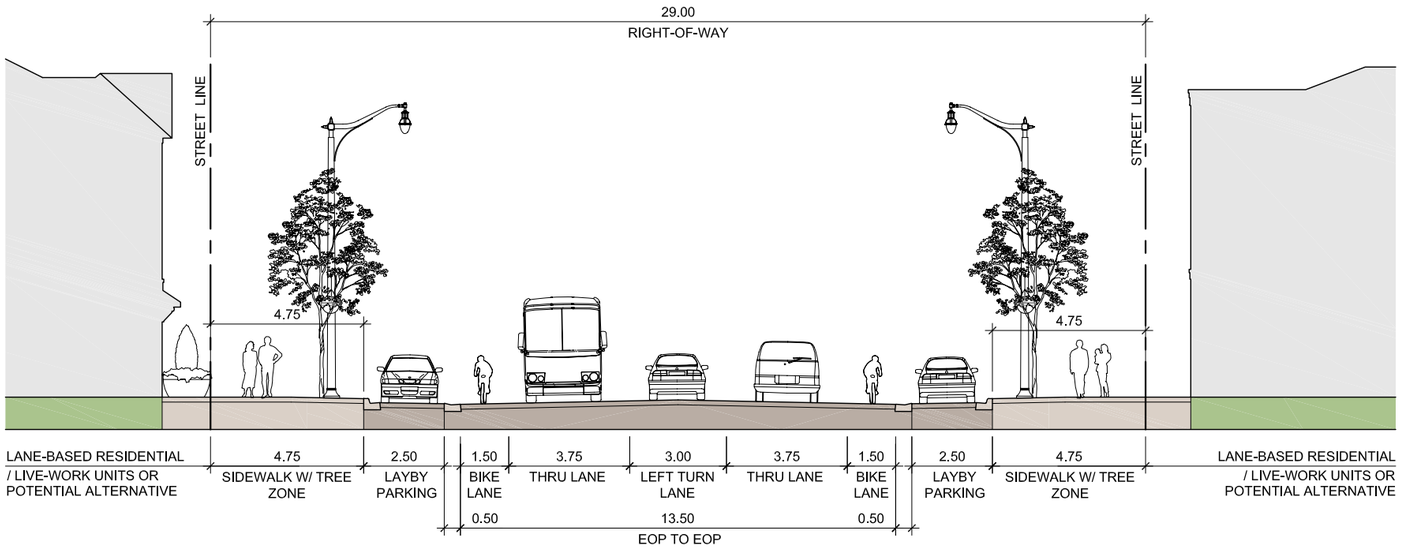


PROPOSED PRIORITY LOT
PLAN WITH LAND OWNER-
SHIP LAYER

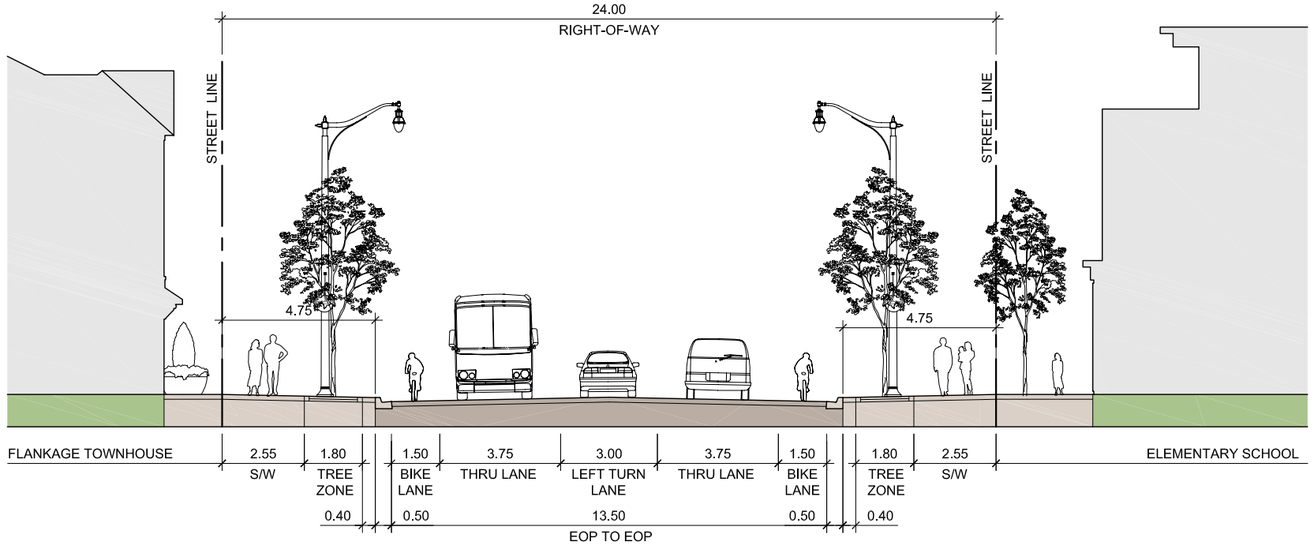
3



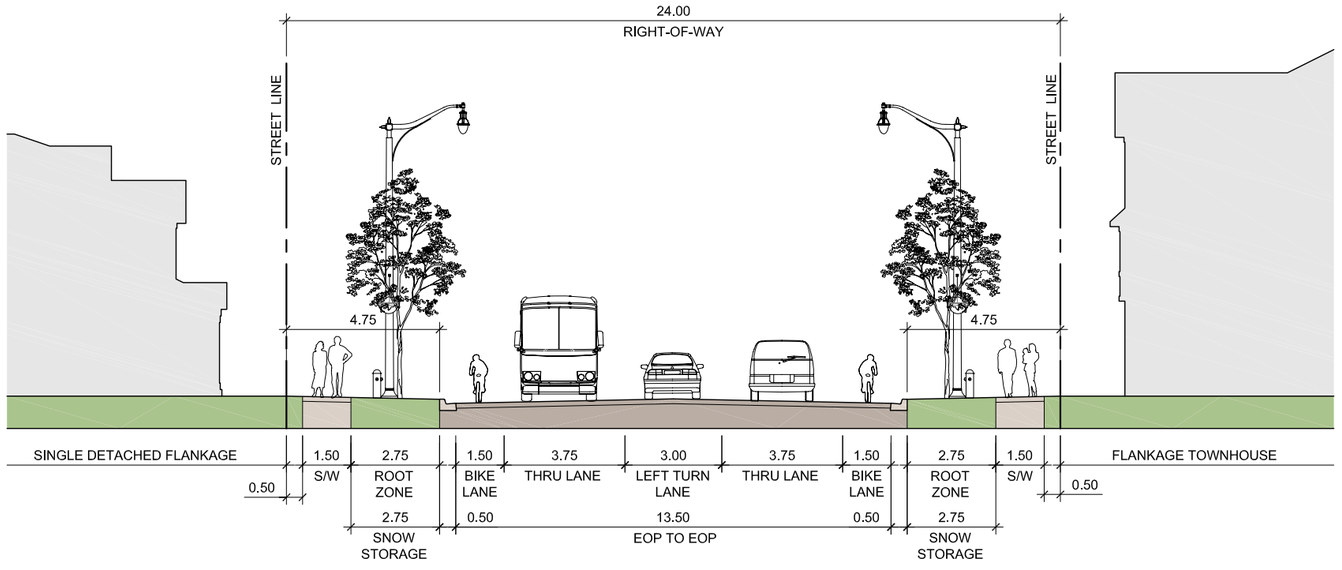
4.1 - Conceptual typical Spine Road treatment (29.5m R.O.W.) at a major intersection within mixed-use nodes. Reflects an urban streetscape treatment with reduced building setback, hard surface streetscape treatment and bike lanes.



4.2 - Conceptual typical Spine Road treatment (29.0m R.O.W.) within mixed-use nodes. Reflects an urban streetscape treatment with reduced boulevard width, lay-by parking integrated into boulevard allowance, hard surface streetscape treatment and bike lanes.



5.1 - Conceptual typical Spine Road treatment (24.0m R.O.W.) within mixed-use nodes with hard urban streetscape treatment and bike lanes.



5.2 - Conceptual typical Spine Road treatment (24.0m R.O.W.) between mixed-use nodes with street trees in grass boulevards and bike lanes.