Mt. Pleasant Heights

Mount Pleasant Area 51-3

COMMUNITY DESIGN GUIDELINES

AUGUST 2022

APPROVED

Planning, Building &
Economic Development

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2022/08/22
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Disclaimer:

The text and images contained in this document are only a conceptual representation of the intended character and vision of the Mt. Pleasant Heights development. As such, they should not be construed or interpreted literally as to what will be constructed.

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SECTION 1

OVERVIEW & SITE PLAN

1.1 Purpose of the Document

Argo TFP Brampton Limited and Argo TFP Brampton II Limited have proceeded with the preparation of required submission materials in support of their Mt. Pleasant Heights development project, encompassing the Mount Pleasant Block Plan Area 51-3. Situated on the north-west corner of Mississauga Road and Bovaird Drive West, generally between the Mount Pleasant community to the east and the future Heritage Heights community to the west and north, Mt. Pleasant Heights will comprise a mix of residential densities and dwelling types, a compact urban street network, parks and natural heritage features, a school, and a stormwater management (SWM) pond within a development area of approximately 56 hectares (139 acres), not including additional lands under separate ownership.

This Community Design Guideline (CDG) study is submitted to provide design direction for the implementation of the vision and intent of the proposed Mt. Pleasant Heights community development. The CDG focuses on the physical design of the development and describes context, linkage opportunities, landscape, open space, and built form attributes and principles to support the design and intent. It contains an itemized and detailed analysis of how the proposed development meets the urban design objectives and policies of the City of Brampton, as well as other relevant approved site area planning and design guidelines and policies.

1.2 Community Vision

Mt. Pleasant Heights is ideally situated to connect with both the existing Mount Pleasant community and the future Heritage Heights community (refer to Fig. 1.3.1a: Secondary Plan Areas) -

- It connects residents with these development areas through integrated open spaces and active transportation networks;
- It connects through natural heritage system (NHS) linkages and habitat corridors;
- It is intended to provide a mix of residential types and densities that complement existing and planned neighbourhoods; and
- It brings people in proximity to major transit networks, including the existing Mount Pleasant Village (MPV) mobility hub / GO Station, which is part of an important Peel Region Major Transit Station Area (MTSA), as well as the bus routes along Bovaird Drive and Mississauga Road.

Mt. Pleasant Heights, through its connectivity, parks, school, preserved natural and cultural heritage features, trails and bike lanes, and mix of residential types, is intended to bridge the existing Mount Pleasant community and the future Heritage Heights community. The strategic mix of proposed land uses not only provides for a strong community in and of itself, but also supports, complements, and benefits from the many existing and planned open spaces, transportation facilities, and community features that surround it. Mt. Pleasant Heights will reflect forward-thinking urban development practices that look to achieve a more connected, sustainable, attractive, compact, walkable, and transit-oriented community.

1.2.1 Goals

Mt. Pleasant Heights is designed to achieve connections within its site boundaries and as an integral part of its surroundings. In order to accomplish this, the following community goals have been established -

- To seamlessly connect with adjacent communities;
- To create an integrated system of green spaces;
- To create a connected cycling and transportation network;
- To create a compact, walkable development;
- To preserve existing cultural heritage attributes;
- To encourage strategic density; and
- To execute an effective and achievable sustainability strategy.

1.2.2 Objectives

The following objectives are intended to support the goals listed in Section 1.2.1 -

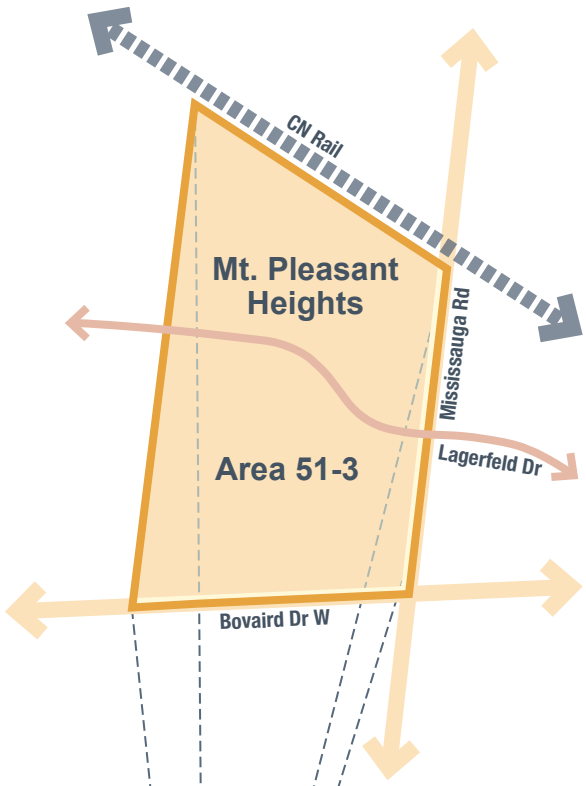
- Ensure the physical fabric and land uses within Mt. Pleasant Heights integrates appropriately with the existing Mount Pleasant community and anticipates proposed land uses within the future Heritage Heights community;
- Establish connections through neighbourhood identity, character, and cohesiveness;
- Preserve and connect existing natural heritage features and sensitively locate entrance connections to the robust NHS of north-west Brampton;
- Locate parks along NHS features or adjacent to schools for convenient and efficient co-use opportunities;
- Utilize the TransCanada Pipeline (TCPL or pipeline) as a conduit for connecting green spaces and active transportation linkages;
- Establish connections to an integrated transit network with linkages on a local and regional scale;
- Design a highly walkable urban environment using a modified grid street pattern with minimized block lengths that enable residents to be in proximity to transit stops and community amenities;
- Establish connections to the existing and proposed comprehensive trail, path, and cycling network through strategic local road and open space network configuration (NHS, TCPL, parks, SWM, schools);
- Provide a street configuration with logical, safe, and convenient access to community facilities and natural features within Mt. Pleasant Heights and connected to the surrounding communities;
- Commemorate the local history and character of the area by preserving / re-purposing and relocating a heritage house to create a symbolic focal point within Mt. Pleasant Heights;
- Create strategic opportunities for greater density and mixed uses along ‘main streets’ within the community;
- Provide a range of housing types to attract and satisfy a range of resident profiles; and
- Create sustainable urban form that supports compact development, low GHG emission lifestyles, greater walkability and transit use, site and building adaptability, intensification, energy efficiency, conservation, building in harmony with nature, and a greater use of existing infrastructure.

1.3 Context

1.3.1 Site Location, Orientation, and Boundaries

Located in north-west Brampton, Mt. Pleasant Heights is situated on the north-west corner of Mississauga Road and Bovaird Drive West, generally between the Mount Pleasant community to the east and the future Heritage Heights community to the west and north. As part of the Block 51 Secondary Plan Area, Mt. Pleasant Heights is designated as Block 51-3, with 51-1 and 51-2 lands forming the Mount Pleasant community and MPV on the east side of Mississauga Road.

Refer to Figure 1.3.1a for the location of Mt. Pleasant Heights within the context of Brampton's Secondary Plan Areas.



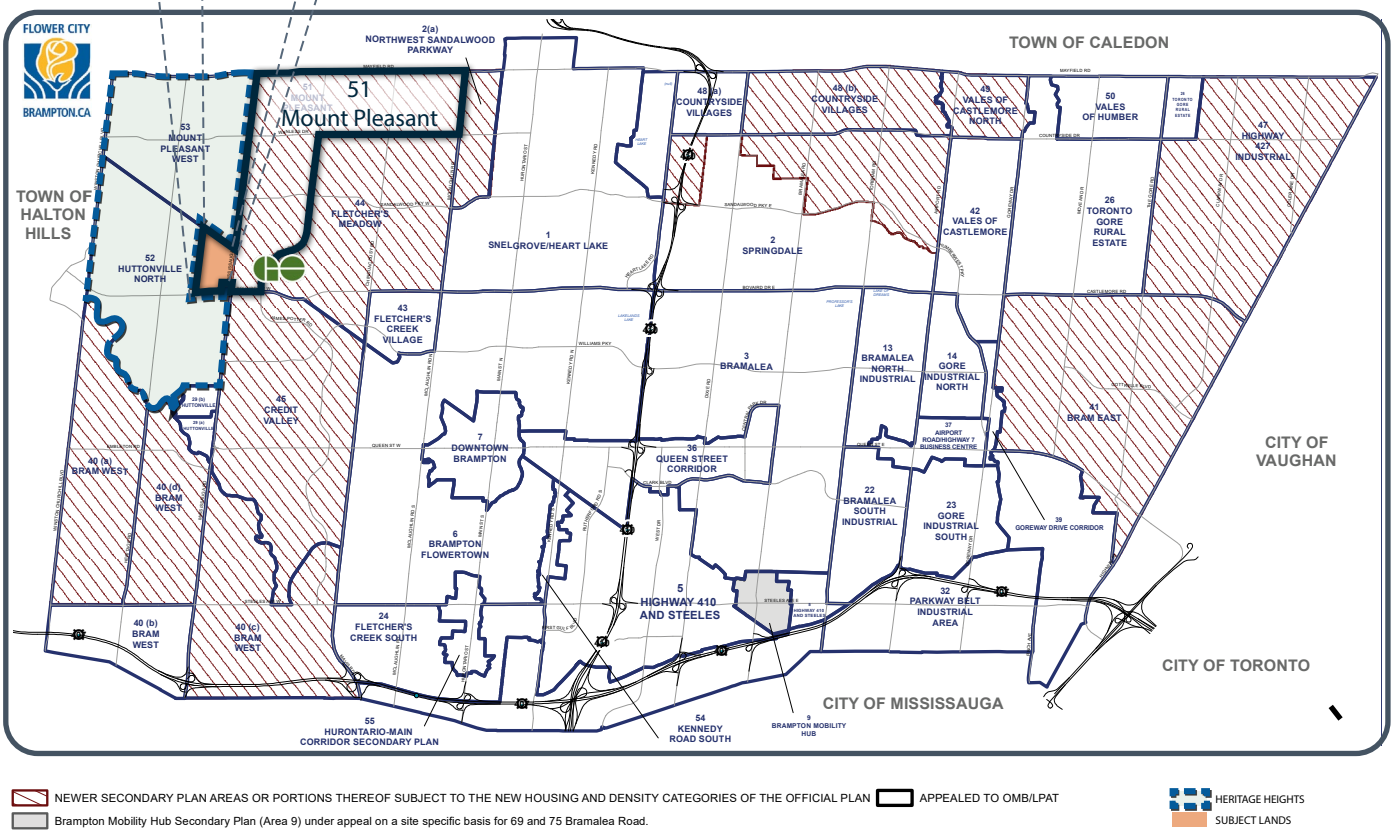


Figure 1.3.1a: City of Brampton Official Plan Schedule G - Secondary Plan Areas

Figure 1.3.2a: Mt. Pleasant Heights Adjacent Community Context

Figure 1.3.2b: Mount Pleasant GO Station & Mobility Hub

Figure 1.3.2c: Mount Pleasant Civic Square

Figure 1.3.2d: Creditview Sandalwood Park

Figure 1.3.2e: High density development in MPV

1.3.2 Analysis of Adjacent Context

The adjacent context of Mt. Pleasant Heights presents an opportunity to develop a complete community, well-connected to existing and planned open space and NHS, mixed residential densities, and major transit networks. It is bounded -

to the EAST

- by Mississauga Road, and the existing Mount Pleasant community and MPV mobility hub, a transit-oriented development and part of an important MTSA, with a mix of residential, retail, civic, and cultural uses that would complement the uses proposed within the Mt. Pleasant Heights community;

to the NORTH

- by the Canadian National (CN) railway line that links GO Transit service from the nearby Mount Pleasant GO Station and the proposed Heritage Heights GO Station. A portion of the proposed Heritage Heights community lies north of the CN rail line, offering a complete, full-service, mixed-use community in proximity to Mt. Pleasant Heights;

to the WEST

- by the western portion of the proposed Heritage Heights community, including an urban boulevard planned to lead to a future GO Transit station; and

to the SOUTH

- by Bovaird Drive West and the southern portion of the proposed Heritage Heights community.

Refer to Figure 1.3.2a for a view of the context surrounding Mt. Pleasant Heights. Figures 1.3.2b through 1.3.2e present several notable community amenities.

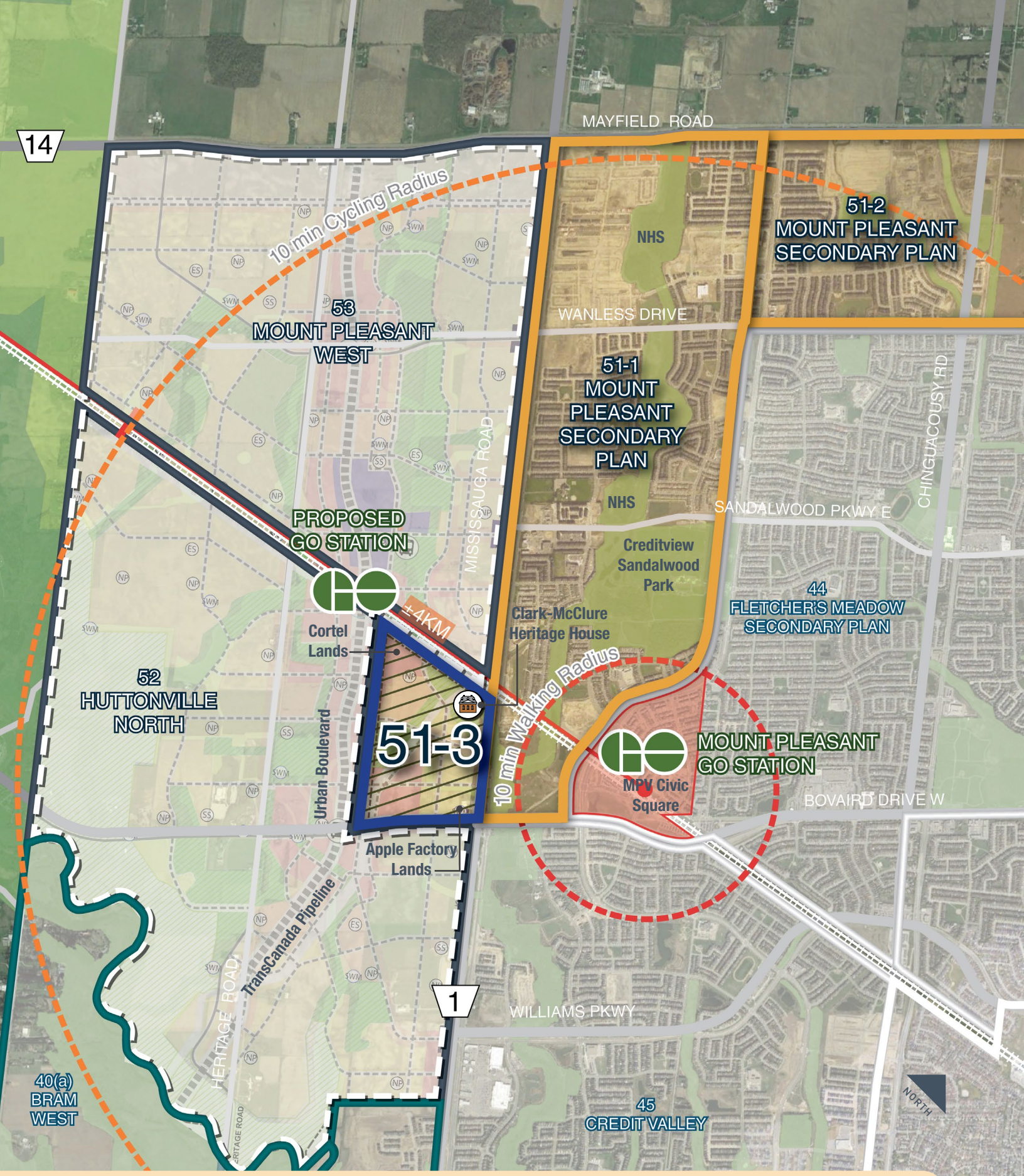


Figure 1.3.5a: Mt. Pleasant Heights within the context of Mount Pleasant and Heritage Heights Secondary Plan Areas

1.3.3 Site Characteristics

The Argo TFP Brampton Limited and Argo TFP Brampton II Limited properties have a proposed development area of approximately 56 hectares (139 acres), not including lands under separate ownership. Separate adjacent lands include the Apple Factory, a country grocer, which is currently located outside of the subject site at the corner of Mississauga Road and Bovaird Drive West, and the Cortel Lands, forming the triangle at the north-west corner of Mt. Pleasant Heights Area 51-3.

Presently, the development area is characterized by agricultural and environmentally sensitive lands. A heritage home (the Clark-McClure house) is located at 10244 Mississauga Road, the north-eastern corner of the site, and listed on the Municipal Register of Cultural Heritage Resources. The Huttonville Creek runs diagonally through the site, from the eastern limit to the northern limit, while the TCPL runs diagonally through the site, from Bovaird Drive West and the western limit, across the CN rail line at the northern limit. A preserved woodlot lies along the western boundary, west of the pipeline. These significant cultural and environmental features will form an important connection to the surrounding open space and NHS in north-west Brampton.

1.3.4 Surrounding Open Spaces

A comprehensive open space linkage system is established, not only within Mt. Pleasant Heights, but critically connecting the Mount Pleasant and future Heritage Heights communities. The north-west Brampton NHS builds the framework for these linkages. A trail network ties all parks, natural heritage features, and schools together, with the pipeline as a key conduit, to provide safe and convenient connections throughout the surrounding communities.

Notable parks within proximity of Mt. Pleasant Heights include -

- Creditview Sandalwood Park - a 40 hectare (100 acre) accessible activity hub, featuring over 20 sports fields, fieldhouse, picnic shelter, outdoor fitness equipment, community garden, walking trails, and a water-cycle themed splash pad and playground;
- Mount Pleasant Civic Square - a 1.2 hectare (3 acre) urban open space, featuring a playground, art features, seating areas, and a reflecting pond that transforms into a winter skating rink;
- Various future park spaces planned within the MPV South lands to the east.

1.3.5 Relationship with Mount Pleasant and Heritage Heights Secondary Plan Areas

The Mt. Pleasant Heights neighbourhood is designed to connect residents to the key amenities offered in both the Mount Pleasant and future Heritage Heights Secondary Plan (HHSP) areas, such as residential uses, accessible transit, and integrated green spaces. As well, a focus on education, community networks, and higher densities along arterial roadways will ensure that the neighbourhood is seamlessly connected with the rest of the region and remains true to the vision of north-west Brampton. Refer to Figure 1.3.5a, showing Mt. Pleasant Heights within the context of Mount Pleasant and the future Heritage Heights.

Mount Pleasant

Within the Block 51 Secondary Plan Area, Mt. Pleasant Heights is designated as Block 51-3, while 51-1 and 51-2 lands form the Mount Pleasant Community and MPV on the east side of Mississauga Road. The ongoing development of both the Mount Pleasant community and MPV represent and establish some very important community building attributes, such as -

- The robust green linkages that structure the community (about 4km in length and comprising about 97 hectares of natural heritage feature lands);
- A main street spine road (Veteran Drive and Remembrance Road) that ties the entire community together with on-street bike lanes;
- A destination village built around the GO Station with higher density residential, a combined urban school, community centre, and library with the integration of a refurbished train station, an urban square with reflecting pool/ice rink, and retail.

All of these attributes are linked by the spine road, leading the entire community to the GO Station through walking, cycling, and transit connections.

Heritage Heights

While Mt. Pleasant Heights is located within the Block 51 Mount Pleasant Secondary Plan Area, its design will be respectful of the Council endorsed HHSP Areas 52 (Huttonville North) and 53 (Mount Pleasant West), collectively referred to as Heritage Heights. A full-service, mixed-use community with work and housing options is planned, complete with an urban boulevard that offers a robust connected street network with multiple routing options. Mt. Pleasant Heights will have a direct connection to the urban boulevard, creating a significant link between the two communities.

Heritage Heights Secondary Plan Area vs. Mt. Pleasant Heights Land Use Plan

The Heritage Heights Secondary Plan (HHSP) area (fig. 1.3.5b) includes proposed land uses for what is identified as Area 51-3 Mt. Pleasant Heights. The land uses proposed for Mt. Pleasant Heights within this CDG (fig. 1.3.5c) differ slightly from the HHSP. Rationale for these variations is provided below -

- **High density land use shift** - the high density / mixed use development shown along the pipeline in the HHSP has been shifted to the Bovaird Drive West interface and Apple Factory lands (as future consideration), to frame the gateway into the community from the south and to allow for strategic density with proximity to transit linkages along the main arterials.
- **SWM pond size increase** - the SWM pond has been increased to an appropriate size and positioned beside the outfall location.
- **Additional linkage removal** - the 60m NHS link adjacent to the pipeline corridor has been included at a narrower width, approved by City staff, as the form and function can still be accommodated. The TCPL also provides further connectivity between the natural heritage features.
- **Central park relocation** - the central neighbourhood park has been relocated to have frontage along Lagerfeld Drive, to present as a prominent view upon entry into the community from the east, and to abut the pipeline corridor and school, creating a linked and cohesive open space system.
- **Collector street reconfiguration** - the north-south collector has been offset. Ad Road has been accommodated on the west side as a pedestrian/cycling connection only, and will continue through the Argo TFP lands, connecting to Mississauga Road on the Apple Factory lands, just south of the pond. This reconfiguration reduces the number of pipeline crossings (from 3 to 1) and creates more desirable neighbourhood pockets. The approved Traffic Impact Study (TIS) and TIS Addendum for Argo TFP Brampton Limited and Argo TFP Brampton II Limited confirms that traffic can be effectively accommodated on the local streets.

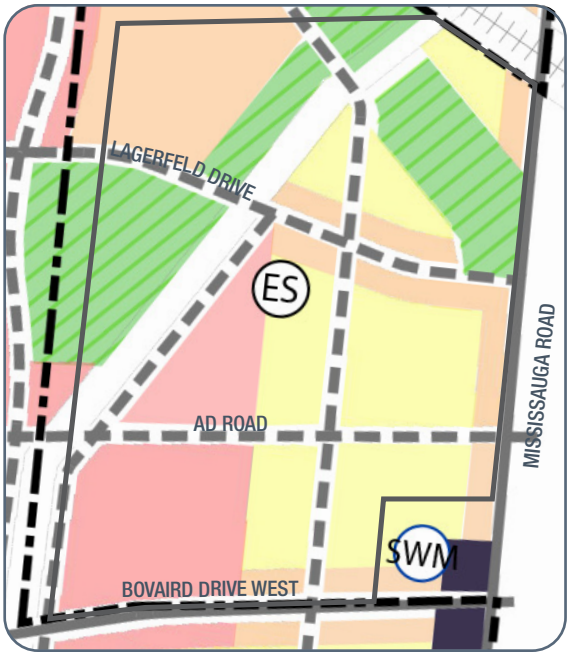


Figure 1.3.5b: Heritage Heights Secondary Plan (Area 51-3)

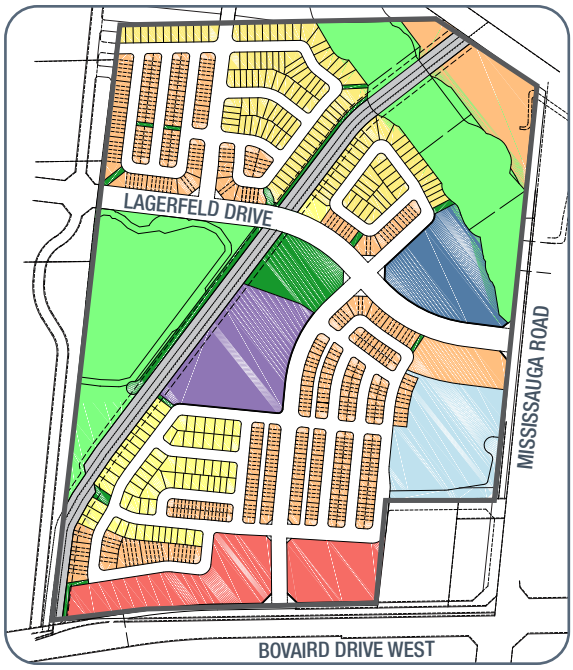


Figure 1.3.5c: Mt. Pleasant Heights Land Use Plan (Area 51-3)

High Density
Medium Density
Low Density
NHS
Parks
SWM Pond
Elementary School
Institutional
Pipeline
Argo TFP (subject property) Limits

Note: The proposed Draft Plan of Subdivision reflects numerous working sessions with the City, CVC, Region of Peel, TCPL, and Peel District School Board to change the plan and address the comments. Most importantly, the plan reflects the agreement as discussed during the meeting with City of Brampton senior leadership on February 18, 2022.

1.4 Conformity to Development Design Guidelines

1.4.1 Community Design Guidelines Area of Applicability

These Community Design Guidelines (CDGs) will serve as a supplement to the City of Brampton's Development Design Guidelines (DDGs) and the Architectural Control Guidelines for Ground-Related Residential Development (ACGGRRD's). The CDGs will explore urban design aspects that are unique to Block Plan 51-3. 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 DDGs and ACGs. Specifically, Part V - Block Plan Design Guidelines of the DDGs 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 DDGs relates to -

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

Part VI of the DDGs is explored in further detail with the ACGs.

The following is a list of some of the key elements that will be discussed as part of these CDGs -

- Street network
- Transit
- Active transportation
- Heritage preservation and integration
- School
- TransCanada Pipeline
- CNR Interface
- Community gateways
- Parks
- Trails and pathways
- Natural Heritage System
- Stormwater management
- Built form character and distribution
- Built form typologies and design criteria
- Priority lots
- Sustainability design principles
- Implementation

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 CDGs, DDGs and ACGs.

The CDGs are, in essence, an expansion of many of the guidelines presented within the DDGs and ACGs.

1.5 Opportunities and Constraints

The Mt. Pleasant Heights design process has presented a set of opportunities and constraints related to the subject site, the adjacent planned and established communities, as well as mandated design policies that will influence the structure of the development and provide the starting point for the evaluation of more detailed urban design.

1.5.1 Opportunities

Mt. Pleasant Heights is ideally situated to connect with both the existing Mount Pleasant community and the future Heritage Heights community, linking its residents with the key amenities offered in both plans, such as residential uses, accessible transit, integrated green spaces, education, community networks, and higher densities along arterial roadways and the future urban boulevard. Features within the subject site that present key design opportunities include -

- **The natural heritage system** - the NHS presents a significant opportunity to strengthen the interconnected open space network throughout the north-west Brampton communities, while establishing key views and vistas within Mt. Pleasant Heights;
- **The TransCanada Pipeline** - the TCPL can serve as a key conduit providing safe and convenient pedestrian / bicycle connections between parks, natural heritage features, and schools throughout the community and beyond, as well as a terrestrial wildlife corridor;
- **The heritage house** - there is an opportunity to preserve / re-purpose and relocate the Clark-McClure building to a central location as a symbolic character element;
- **Lagerfeld Drive** - a direct connection is provided via Lagerfeld Drive from the future Heritage Heights, through Mt. Pleasant Heights, to MPV and the GO Station. The higher order road also provides opportunities for strategic density and a building height transition within Mt. Pleasant Heights; and
- **Arterial streets** - Mississauga Road and Bovaird Drive West offer opportunities for focused higher density development and gateways.

1.5.2 Constraints

The Mt. Pleasant Heights development site is not a blank slate, so constraints are expected. However, it is important to embrace constraints and allow them to guide the design. The following features require consideration, but may present opportunities as well -

- **The CN rail interface** - the rail corridor located along the north boundary of the site poses issues around safety, noise, and vibration. Regulations affecting rail operations and new development are complex and involve every level of government. Residential development near railway corridors must follow standard mitigation measures, which include a minimum setback, earthen berm, acoustical and/ or chain link security fence, as well as additional measures for sound and vibration attenuation. Such measures have been successfully executed in the Mount Pleasant community to the east;
- **Mississauga Road** - Region of Peel completed the Mississauga Road Environmental Assessment (EA), which will result in a rail overpass and slip road to provide access to the property west of Mississauga Road. This will have an impact on the development proposed on the southwest corner of CN and Mississauga Road.
- **The TransCanada Pipeline** - while the pipeline presents an opportunity to link the NHS with the park and trail system, it also constrains development by bisecting the lands and requiring appropriate setbacks from the right-of-way (ROW) to provide sufficient access for future maintenance and operations. Vehicular and pedestrian linkages through and across the pipeline will be important to ensure connectivity within the plan, however, the current pipeline grade cannot be changed and consent must be obtained from TransCanada for any construction, ground disturbance, or crossings on or in proximity to the pipeline;
- **Lands under separate ownership** - the Cortel lands in the north-west corner and the Apple Factory lands in the south-east corner of Mt. Pleasant Heights are under separate ownership, and therefore current and future land uses are anticipated and considered when creating a cohesive and connected design for the community. Cortel and Apple Factory will need to amend the CDG, as necessary, when they proceed to develop;
- **Environmentally sensitive lands** - while the NHS presents an opportunity to link to the open space network within north-west Brampton, appropriate setbacks and buffers around Huttonville Creek and the preserved woodlot must be carefully considered. Any associated trails within the NHS must be sensitively integrated to mitigate impacts to the core natural functions of the system. Additionally, Ministry of the Environment, Conservation and Parks (MECP) approval for the crossing of the CN railway may be difficult due to redside dace occupied habitat within the west Huttonville Creek; and
- **Stormwater management pond** - the SWM pond must be located along Mississauga Road in proximity to Lagerfeld Drive due to the grading of the site and the outfall location.

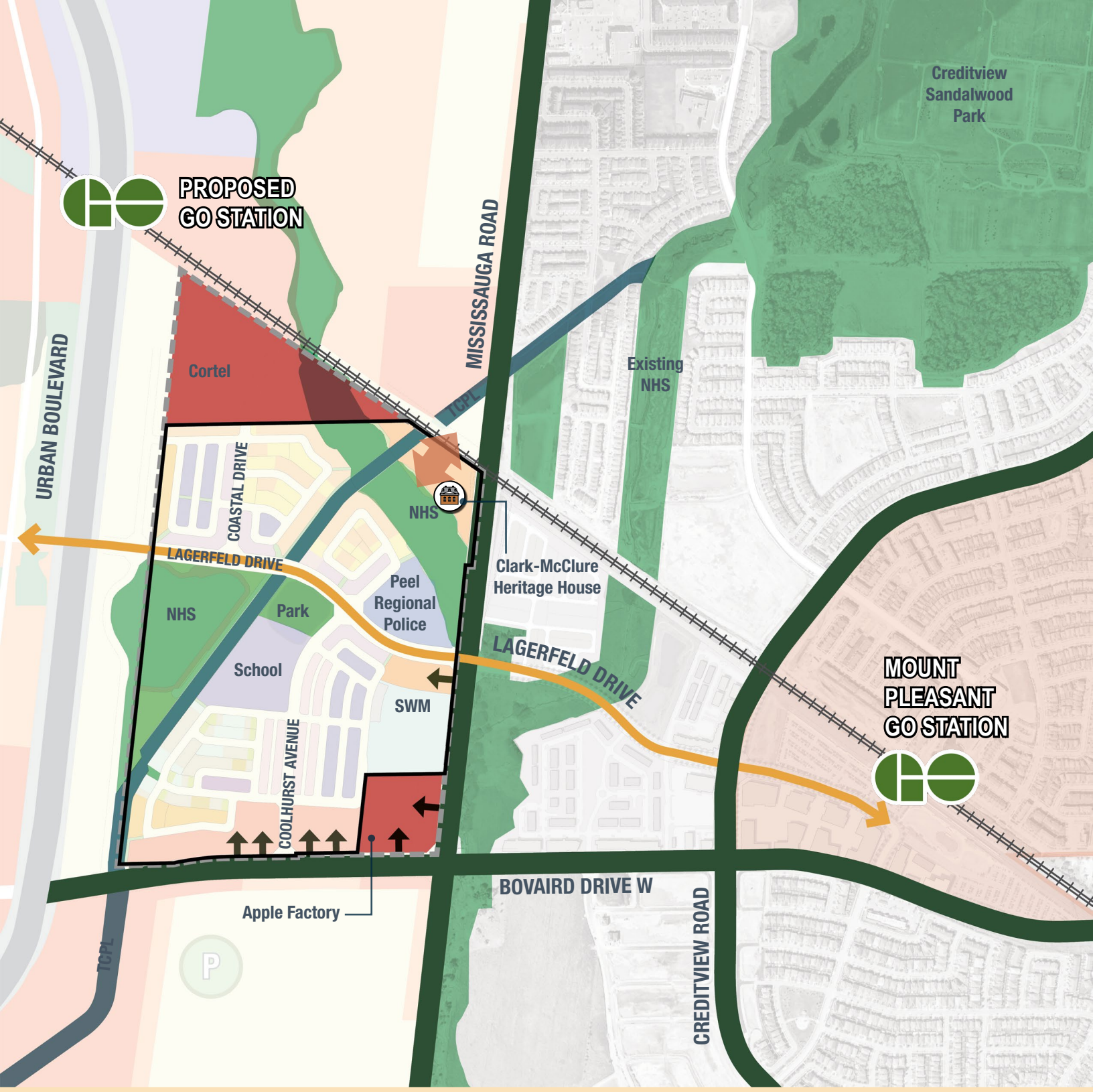


Figure 1.5a: Mt. Pleasant Heights Opportunities and Constraints Plan

1.6 Master Plan and Land Uses

The proposed Master Plan and land uses shall look to capture and leverage opportunities for several key community building strategies, including -

- Enhancing open space linkages delivered through an extensive trail and cycling network;
- Establishing important views and vistas throughout the community;
- Achieving appropriate building height transition and a strong built form/architectural relationship with the street;
- Providing appropriate building massing and gateways with the surrounding arterial roads of Bovaird Drive West and Mississauga Road;
- Achieving the City's objectives for a diversity of residential dwelling types to serve the needs of a range of residents;
- Anticipating future land uses within Mt. Pleasant Heights, lands owned by others (outside the subject lands) and those within Heritage Heights, particularly as they relate to a future urban boulevard or GTA West corridor scenario beyond the west limits; and
- Creating a real sense of placemaking and identity that will make for interesting, attractive, and supportive navigation throughout the community.

The major community structuring elements of Lagerfeld Drive, the TCPL, and the NHS have been utilized to provide a framework for the plan and create sub-neighbourhoods comprising a supportive mix of land uses. These land uses include the following -

- A comprehensive open space linkage system is established, not only within the Mt. Pleasant Heights lands, but critically connecting to Mount Pleasant and the future Heritage Heights;
- Proposed parks have been situated to adjoin NHS features and provide linkage opportunities, with the centrally located park situated adjacent to the proposed elementary school for convenient and efficient co-use opportunities;
- A trail network will tie all the parks, natural heritage features, and school together, with the pipeline as a key conduit, to provide safe and convenient connections for all and throughout;
- Lagerfeld Drive and the compact north-south main streets will have bike lanes that are linked with the trail network, providing cycling links throughout the community, but also to the adjacent communities, including a potential urban boulevard scenario within the future Heritage Heights;
- Higher density residential development is situated along the busy Bovaird Drive West interface, utilizing high quality architecture to frame a gateway into the community from the south;
- Medium density residential blocks will frame the gateway into the community from Lagerfeld Drive and Mississauga Road through the use of landmark building forms;
- Additional high density residential has been identified within the Apple Factory lands as future consideration, appropriate to the main arterial intersection of Bovaird Drive West and Mississauga Road, with proximity to major transit linkages. As well, high density residential is assumed in the north and west extent of the community, within lands not subject to this study;
- A mix of rear lane and dual frontage townhouses frame the majority of the main corridors, with low and medium density filling out the remainder of the neighbourhoods;
- A unique configuration of medium density residential is configured in the north-east corner, framed by Mississauga Road, the CN railway corridor, the NHS, and the pipeline, with vehicular access from the adjacent development to Lagerfeld Drive. This parcel will have access to additional outdoor amenity space to the west;
- The configuration of the introduced land uses is intended to establish some key viewshed opportunities, particularly as related to the open space features; and
- Comprehensive natural heritage features and park linkages with the Mount Pleasant community, as well as the direct connection to MPV and the GO Station provided by Lagerfeld Drive, will be activated through the proposed trail linkage system.

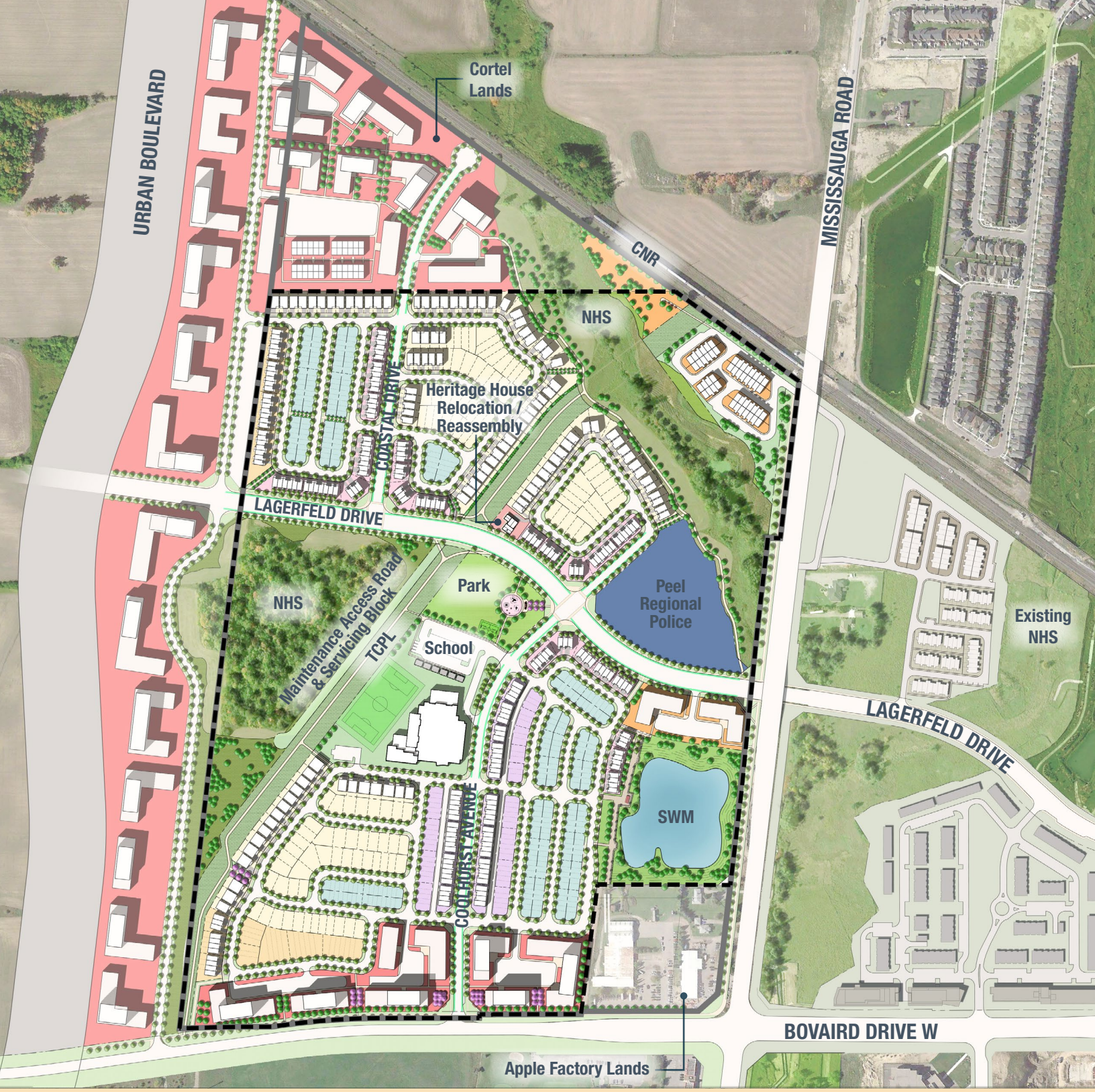


Figure 1.6a: Mt. Pleasant Heights Master Plan

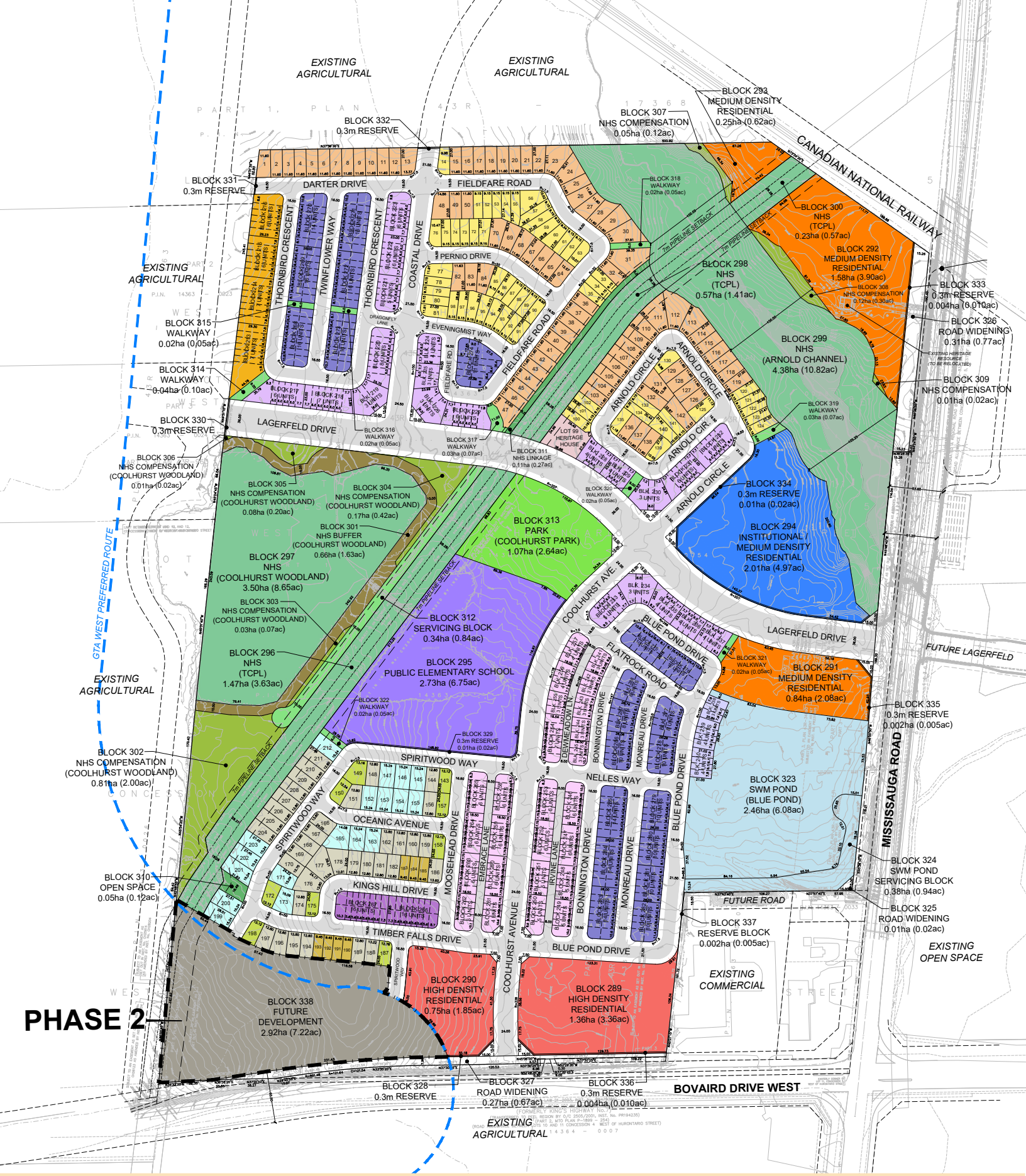


Figure 1.6b: Draft Plan of Subdivision showing Phase 2 lands held for the GTA West Transportation Corridor

1.6.1 Draft Plan of Subdivision

These CDGs have been prepared to support and complement the Mt. Pleasant Heights Draft Plan of Subdivision, revised on June 10, 2022, as shown in Figure 1.6b.

1.6.2 Phasing

To respect the limits of the GTA West (Highway 413) Technically Preferred Route, the proposed Draft Plan of Subdivision has been divided into 2 phases. Phase 1 represents the portion of the subject lands which are unencumbered by the limits of the GTA West (Highway 413) Technically Preferred Route and are intended to proceed to draft plan approval. Phase 2 represents the portion of the subject lands which are mostly located within the limits of the Technically Preferred Route and have been placed within a "Phase 2 Future Development Block". Upon receiving the confirmed land requirements from the MTO in relation the GTA West Corridor (Highway 413) and/or interchange, a proposed Draft Plan Amendment will be filed in order to advance the development of the Phase 2 area. The development of the Phase 1 Area as a complete community is not dependent on the Phase 2 lands and would continue to provide an appropriate mix and range of uses and densities and provide for multi-modal transportation access and connectivity for pedestrians, bicycles, vehicles, and transit to various community amenities including schools, parks, and natural areas.

LAND USE	LOTS / BLOCKS	AREA (ha)	AREA (ac)	UNITS
DETACHED - 9.15m (30')	1-212	1.63	4.03	58
DETACHED - 9.45m (31')		0.16	0.40	7
DETACHED - 11.60m (38')		2.96	7.31	83
DETACHED - 12.12m (40')		0.28	0.69	9
DETACHED - 12.80m (42')		1.21	2.99	36
DETACHED - 15.24m (50')		0.72	1.78	18
HERITAGE HOUSE		0.11	0.27	1
STREET TOWNHOUSES - 6.10m (20')	213-216	0.55	1.36	26
DUAL FRONTAGE TOWNHOUSES - 6.0m (20') (23m DEPTH)	217-237	1.83	4.52	100
DUAL FRONTAGE TOWNHOUSES - 6.0m (20') (21m DEPTH)	238-240	0.17	0.42	11
REAR LANE TOWNHOUSES - 6.05m (20')	241-265	1.58	3.90	122
BACK-TO-BACK TOWNHOUSES - 5.60m (18')	266,267	0.28	0.69	32
BACK-TO-BACK TOWNHOUSES - 6.40m (21')	268-288	2.45	6.05	251
HIGH DENSITY RESIDENTIAL	289-290	2.11	5.21	
MEDIUM DENSITY RESIDENTIAL	291-293	2.68	6.62	
INSTITUTIONAL / MEDIUM DENSITY RESIDENTIAL	294	2.01	4.97	
PUBLIC ELEMENTARY SCHOOL	295	2.73	6.75	
NATURAL HERITAGE SYSTEM (NHS)	296-300	10.15	25.08	
NHS BUFFER	301	0.66	1.63	
NHS COMPENSATION	302-309	1.28	3.16	
OPEN SPACE / NHS LINKAGE	310,311	0.16	0.40	
SERVICING BLOCK	312	0.34	0.84	
PARK	313	1.07	2.64	
WALKWAY BLOCK	314-322	0.21	0.52	
SWM POND / SWM SERVICING BLOCK	323,324	2.84	7.02	
ROAD WIDENING	325-327	0.59	1.46	
0.3m RESERVE	328-336	0.03	0.07	
RESERVE BLOCK	337	0.00	0.00	
FUTURE DEVELOPMENT	338	2.92	7.22	
36.0m R.O.W - (695m LENGTH)		2.52	6.23	
24.5m R.O.W - (47m LENGTH)		0.14	0.35	
24.0m R.O.W - (525m LENGTH)		1.30	3.21	
21.5m R.O.W - (583m LENGTH)		1.30	3.21	
16.5m R.O.W - (4,032m LENGTH)		6.78	16.75	
8.0m LANEWAY - (432m LENGTH)		0.35	0.86	
TOTAL	**338**	**56.10**	**138.63**	**754**

Figure 1.6c: Draft Plan of Subdivision Land Use Schedule

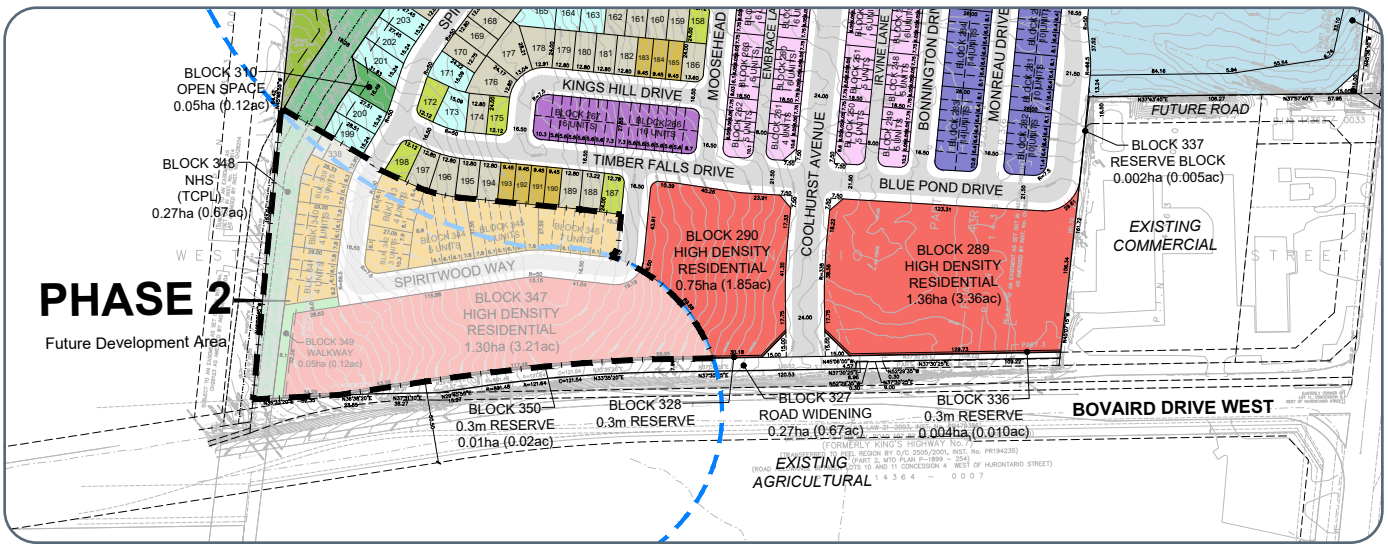


Figure 1.6d: Draft Plan of Subdivision showing how Phase 1 can be 100% built without requiring Phase 2, and how Phase 2 is anticipated to be developed through a future Draft Plan Amendment

SECTION 2

PUBLIC & PRIVATE REALM

2.1 Linkage, Connections, and Circulation

The linkage, connection, and circulation elements for Mt. Pleasant Heights will function as major structuring components for a compact, walkable, connected development intended to bridge the existing Mount Pleasant and future Heritage Heights communities.

2.1.1 Street Hierarchy and Character

A well-defined and connected hierarchy of streets builds upon the framework formed by the TCPL and NHS to create a road structure for the Mt. Pleasant Heights community. This network consists of Mississauga Road, a north-south arterial along the western limit; Bovaird Drive West, an east-west arterial along the south limit; and Lagerfeld Drive, an east-west collector bisecting the lands between Bovaird and the CN railway line. Combined with local streets and laneways, this network provides for the safe and convenient movement of pedestrians, cyclists, and vehicles, serves as a common space for social interaction, and establishes the initial visible impression of the community. The character of these streets will be defined by their transportation function and the type of adjacent land uses. The proposed street hierarchy consists of the following typologies –

- External arterial streets;
- Major collector streets;
- Minor collector streets;
- Local streets;
- Laneways; and
- Emergency access block.

Refer to Figure 2.1.1a for a plan of the existing and proposed street hierarchy within and surrounding Mt. Pleasant Heights.

City of Brampton Alternative Urban Boulevard / GTA West Transportation Corridor

The City of Brampton is proposing an alternative urban boulevard within the future Heritage Heights community to the west of Mt. Pleasant Heights. The GTA West Transportation Corridor is being contemplated by the Province in roughly the same location as the City's proposed urban boulevard. Regardless of which outcome will ultimately materialize, the land uses proposed within Mt. Pleasant Heights have been configured to ensure that either scenario will work to provide seamless connections between communities.

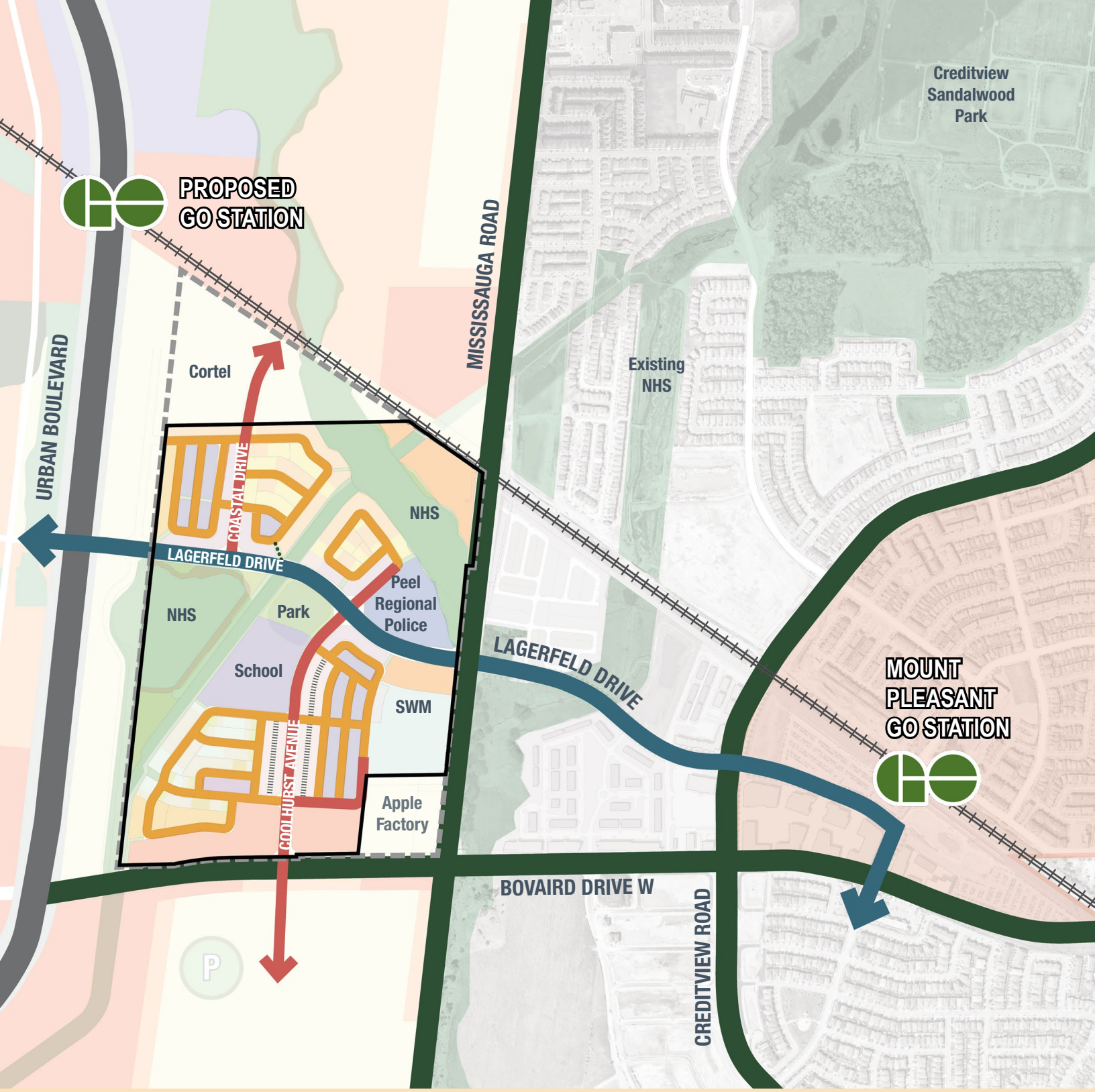


Figure 2.1.1a: Existing and planned street hierarchy within and surrounding Mt. Pleasant Heights

External Arterial Streets

Arterial streets are designed to carry larger volumes of traffic and bus transit service at moderate to higher speeds over longer distances. Bounding the eastern and southern edges of Mt. Pleasant Heights, outside of its purview, Mississauga Road and Bovaird Drive West are expected to carry the vast majority of vehicular traffic and transit service to Mount Pleasant, the MPV transit hub, the future Heritage Heights community, Mt. Pleasant Heights, and other surrounding communities.

Region of Peel Environmental Assessments for Bovaird Drive West and Mississauga Road Widening

The Region of Peel has completed the Schedule "C" Environmental Assessments (EA) for improvements to ***Bovaird Drive West*** from Lake Louise Drive/Worthington Avenue to 1.45km west of Heritage Road; and for ***Mississauga Road*** from Bovaird Drive to Mayfield Road in the City of Brampton.

Both EA studies examined the need and feasibility for widening and improvements to address short and long term issues related to planned future growth, operational, capacity and storm drainage deficiencies, as well as opportunities for transit, pedestrian, and biking facilities.

Bovaird Drive West

As the principle connector to Mt. Pleasant Heights from the south, Bovaird Drive West exposes the development to the surrounding community. Currently a two lane rural road, a Municipal Class EA recommends the widening of Bovaird Drive West between Mississauga Road and Heritage Road to four lanes on an interim basis and six lanes ultimately. Schedule 52 - 5 of the Heritage Height Secondary Plan indicates a planned bike lane along the regional road.

While the redesign of Bovaird Drive West and its streetscape condition is subject to a separate design process, recommendations are provided in the context of the Mt. Pleasant Heights community. The design of Bovaird Drive shall consider streetscape elements, such as street trees, site furniture, and signage to link the architecture of the built form and landscape design to create a comfortable pedestrian, transit-supportive experience while enhancing the presence of the development within the overall community.

Landscape Guidelines:

- Provide a double row of street trees, one row within the public boulevard and a parallel row within adjacent higher density properties, where feasible. This will reduce the perceived scale of the road, provide a more comfortable pedestrian environment and establish an attractive interface between the road and the proposed built form.
- Plant street trees in grass boulevards, between curb and sidewalk.
- Provide opportunities for safe and direct pedestrian sidewalk connections from the Bovaird Drive West sidewalk to higher density building entrances.
- Create a gateway through built form massing, architectural design, and associated landscape design, signifying entry into the Mt. Pleasant Heights, at the intersection with the north-south minor collector road (refer to Section 2.3.2 Gateways).

Mississauga Road

Mississauga Road is located along the eastern edge of Mt. Pleasant Heights. The Region of Peel completed a Municipal Class EA for the widening of the regional road from two lanes to six lanes between Bovaird Drive West and Sandalwood Parkway. The redesign also incorporates a rail overpass and slip road (under Mississauga Road) to provide a connection via Lagerfeld Drive between Mt. Pleasant Heights to the west and MPV / the GO Station to the east, a clear span bridge over Huttonville Creek, as well as intersection improvements, transit facilities, a sidewalk and 3.0m wide multi-use trail within the boulevard.

Mississauga Road is characterized along much of the east side by the existing NHS corridor, and along the west side by future high and medium density development, SWM pond, and NHS.

Landscape Guidelines:

- Plant a single row of street trees within the boulevard for the extent of the road adjacent to the NHS corridor.
- Consider only native street tree species for the boulevard portion adjacent to the NHS.
- Continue the same single row of street trees adjacent to the SWM pond and residential development, with the potential for additional buffer treatment.
- Locate a major gateway feature, built form massing, architectural design, and associated landscape design, to signify entry into the Mt. Pleasant Heights at the Lagerfeld Drive slip road (refer to Section 2.3.2 Gateways).

Major Collector Streets

Collector streets serve as primary inter-community circulation routes and will also accommodate transit and cycling connections. Lagerfeld Drive (Street A) is the east-west link which bisects the development area and connects Mt. Pleasant Heights to MPV and the GO Station to the east. The Environmental Assessment for Lagerfeld Drive was recently completed by the City and shall now be designed to seamlessly connect with the existing ROW to the east of Mississauga Road, repeating some key design elements to create cohesiveness between the two communities. The Lagerfeld Drive ROW width is 36.0m.

Landscape Guidelines:

- Limit driveway entrances to maximize the continuity of the streetscape and provide safer, more convenient pedestrian and cycling connections.
- Integrate upgraded landscape treatment with private residential frontage, including direct pedestrian connections, planted deciduous tree (smaller ornamental tree where space is limited), and foundation shrub planting, in addition to the streetscape treatment.

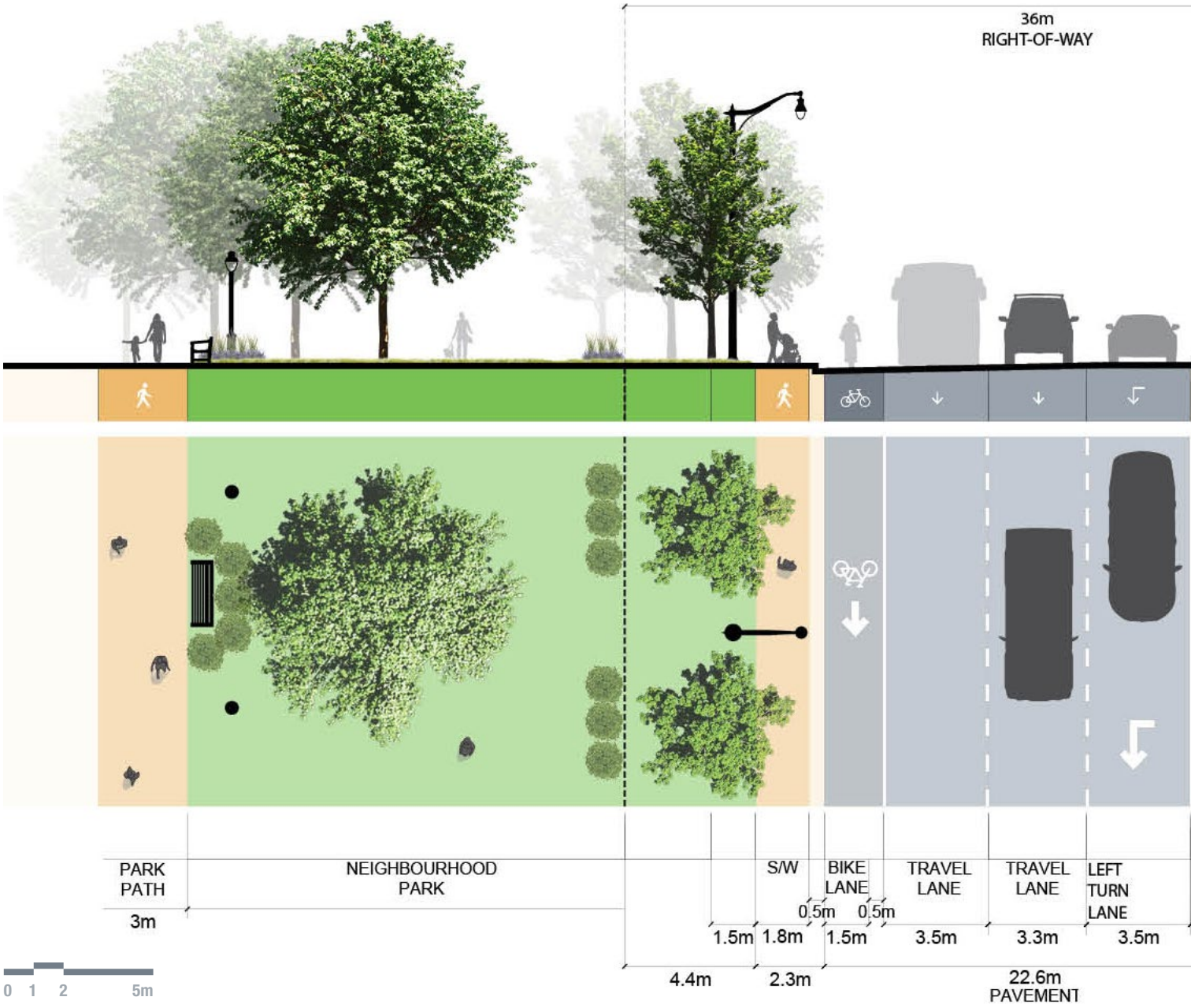
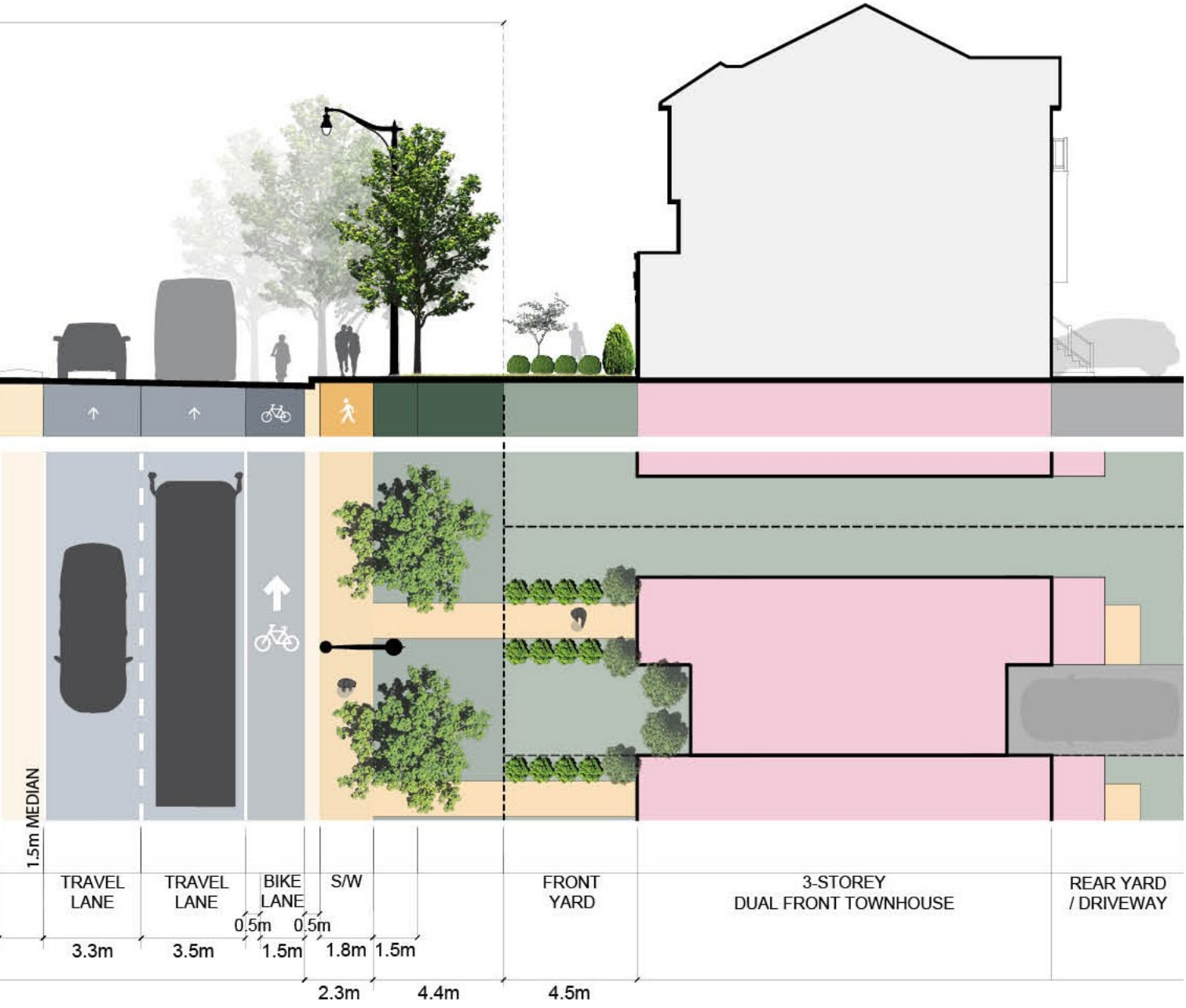


Figure 2.1.1b: Cross-section of Lagerfeld Drive, through neighbourhood park and dual frontage townhomes

- Integrate on-street bike lanes on both sides of the street.
- Provide enhanced paving at the crosswalk intersections with minor collectors to define pedestrian crossings, serve as traffic calming, and add character to the street.
- Create enhanced landscaped areas with seating at prominent entrances to higher density residential buildings, trailheads, and the park.



Minor Collector Streets

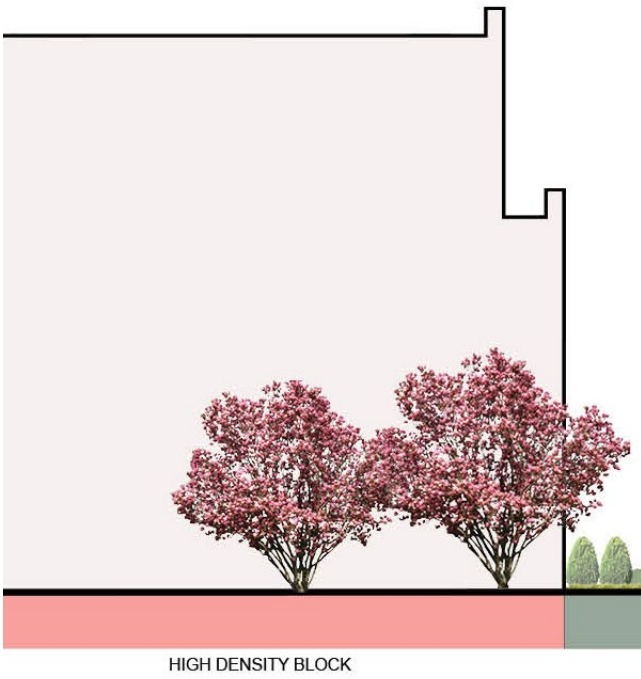
Minor collector streets also provide important connections between residential neighbourhoods. They further define the community structure and serve as primary circulation routes. Mt. Pleasant Heights contains two minor collector streets of varying ROW widths -

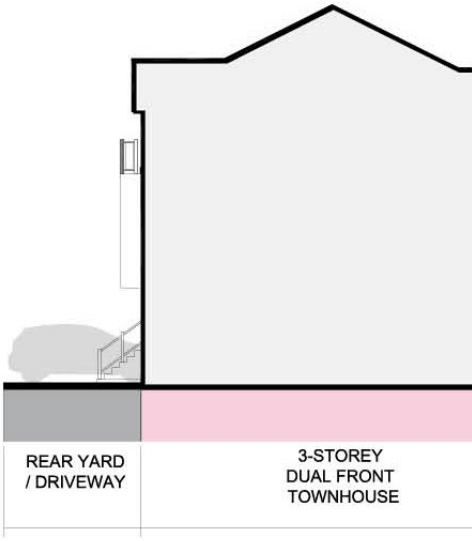
- 24.0m ROW (Coolhurst Avenue) with two on-street bike lanes and parking on one side. It runs north-south, connecting Bovaird Drive West to Lagerfeld Drive;
- 21.5m ROW (Coastal Drive) with two on-street bike lanes and no parking. It runs north-south, connecting Lagerfeld Drive to the community to the north via a future CN rail crossing.

Refer to Figures 2.1.1c and 2.1.1d for cross-sections of the minor collector streets (Coolhurst Avenue and Coastal Drive).

Landscape Guidelines:

- Limit driveway entrances to maximize the continuity of the streetscape and provide safer, more convenient pedestrian and cycling connections.
- Integrate on-street bike lanes on both sides of the street.
- Plant street trees at regular intervals at a distance that allows for continuous canopy and appropriate soil volumes, within a 2.55m grass boulevard between the sidewalk and curb.
- Integrate upgraded landscape treatment with private residential frontage, including direct pedestrian connections, planted deciduous tree (smaller ornamental tree where space is limited), and foundation shrub planting, in addition to the streetscape treatment.
- Create enhanced landscaped areas with seating at prominent entrances to higher density residential buildings and parks.





0 1 2 5m

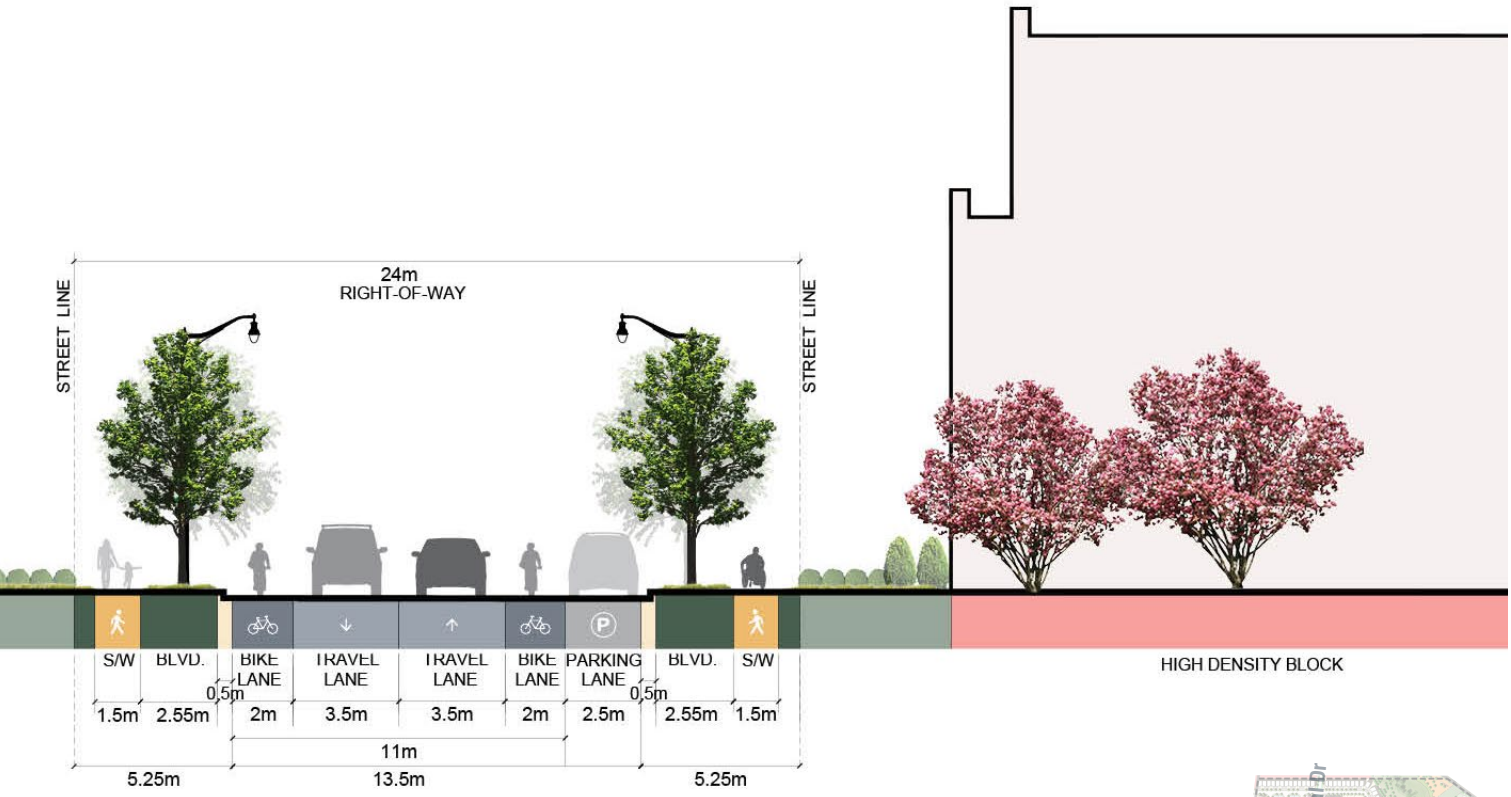


Figure 2.1.1c: Cross-section of 24.0m minor collector (Coolhurst Avenue) through high density block

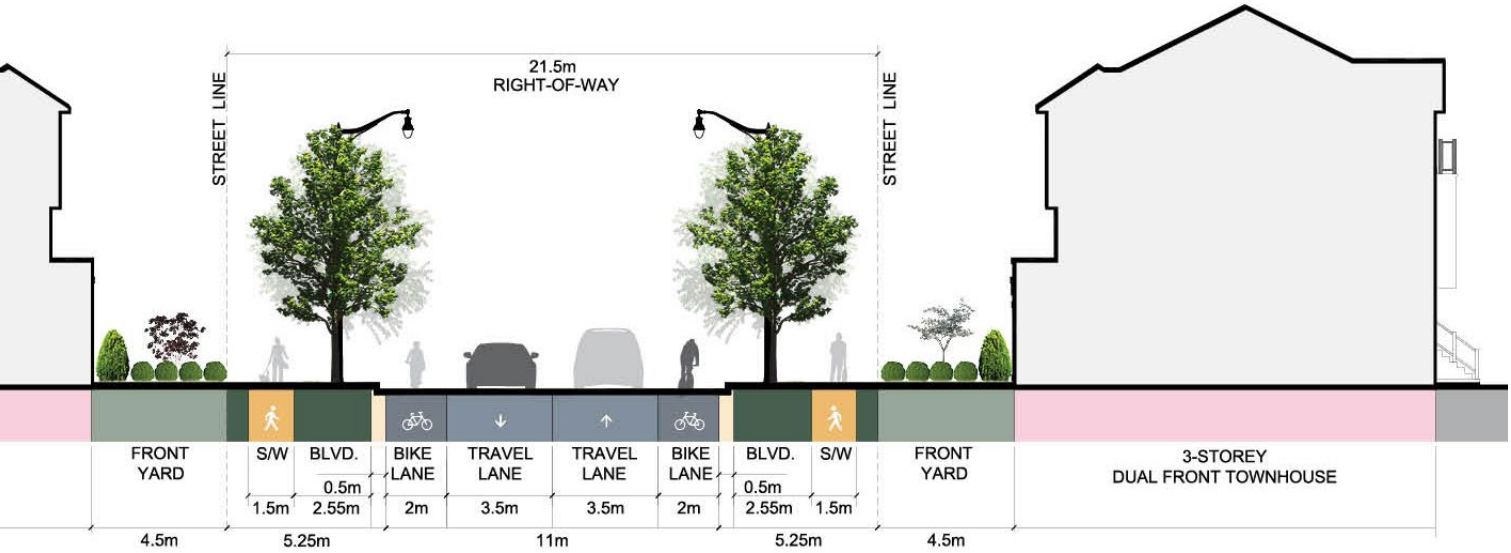


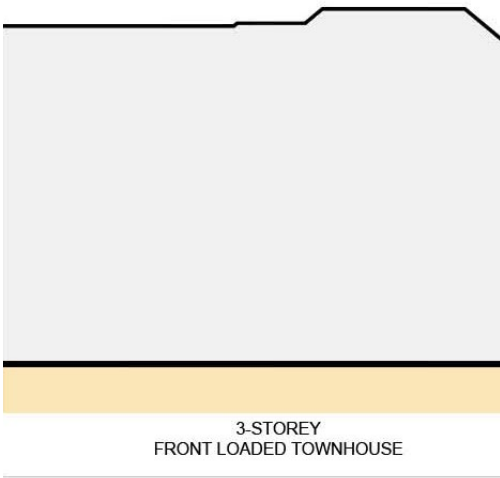
Figure 2.1.1d: Cross-section of 21.5m minor collector (Coastal Drive) through dual frontage townhomes

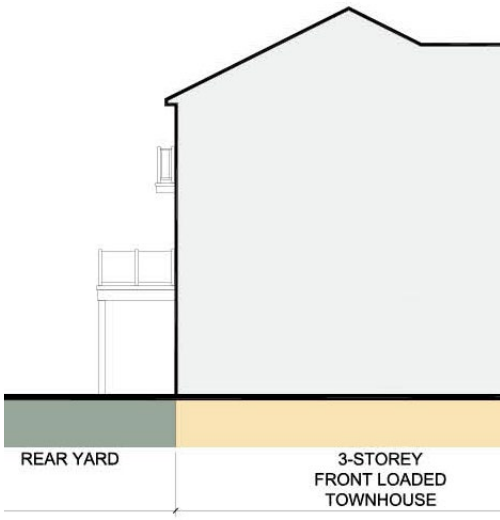
Local Streets

Local streets are intended to provide a comfortable pedestrian experience with relatively low levels of local vehicular traffic. The local street network shall facilitate logical, direct, permeable, and safe neighbourhood connections through a modified-grid configuration. Block lengths shall be limited to promote a pedestrian friendly environment and visual variety. The use of cul-de-sacs shall be minimized throughout the community. Mt. Pleasant Heights contains two local street types -

- 18.0m ROW with two travel lanes, on-street parking, sidewalks on both sides, and street trees at regular intervals within a 2.75m grass boulevard between the sidewalk and curb. Located adjacent to higher density development (Street N / Street T) or as a transition from a higher order street (Street I);
- 16.5m ROW with two travel lanes, on-street parking, a sidewalk on only one side, and street trees at regular intervals within a 2.75m grass boulevard between the sidewalk and curb..

Refer to Figures 2.1.1e and 2.1.1f for cross-sections of the local street types.





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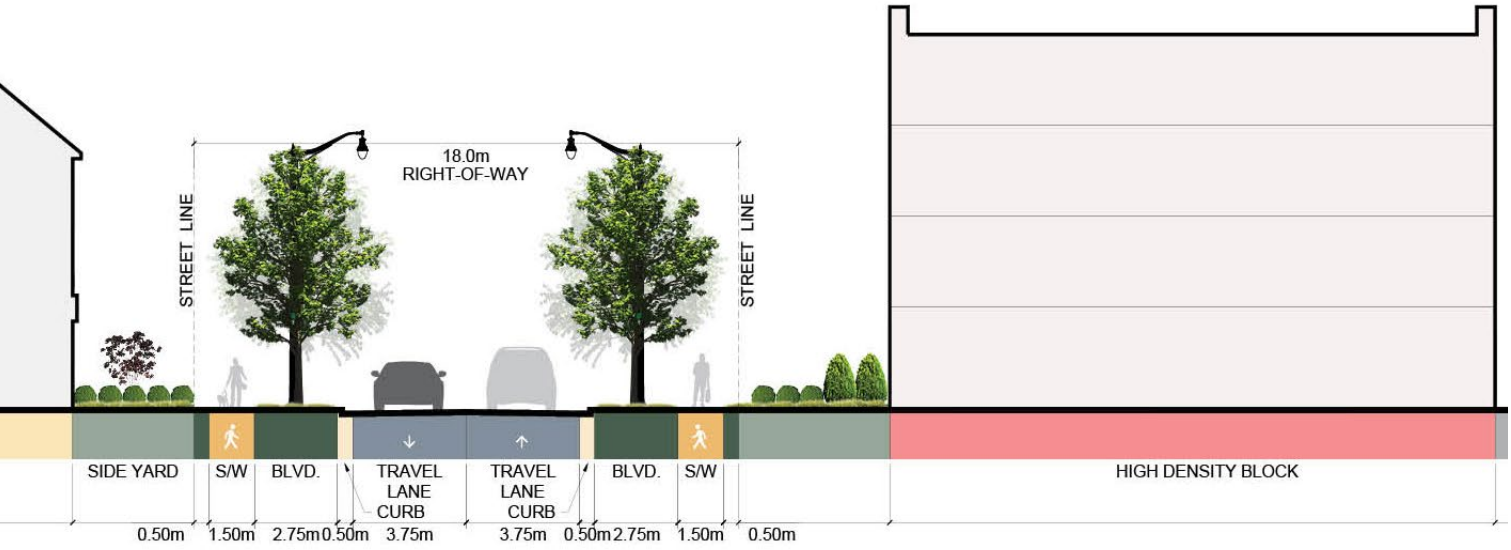
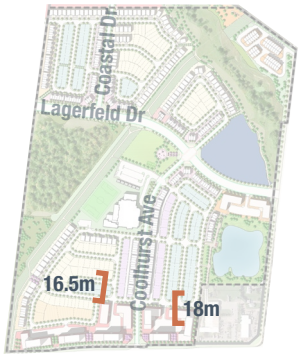


Figure 2.1.1e: Cross-section of 18m local street through front loaded townhomes and high density block



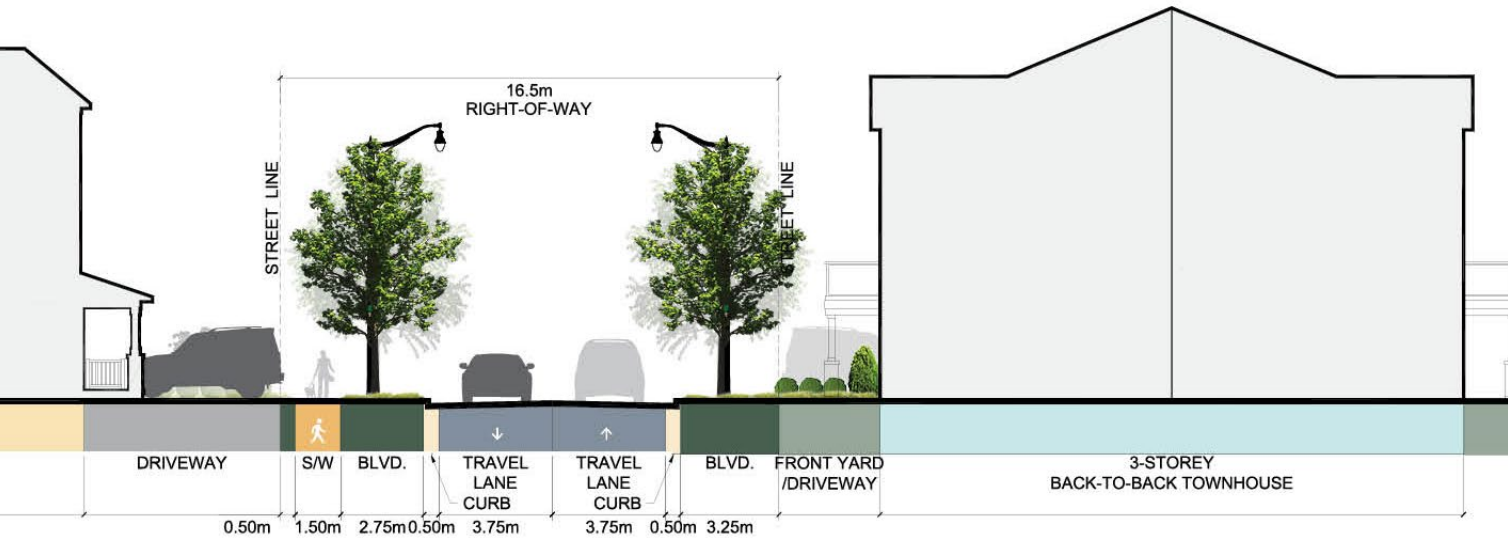


Figure 2.1.1f: Cross-section of 16.5m local street

Laneways

Laneways are proposed for traditional rear lane townhouses situated along collector roads, on which driveways for individual units / lots are not permitted.

The laneway cross-section will have an 8.0m ROW, featuring one lane in each direction, with a mountable curb and a concrete apron on both sides.

Refer to Figure 2.1.1g for a laneway cross-section.

For further street network design criteria, reference Part V - Block Plan Design Guidelines / Section 3.0 Street Network of the Brampton DDG.

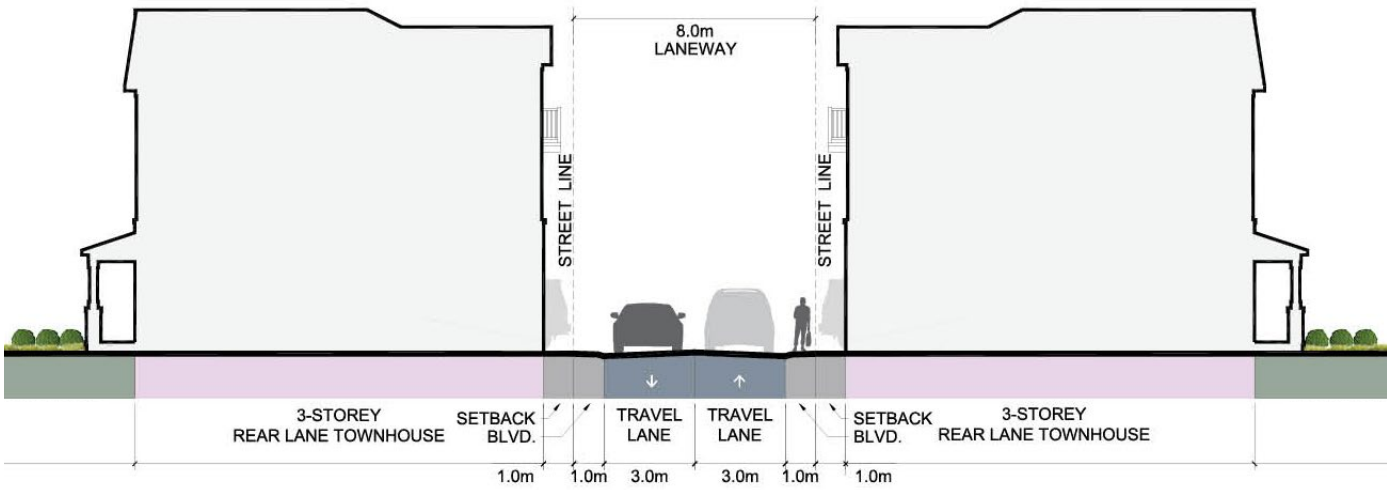


Figure 2.1.1g: Cross-section of 8m laneway through rear lane townhomes

Emergency Access Block

In order to provide two points of access to the north-west corner of the community, an emergency access road will be accommodated to connect Lagerfeld Drive to the internal local street, Fieldfare Road.

The emergency access block cross-section will have an 11.0m ROW, featuring a 3.0m asphalt pathway with 1.5m of turfstone on either side. A landscape buffer on both sides of the emergency access road will allow for the planting of smaller species of narrow crown trees, such as serviceberry, lilac, small maple, columnar oak, etc. The landscape buffer will be 3.0m wide along Lagerfeld Drive, tapering to 2.5m further north, and 0m at the internal street to ensure there is sufficient spacing to the adjacent homes and driveways. A 5.0m trail connection is also accommodated adjacent to Lagerfeld Drive to connect the emergency access road to the proposed trail along the pipeline.

Refer to Figure 2.1.1h for the emergency access block cross-section.

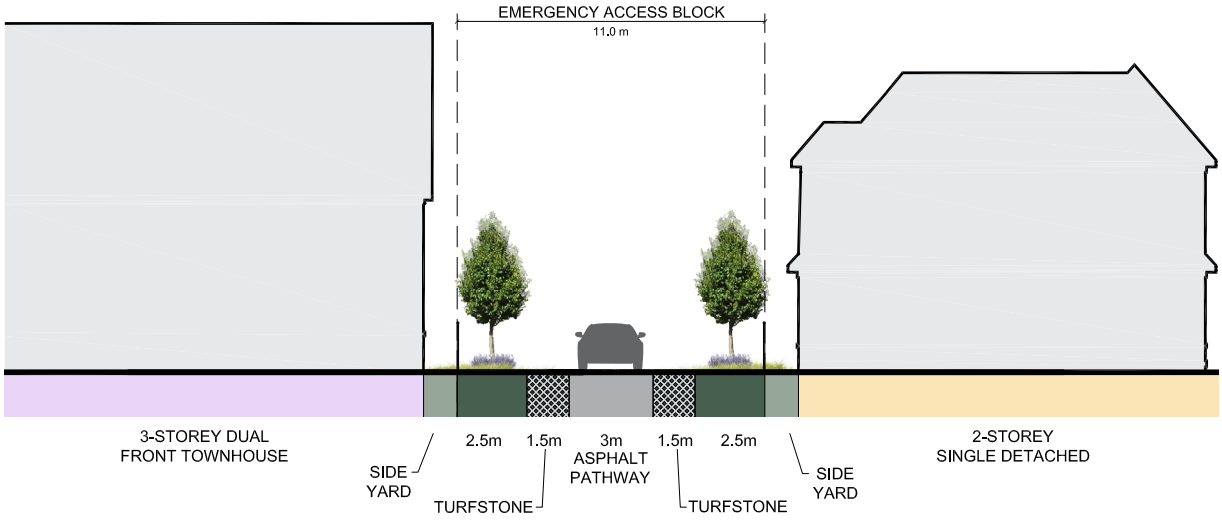


Figure 2.1.1h: Cross-section of 11m emergency access block

2.1.2 Transit Connections

Fundamental to Mt. Pleasant Heights and the benefit of its location is the proximity to a variety of major public transit linkages that will deliver both local and regional transit options for residents, employees, and visitors. This transit system will be anchored by a convenient and direct connection with the Mount Pleasant GO Station that is situated within MPV, east of Mississauga Road. As well, a potential GO Station is planned within the future Heritage Heights lands to the north-west that would provide additional service options. The GO Station serves as a hub for the network of Züm and Brampton Transit bus lines, both existing and planned, that will better connect people to and from the community and achieve a meaningful reduction in vehicular use.

HHSP Schedule 52-12 proposes Züm services along the Urban Boulevard and Bovaird Drive, west of Mississauga Road. The future Züm stop, at the intersection of Mississauga Road and Bovaird Drive West, will provide residents and visitors with connections to the local GO Stations and beyond. Future transit routes can also be incorporated to provide additional connections between Mt. Pleasant Heights and other destinations within Brampton, Toronto, and the GTA, such as along Lagerfeld Drive, Coolhurst Avenue, and potentially Coastal Drive, should it continue north of the CN rail tracks.

HHSP Section 10.10.10 stipulates that cycling facilities and amenities, such as bicycle parking and lock-up areas, shall be provided at all public destinations within the Heritage Heights Secondary Plan, including transit stations.

Mt. Pleasant Heights will be reimbursing the Mt. Pleasant Landowners Group on their $2 million contribution to the City for three hybrid buses, strengthening the community vision of transit sustainability.

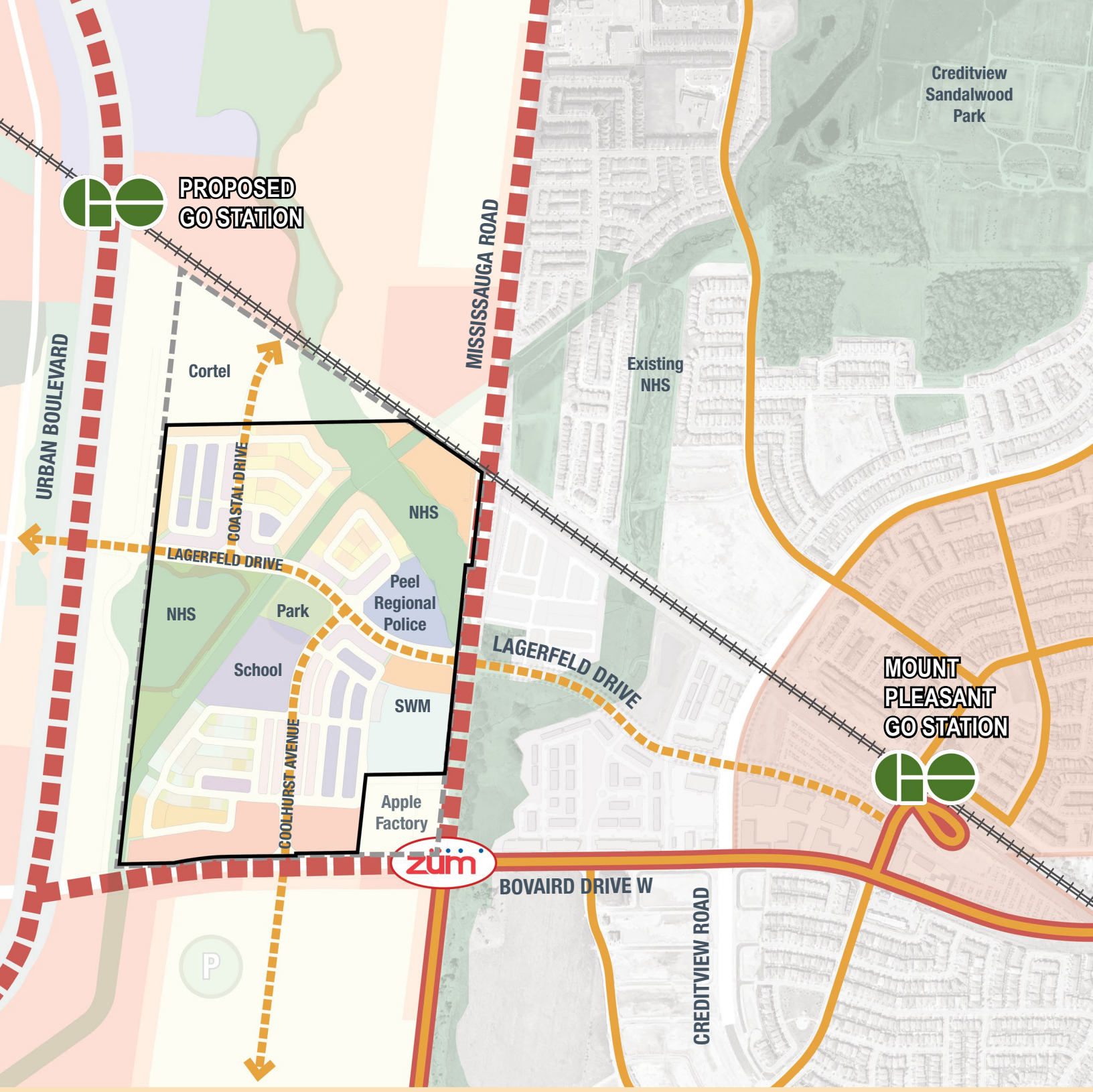
Refer to Figure 2.1.2d for a plan of the existing and proposed transit linkages within and surrounding Mt. Pleasant Heights.

Refer to Section 2.3.1 Streetscape for landscape guidelines associated with transit stops.

Figure 2.1.2a: The Mount Pleasant Village GO Transit Station

Figure 2.1.2b: The Mount Pleasant Village bus terminal

Figure 2.1.2c: A Züm rapid transit bus in Brampton



Existing Züm Route
Proposed Züm Route
Canadian National Railway
Existing Brampton Transit Route
Proposed Brampton Transit Route
Mount Pleasant Village
GO Station
Züm Stop
Argo TFP (subject property) Limits
Mt. Pleasant Heights (Area 51-3) Limits
NORTH

Figure 2.1.2d: Existing and planned transit linkages within and surrounding Mt. Pleasant Heights

2.1.3 Active Transportation Connections

Complementary to the transit network and key to creating healthy, active communities, is the establishment of a comprehensive trail and cycling network for recreation and commuter needs. The broader Mount Pleasant community has established vital trail and cycling connections that link the surrounding community to the north with MPV and the GO Station.

It is critical to leverage this existing network and introduce a comprehensive system of linkages within Mt. Pleasant Heights that will extend what was achieved in the east and bridge these connections with what will be planned in Heritage Heights to the west and north. This network will comprise cycle tracks, multi-use trails and recreation trails, linking parks and open spaces, key streets and transit facilities.

It is this interconnectivity - the walkability, the bike lanes and trails, and the transit network - that collectively provides the multi-modal opportunities to encourage people to leave their cars and live healthier, more sustainable lifestyles - a key component of an effective and achievable sustainable strategy.

Refer to Figure 2.1.3a for a plan of the existing and proposed active transportation connections within and surrounding Mt. Pleasant Heights.

Refer to Section 2.3.5 Trails and Pathways for landscape guidelines.

2.1.4 Parking

Parking facilities play an important role in the efficiency of the Mt. Pleasant Heights transportation system. The community shall be designed to minimize the visual impact of parking areas as much as possible, while ensuring that all neighbourhood amenities can be easily accessed.

Parking Guidelines:

- Strategically place on-street parking along local streets and minor collector Coolhurst Avenue to provide convenient access to neighbourhood amenities and achieve traffic calming for the streets.
- Situate surface parking areas behind buildings or in less prominent locations away from streets.
- Where parking areas have an interface with the streetscape, provide appropriate screening and connections.
- Where surface parking may be adjacent to a building, provide a landscape strip to screen the parking from the building and adjacent sidewalk.
- Include pedestrian walkways in parking areas, with landscape planting provided for shade and to reduce the perceived scale of the parking surface.
- Devise a snow storage strategy in conjunction with planting plans to ensure snow piles do not affect vegetation for parking lot areas.
- Design the neighbourhood park and adjacent elementary school to share parking lots to enable better land use efficiencies.
- Provide on-street parking within 50-100m of parks.
- Integrate bicycle parking elements into the design and layout of parking facilities, with convenient access to building entrances and within well-lit areas that provide weather protection options, where feasible.
- Integrate sustainable features into surface parking lots, which may include permeable paving, infiltration trenches, bioretention areas, vegetated swales, etc.
- Provide electric vehicle (EV) charging stations in the parking areas of mixed-use buildings, office, institutional or employment uses, and within underground garages for multi-storey residential buildings.

Figure 2.1.3a: Existing and planned active transportation connections within and surrounding Mt. Pleasant Heights

2.2 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. These areas will greatly define the distinctive identity of Block Plan 51-3 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 the Mt. Pleasant Heights community, described in this section -

- Community gateways
- Park siting
- School
- TransCanada Pipeline
- Heritage house
- CN rail interface

Specifically, the park, school, NHS, and TCPL comprise 16 hectares (40 acres) of land and form a public open space hub that provides active and passive recreation opportunities in the heart of Mt. Pleasant Heights, which drives the unique design of the community.

2.2.1 Community Gateways

Appropriately designed gateway features provide a sense of identity, signal arrival, serve as placemaking and wayfinding elements, and enhance the visual quality of the public street. Together with the adjacent built form, they help define the character of the development from the site surroundings.

Higher density residential development shall be situated along the Bovaird Drive West interface, helping to frame the gateway into the community from the south. Medium density blocks shall frame the gateway into the community from Lagerfeld Drive and Mississauga Road to the east. Gateway features shall be located at these important locations to create a sense of arrival into Mt. Pleasant Heights.

For gateway design guidelines, reference Section 2.3.2 Gateways.

Figure 2.2.1a: Rendering demonstration of higher density built form framing a community gateway

Figure 2.2.1b: An existing Mount Pleasant gateway feature that provides a distinct identity for the community

Figure 2.2.1c: Rendering example of a Mt. Pleasant Heights gateway feature that borrows from the Mount Pleasant community aesthetic

Figure 2.2.2a: A neighbourhood park adjacent to a natural heritage feature and trail network

Figure 2.2.3a: An adjoining neighbourhood park and elementary school, combining to create a neighbourhood hub

Figure 2.2.4a: A trail composed of limestone screenings through the pipeline corridor in the adjacent Mount Pleasant community

2.2.2 Park Siting

A robust and linked parks and open space system is at the core of the community's structure. The proposed park has been situated to adjoin NHS features for linkage opportunities, and adjacent to the proposed elementary school for convenient and efficient co-use opportunities. A trail network will tie all the parks, natural heritage features, and school together, with the pipeline as a key conduit, to provide safe and convenient connections throughout the community and beyond. This 10 hectare (25 ac) open space campus at the heart of the community will be highly visible and accessible, well connected to all neighbourhoods, and a cornerstone principle of the Mt. Pleasant Heights' design. For park design guidelines, reference Section 2.3.3 Parks.

2.2.3 School

Located adjacent to a park and situated steps from NHS lands, the elementary school will provide students with convenient access to the outdoors. The school has been sited to enable walking and cycling connections from all neighbourhoods, promoting pedestrian activity and contributing to an active lifestyle for all residents. The presence of the school will accommodate the needs of a growing region and establish Mt. Pleasant Heights as an important community destination within Brampton.

The proximity of the natural heritage features provides opportunities to explore and learn from nature as a core educational element.

2.2.4 TransCanada Pipeline

The TCPL runs south-west to north-east, diagonally through Block Plan 51-3. 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 Mount Pleasant community to the east. The proximity of the easement to Creditview Sandalwood Park and adjacent natural heritage features makes it a valuable linkage opportunity for a local serving inter-community pathway system within north-west Brampton.

When proposing landscape treatment for the pipeline corridor, its protection is considered paramount, which results in several 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

Figure 2.2.5a: Rendering demonstration of the relocated / repurposed Clark-McClure house

Figure 2.2.5b: The Clark-McClure house in its current state

Figure 2.2.6a: A densely planted landscape treatment between a rail corridor and residential development

Figure 2.2.6b: An acoustic wall landscape treatment along a rail corridor

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. TCPL has agreed generally to trail location, and details will be worked out through detailed design. The surface treatment will be limestone screenings and the proposed width is 3.0m.

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

2.2.5 Heritage Preservation and Integration

The Clark-McClure house is currently located at 10244 Mississauga Road, the north-eastern corner of the site, and listed on the Municipal Register of Cultural Heritage Resources. The deliberate relocation of this historic house to a prominent location within the community will reflect a commitment to respecting and honouring the local history and architectural character of the area.

ARGO TFP Brampton II Ltd. has retained Sedgwick Marshall Heritage Homes Ltd. to undertake the demolition, salvage, preparation for storage, and subsequent reassembly of the Clark-McClure house. The relocation will retain the heritage attributes of the structure as identified in the HIA (Parslow, 2021) and provide for the adaptive reuse of the structure in a way that will be inclusive and engaging with the community.

2.2.6 CN Rail Interface

The CN railway line defines the north boundary of the Mt. Pleasant Heights community. The proposed land use interface with the CN rail line varies and will include a medium density condominium block and the pipeline within the subject lands, and NHS and high density residential development within the Cortel lands to the north-east. Much of these uses will integrate a planted landscape screen which, in tandem with an acoustic wall, will buffer the rail lands from new development areas. The standard recommended building setback for new residential development in proximity to the CN railway line is 30m.

For relevant noise mitigation criteria, reference Guidelines for New Development in Proximity to Railway Operations.

Figure 2.3a: Mt. Pleasant Heights Landscape Plan

Figure 2.3.1a: A double row of coarse-leaved street trees may be considered, particularly along Bovaird Drive West

Figure 2.3.1b: Street trees can establish character and definition on a local street

Figure 2.3.1c: Street trees planted in a boulevard shall be selected to consider adjacent NHS species

2.3 Landscape Plan

The Mt. Pleasant Heights community shall include a carefully integrated network of green spaces to provide regional pedestrian access and connect residents to nature. Green spaces shall seamlessly integrate with the fabric of the built environment to distinguish Mt. Pleasant Heights and achieve an attractive, high quality community for residents and visitors.

2.3.1 Streetscape

Landscape guidelines are largely related to the streetscape design of the proposed street network. They provide direction for establishing a distinct hierarchy of streets that respond to adjacent land uses and safely balance vehicular, pedestrian, and cycling functions.

The character of Mt. Pleasant Heights will largely be derived from the streetscape treatment associated with the surrounding arterial and the internal collector roads. Each of these roads will be distinct and shall be designed as a reflection of its transportation function, location, and adjacent land uses. Streetscape components enhance the public domain, reinforce pedestrian scaled spaces, and promote the character and identity of the community. They include street trees, site furniture (seating, trash/recycling receptacles, signage, fencing), and lighting.

General Street Tree Guidelines:

- Street tree species selection shall adhere to approved City of Brampton specifications and be planted as per City Standards.
- Streetscape treatment shall be typified by trees within a grass boulevard between the sidewalk and curb.
- The connection between both sides of the street shall be reinforced by pairing species types on both sides to create a consistent canopy and cohesive streetscape appearance.
- Large canopy, coarse-leaved deciduous trees shall be specified in the boulevard for all streets.
- Trees shall be planted at regular intervals at a distance that allows for continuous canopy, appropriate soil volumes for rooting potential, and strong streetscape presence.
- Street trees shall be coordinated with lighting, driveways, and below/above-ground utilities to ensure tree planting opportunities are maximized and trees are grown in optimum conditions.

General Site Furniture Guidelines:

The integration of site furniture is recommended to enhance pedestrian areas, reinforce an attractive image, and improve site functionality and safety.

- The proposed street furniture strategy shall include seating, trash/recycling receptacles, bicycle racks, and signage.
- The selection and placement of street furniture shall comply with City of Brampton standards and maintain all accessibility requirements.
- The style of street furniture shall be City of Brampton standard specifications and selected to complement the proposed architectural style and character of the community.
- Street furniture located at transit stops shall be consistent with the rest of the community.
- For publicly accessible areas intended for gatherings, such as park entries or SWM pond lookouts, the integration of seating and trash receptacles shall be considered.

General Street Lighting Guidelines:

Street lighting is an essential element of streetscape design, and the choice of light standards in the community will play a key role in reinforcing the character of the Mt. Pleasant Heights public realm.

- Distinctive specialty lighting may be considered for Lagerfeld Drive to reinforce the main entrance to the community and create a unique streetscape character conducive to a comfortable pedestrian environment and its direct connection to MPV's GO Station.
- Local street light standards shall reinforce safe, attractive pedestrian connections.
- Street lighting shall be designed to minimize projection onto adjacent lands uses that could be negatively impacted, such as NHS and residential areas.
- 'Night sky' compliance shall be encouraged as a component of sustainable design, with illumination directed downwards.
- Street light poles and luminaires shall reflect approved City of Brampton standards.

For further design criteria, reference Part V - Block Plan Design Guidelines / Section 4.0 Streetscapes of the Brampton DDG.

Figure 2.3.1d: Street furniture shall be City of Brampton standard specifications

Figure 2.3.1e: Furniture within parks and along trails shall be City of Brampton standard specifications

Figure 2.3.1f: Distinctive lighting may be considered along key community streetscapes

Figure 2.3.2a: Built form and enhanced streetscape treatment may be designed to frame a community gateway

Figure 2.3.2b: Higher density built form frames the entrance into a community

Figure 2.3.2c: A feature column and wall in the adjacent Mount Pleasant Village community signals entry at important intersections

2.3.2 Gateways

Appropriately designed gateway features provide a sense of identity, signal arrival, serve as placemaking and wayfinding elements, and enhance the visual quality of the public street. Gateways are an effective tool for branding the development through the integration of signage. Together with the adjacent built form, they help define the character of the development from the site surroundings.

The gateways into Mt. Pleasant Heights, at the intersection of Bovaird Drive West and Coolhurst Avenue, and Lagerfeld Drive and Mississauga Road, will serve as primary entry points, linking the community to Mount Pleasant to the east and future development to the south. Gateway features shall consist of prominent built form that addresses the street corner, reinforced by landscape elements within the private lands.

Gateway Landscape Guidelines:

- Gateway features, on private lands, may incorporate enhanced architecture and both hard and soft landscape elements with consideration for low walls, columns, signage, landscape lighting, enhanced paving, and ornamental and seasonal planting.
- Consistency and coordination of materials, colours, forms, and elements shall be provided for the landscape components.
- Buildings shall be designed and located to frame the gateway and reinforce a sense of entry.
- The design of landscape elements shall be coordinated with the adjacent built form, reinforcing the prominent architectural features.
- Signage design shall be consistent with the proposed architectural theme.
- The design and layout of gateways shall not impede required view angles.
- Landscape feature walls and columns may borrow from the established character of landscape elements in Mount Pleasant Village.

For further design criteria, reference Part V - Block Plan Design Guidelines / Section 5.0 Edges and Gateways of the Brampton DDG.

- Single Detached Houses
- Street Townhouses
- Dual Frontage Townhouses
- Rear Lane Townhouses
- Back-to-Back Townhouses
- Heritage House
- Medium Density Residential Block
- High Density Residential Block
- Neighbourhood Park
- Elementary School
- TransCanada Pipeline (TCPL)
- Argo TFP Limits
- NHS
- NHS Compensation
- SWM Pond
- CN Rail
- Urban Boulevard
- MPH Area 51-3
- Precast/Masonry Acoustic Fence
- 1.8m Wood Screen Fence
- 1.2m Black Chainlink Fence
- 1.2m Decorative Metal Fence
- Fencing to be determined at Site Plan Approval

Figure 2.3.3a: Mt. Pleasant Heights Proposed Fencing Plan

NORTH

Figure 2.3.3b: Wood screen fence along residential flankage condition

Figure 2.3.3c: Chainlink fence adjacent to natural heritage feature

Figure 2.3.3d: Decorative metal fence in front of dual frontage townhomes

2.3.3 Fencing

Fencing of varying types and materials will be required throughout the community to address barrier, privacy, and acoustic requirements. In areas of high visibility, fencing shall be designed to enhance the streetscape appearance, with consideration for long-term maintenance requirements.

Locations for integrating fencing may include:

- Precast concrete or masonry noise attenuation wall along the CNR;
- 1.8m high wood screen fence along residential flankage locations;
- 1.2m high chainlink fence for lots adjacent to stormwater ponds, park perimeters, schools, TCPL, and NHS lands, and along all public walkways;
- 1.2m high decorative metal fence along dual frontage and rear lane townhomes fronting onto Lagerfeld Drive, Coolhurst Avenue, and Coastal Drive. Decorative metal fencing may also be contemplated on lots fronting the SWM pond, subject to further discussion with City Engineering and Operations staff;
- Medium and high density blocks are subject to Site Plan Approval, where fencing will be determined.

Fencing Landscape Guidelines:

- Fencing design shall be coordinated and consistent throughout the community.
- Fencing design shall reinforce or complement the character and identity of the community.
- Fencing shall comprise only robust, sturdy components for long term durability.
- Intricate design work using smaller components should be avoided for wood fencing due to the effects of weather over the long term.
- Design and construction shall be in accordance with the current City of Brampton standards for the particular type of wall or fence specified.

For further design criteria, reference Part VI - Site Planning and Built Form / Section 1.7 Landscaping & Fencing on Private Property of the Brampton DDG and the City's Subdivision and Site Plan Fencing and Wall Standards.

Figure 2.3.4a: Mt. Pleasant Heights Central Neighbourhood Park and Elementary School Demonstration Plan

Figure 2.3.4b: A formal entry within a neighbourhood park provides a trailhead function

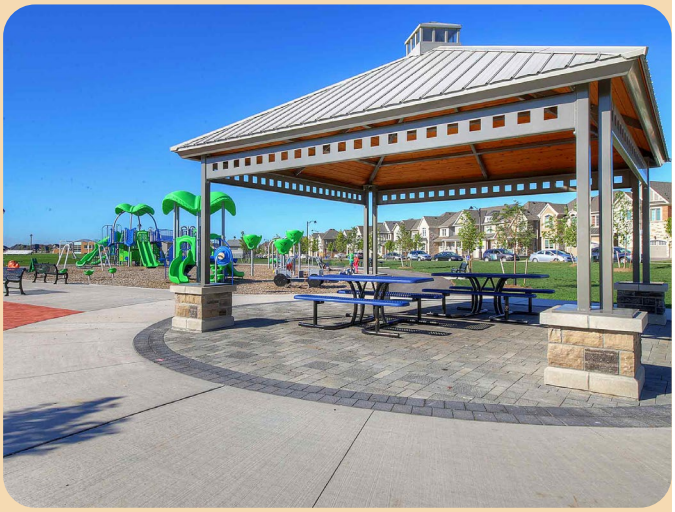


Figure 2.3.4c: A shade structure can provide a major focal element within a neighbourhood park

Figure 2.3.4d: An open grass area offers opportunities for unstructured play and flexible programming

2.3.4 Parks

A robust and linked parks and open space system is at the core of the community's structure. Proposed parks have been situated to adjoin NHS features and the elementary school to provide linkage and co-use opportunities within walking distance of all residents.

The City of Brampton's Official Plan (2006) identifies three categories of parks. These park types include -

- City Parks - providing destinations for active recreation; containing specialized recreation facilities; **varying in size**
- Community Parks - providing opportunities for active and passive recreation; containing a recreation centre complex; **10-12 hectares** (25-30 acres)
- Neighbourhood Parks (Vest Pocket Parks, Parkettes/ Parks, Town Squares, and Local Parks) - providing a range of opportunities for active and passive recreation experiences and gathering places; **0.4-2.0 hectares** (1 to 5 acres)

A central Neighbourhood Parks is proposed within the Mt. Pleasant Heights community, which shall generally serve 4,000 to 5,000 people within a 0.4km radius. Programming opportunities for the park shall provide a variety of active and passive recreation pursuits designed to cater to a broad spectrum of residents.

Potential features within the Neighbourhood Park may include:

- Formal entries, shade structures, seating, and decorative paving;
- Open grass areas with opportunities for unstructured play and flexible programming;
- Multi-use path(s) with direct connections to the street and pedestrian networks;
- Hardcourt play (e.g., basketball courts, etc.);
- Playground facilities (e.g., swings, junior/senior play structures, spring/spinning toys, etc.);
- Formal planting layout; and
- Access to active sports facilities on the adjacent elementary school property.

Refer to Figure 2.3.4a for a demonstration plan of the centrally located Neighbourhood Park and adjacent school, incorporating trails to connect to the greater open space system. For further design criteria, reference Part V - Block Plan Design Guidelines / Section 2.1 Parks of the Brampton DDG, and the Brampton Eco Park Strategy.

Brampton Eco Park Strategy

By 2040 all Natural Heritage Systems, parks, and applicable urban spaces within Brampton will be transitioned into a connected network of Eco Spaces forming one grand Brampton Eco Park.

- Brampton Eco Park Strategy, 2019

ECO SPACE

Green and sustainable spaces within Brampton that allow people and the environment to live together, and strengthen the coexistence of people and the environment by:

i) Enhancing and maintaining natural systems and processes,

ii) Integrating opportunities for meaningful social and environmental interactions and experiences; and

iii) Actively striving to incorporate the guiding principles of Eco Park.

ECO PARK PRINCIPLES

A set of seven principles that defines and guides the formation of Eco Spaces:

1. Maximize ecological value
2. Provide opportunities for social services
3. Make nature visible
4. Design with nature
5. Integrate with the surrounding community
6. Support innovation
7. Reflect local identity

Figure 2.3.4e: A woodlot provides a natural background that frames the park and offers the ability to extend trail links within to create new experiences, maximizing ecological value and making nature visible

Figure 2.3.4f: Neighbourhood park features can provide terminating views from main streets, creating community focal points

Figure 2.3.4g: Junior and senior play structures will be primary recreation components in the neighbourhood park

Figure 2.3.4h: An adjoining neighbourhood park and school

Park Landscape Guidelines:

- Neighbourhood Parks shall be planned and designed as the central focus of the surrounding neighbourhood, and as Eco Spaces as outlined in the Brampton Eco Park Strategy.
- As a focal point within the neighbourhood, the parks shall be sited with frontages on a minimum of two public streets or lanes to promote views and access.
- Neighbourhood Parks shall be predominantly soft landscaped to allow for a variety of active and passive uses, including programmed and unstructured uses.
- Playgrounds and/or shade structures (including play structures, swings, etc.) shall be designed as a major focal element of the Neighbourhood Park.
- Although Neighbourhood Parks are neighbourhood focused and within walking distance of the surrounding catchment area, on-street parking within 50-100m of the park shall be provided.
- Key features of the Neighbourhood Park shall be sited to terminate view corridors. The design of hard and soft landscape elements and features, including points of entry, should be consistent with established community themes (including surrounding dwellings and other open space components).
- Hard and soft landscape elements and features shall be designed to identify areas of activity, circulation, entry points, seating, and gathering areas.
- A unique character or play experience shall be established for each park through theming and various play equipment types. Repetition of play equipment types and layout shall be avoided amongst different parks.
- Reasonably level and functional open play areas shall be provided for passive recreation use.
- Park lighting shall minimize disturbance to adjacent uses.
- Safe pedestrian and cycling connections shall be provided between the Neighbourhood Park and other community open space elements, schools, and accessible natural areas. These connections shall link to the trails associated with main streets.
- Planting shall consist of species tolerant of urban conditions with an emphasis on native species.
- Tree planting within open space areas shall reflect an informal layout with cluster groupings of trees contained within lawn areas to facilitate shaded passive use.
- Neighbourhood Parks located adjacent to the NHS features shall incorporate native and non-invasive plant material within the park and at the interface with the natural feature, utilizing a planting palette that is consistent with the existing or proposed plant material found within the natural feature.

Figure 2.3.5a: The existing Mount Pleasant Natural Heritage System protects endangered and significant species, while enhancing social value through trails, interpretive signage, and ongoing conservation initiatives

Figure 2.3.5b: The community shall be designed to regard and enhance the existing NHS

Figure 2.3.5c: Informational signage at NHS trailheads can offer education and citizen engagement opportunities

Figure 2.3.5d: Native street trees and buffer vegetation shall be designed with careful consideration for adjacent natural areas

2.3.5 Natural Heritage System

The natural heritage system (NHS) within Mt. Pleasant Heights is designed to ensure an ecologically diverse, healthy, and sustainable natural environment in an urbanized setting. The proposed land use fabric, including streets, residential areas, and parks, evolves alongside NHS lands and will provide important vista opportunities within walking distances of the community. As well, the circulation pattern within the Mt. Pleasant Heights community will allow for convenient and logical access to the proposed trail system integrated into these features.

Natural Heritage System Landscape Guidelines:

- The importance of the area shall be reinforced, and opportunities provided for public visual and physical access by means of a trail and from publicly-owned lands, such as the walkway blocks.
- Conversely, where environmentally sensitive features and other areas within the NHS require protection, public access and encroachment shall be restricted in order to prevent negative impacts or disturbances. Measures may include physical barriers, such as lot fencing or information signage.
- A planting palette shall be utilized for transitional planting within introduced open space features (parks, school, compensation areas) at the interface with the NHS that consists of native species and is compatible with the existing or proposed plant material found within any natural features along the NHS edge.
- Information signage related to the natural features, habitats, and functions of the NHS shall be installed at key trail or publicly accessible junctions along the perimeter of the NHS.
- Streetscapes located along the edge of the NHS shall be designed with careful consideration for natural areas and any sensitive features they may contain, including the planting of native street trees and buffer vegetation.
- Fencing will be required between private property and the NHS to help control access and prevent encroachment into the system.

Refer to Figure 2.3a for a landscape plan showing Mt. Pleasant Height's extensive NHS. For further design criteria, reference Part V - Block Plan Design Guidelines / Section 2.4 Natural Features of the Brampton DDG.

Figure 2.3.6a: Mt. Pleasant Heights Trails & Pathways Plan

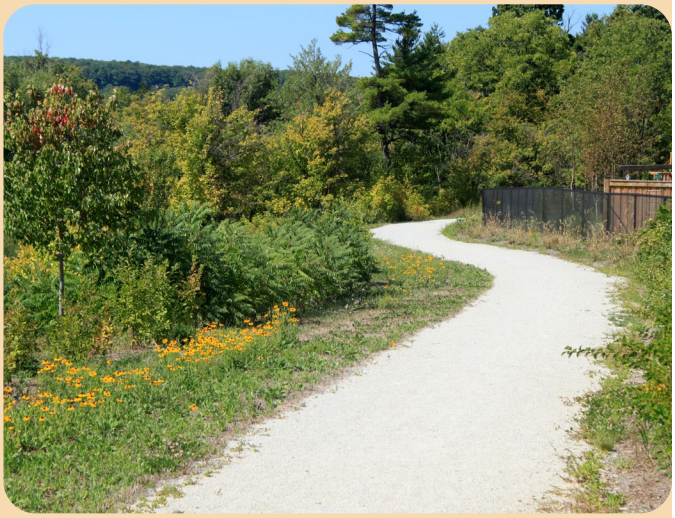


Figure 2.3.6b: Recreational trails adjacent to NHS features shall be appropriately located and designed to respect hazards, sensitive features, and functions

Figure 2.3.6c: Multi-use trails shall be incorporated into the design of the Mississauga Road and Bovaird Drive West ROWs

Figure 2.3.6d: On-street bike lanes shall be incorporated into the design of collector streets

2.3.6 Trails and Pathways

Safe and convenient pedestrian connections shall be a primary component of the Mt. Pleasant Heights community. A trail network shall tie all parks, natural heritage features, and the school together, with the pipeline as a key conduit, to provide safe and convenient connections throughout. Lagerfeld Drive shall have bike lanes linked with the trail network to provide cycling connections within Mt. Pleasant Heights and to adjacent communities.

The trail and cycling network shall be consistent with the applicable guidelines within the City of Brampton's DDG and Active Transportation Master Plan and Design Compendium (2019), the Association of Pedestrian and Bicycle Professionals' Bicycle Parking Guidelines, 2nd Edition (2010), and the Accessibility for Ontarians with Disabilities Act (AODA). Bicycle and pedestrian path designations within Mt. Pleasant Heights have been identified as follows:

- Recreational Trails - vary in width and surface treatment; incorporated into the park, NHS, and SWM pond (e.g., through the NHS a limestone screenings trail at 2.4m wide);
- TransCanada Pipeline Trails - incorporated into the pipeline corridor, adhering to TCPL requirements and approvals (e.g., limestone screening trails at 3.0m wide);
- Walkway Blocks - incorporated between residential dwellings to facilitate a connection to a trail, open space, or neighbourhood;
- Multi-use Trails - incorporated within the boulevards of street ROWs;
- On-street Bike Lanes - incorporated on roads, identified by a separation line from the vehicular travelled portion;
- Urban Boulevard Trail - incorporated into the proposed Urban Boulevard within the future Heritage Heights community.

Refer to Figure 2.3.6a for a plan showing the planned trail and cycling connections within and surrounding Mt. Pleasant Heights.

Trail and Pathway Landscape Guidelines:

A. Planning and Siting

The trail and cycling network shall comply with the following broad objectives:

- Trails and pathways shall provide pedestrian linkages that facilitate the continuity of the City of Brampton and Peel Region active transportation networks, enhance the continuity of the City's open space and transit systems, and provide access to recreational opportunities within each neighbourhood.
- The siting of trails adjacent to or within the NHS may be considered, and will be informed by the approved EIR/EIS, ensure no negative impact to the natural heritage system or its ecological functions, and be subject to mitigation measures, including but not limited to the provision of wider buffers. Refer to section C. for additional guidelines related to trails within the NHS.
- Adequate buffers between residential property limits and proposed trails will be addressed through the final approval of future development applications.
- To promote user safety, trail lighting shall be considered where night travel is anticipated.
- Trails shall provide a barrier-free experience and be designed to accommodate a wide range of users and abilities. Trail gradients shall meet Municipal and Provincial standards.
- Trails shall not be lit where adjacent to sensitive habitat environments or where light may spill over onto adjacent private areas (backyards, residential windows, etc.).
- All contemplated lighting of trails shall be within areas of high visual exposure to ensure trail users are not directed to areas of low public surveillance during the night.
- Trails and pathways shall connect to important community destinations such as parks, schools, the existing Mount Pleasant community and the future Heritage Heights community.
- Safe pedestrian crossings shall be provided at trail junctions associated with collector streets.

B. Trail Elements

To encourage use and safety, the designated trails within Mt. Pleasant Heights shall incorporate the following -

- Pedestrian lighting within park paths, at trail entrances or along window streets shall be considered on a case-by-case basis.
- Signage information displaying the trail network shall be provided, encouraging trail users to stay on the designated path to avoid damage to adjacent sensitive environments, educate trail users on the purpose and importance of the natural system, as well as inform users of the winter maintenance expectation.
- Trail gateways shall be strategically located at access points to the NHS.
- Special elements shall be provided at trail entrances and may include gateway markers, signage information kiosk, landscaping, seating, waste receptacles, bike racks, signal activated bike rails, community mailboxes, decorative paving, and interpretive signage.
- Traiheads provide an opportunity to commemorate notable aspects of the local area in a unique marker or signage form, which can be integrated throughout the community as a defining character element. In doing so, the design and materials shall continue to reflect the standard design language adopted by the City.
- Benches and waste receptacles shall be located at accessible key points along the trails, typically at trailhead locations.

C. Integration of Trails within the NHS

A key component of the trail and cycling network is the integration of the trail within the NHS. Design considerations may include the following -

- While the NHS 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 within its boundaries and associated buffers.
- Proposed trails and pathways shall be appropriately located and designed to respect significant hazards or sensitive features and functions.

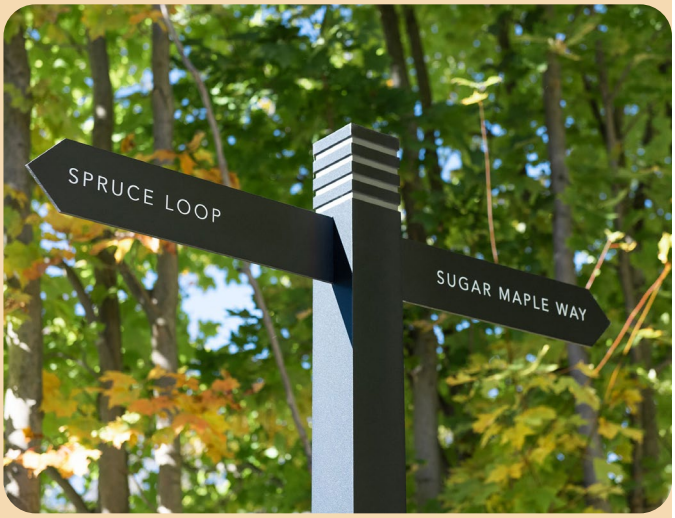


Figure 2.3.6e: Coordinated directional signage shall encourage trail users to stay on the designated path to avoid damage to adjacent sensitive environments

Figure 2.3.6f: Coordinated trail markers and informational signage can educate trail users on the purpose and importance of the natural system

Figure 2.3.6g: Enhanced crosswalks with tactile surfaces are encouraged at signalized collector intersections to safely connect users to the trail system

- Mitigation measures will be undertaken to avoid and/or minimize any impacts to natural features and/or functions, and to restore and enhance those local areas that may be affected by pedestrian crossings.
- The design of any trails contemplated within the NHS lands shall be composed of screenings material, depending on location and anticipated frequency of use, unless otherwise authorized by the City of Brampton.
- In order to mitigate potential impacts to the NHS, flexibility with respect to trail width and setbacks may be required.

D. Active Transportation Crossings

Traffic calming is key to promoting walkability and creating a safe pedestrian, and cyclist-friendly environment. Enhanced paving or painting shall be provided for the active transportation crossings at key signalized intersections, to define pedestrian and cyclist crossings, serve as traffic calming, and add character to the street. Design considerations in this regard may include the following -

- Signal control intersections shall be installed at collector road intersections with a distinctive, enhanced paved or painted crossing installation to ensure safe pedestrian movement.
- The paving treatment shall clearly distinguish between pedestrian and cycling crossing lanes where applicable.
- It is encouraged that all key community amenity facilities (schools, parks, trailheads, etc.) shall be linked by controlled crossings at strategic locations to recognize these priority connections and encourage active transportation trips. This may include 4-way stops at intersections with local roads.
- To assist pedestrians with visual impairments, curb ramp designs shall have raised tactile surfaces or materials with contrasting texture and sound properties.

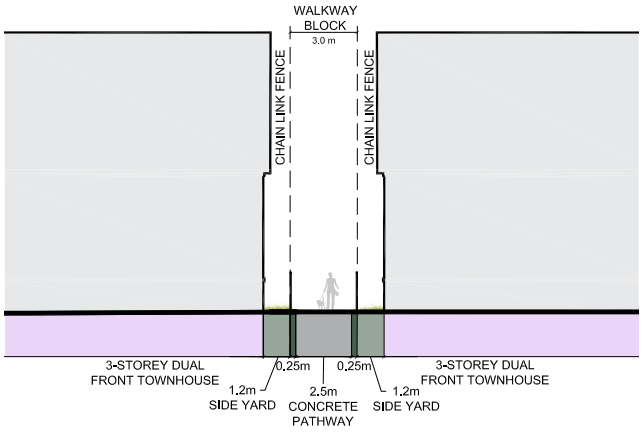


Figure 2.3.6h: Cross-section of 3.0m walkway block

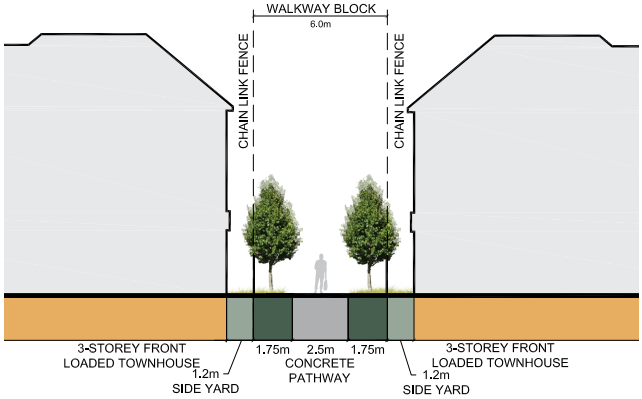


Figure 2.3.6i: Cross-section of 6.0m walkway block

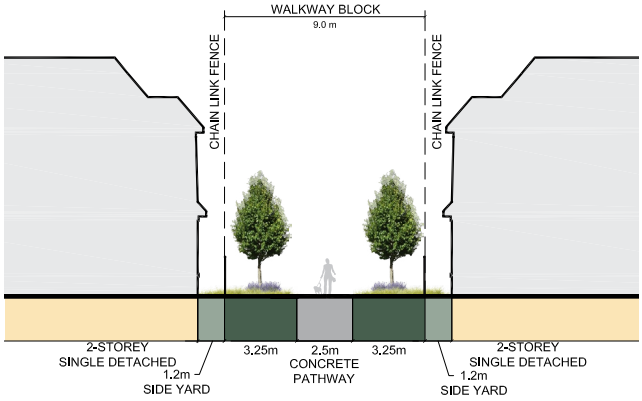


Figure 2.3.6j: Cross-section of 9.0m walkway block

E. Walkway Blocks

In some instances, a convenient or desirable connection to a trail, open space, or neighbourhood may be identified where a block of residential dwellings separates these uses from a street. If this is the case, the integration of a walkway block may be considered to facilitate this connection.

The following design criteria shall apply for walkway blocks:

- Walkway blocks will be a minimum of 3.0m in width and shall include a 2.5m wide concrete walkway and chainlink fences abutting the side yards (Figure 2.3.6h).
- Where walkway blocks are 6.0m in width, they shall include a 2.5m wide concrete walkway, 1.75m sod strips with narrow crowned trees, and chainlink fences abutting the side yards (Figure 2.3.6i).
- Where walkway blocks are 9.0m in width, they shall include a 2.5m wide concrete walkway, 3.25m sod strips with narrow crowned trees, and chainlink fences abutting the side yards (Figure 2.3.6j).
- Walkway blocks shall be short blocks where lighting will not be required.
- Walkway blocks shall not be designed as overflow drainage routes.

For further trail and pathway design criteria, reference Part V - Block Plan Design Guidelines / Section 2.3 Multi-use Trail System of the Brampton DDG.

Figure 2.3.7a: A pedestrian promenade next to an urbanized SWM pond provides an ideal interface condition for dual front dwellings

Figure 2.3.7b: Prominent views to the urban SWM pond are provided along the pedestrian promenade

Figure 2.3.7c: A densely planted, naturalized pond edge provides a buffer along adjacent trails

2.3.7 Stormwater Management Facilities

In addition to its primary water quality/quantity control and recharge functions, the proposed SWM pond is designed to fulfill a secondary role as a community benefit. By complementing the parks and open space system through integration with the pedestrian/trail network, the SWM pond will provide a key neighbourhood amenity for primarily passive recreational use.

The proposed SWM pond facility is located along Mississauga Road on the east boundary of Mt. Pleasant Heights, south of the medium density block on Lagerfeld Drive. It has been situated in relation to existing drainage patterns of the development lands, the existing outfall location at Mississauga Road, and will provide additional viewshed opportunities of a naturalized open space outside of the NHS. The facility shall be designed to appropriately fit within the context of the surrounding residential area.

Stormwater Management Landscape Guidelines:

- Naturalized planting throughout shall consist of whips, multi-stem shrubs, ornamental grasses, and riparian, aquatic, and upland species appropriate for the pond (dry) condition, with an emphasis on native species, in accordance with Credit Valley Conservation Authority standards.
- Pond inlets and outlets shall be concealed using planting, grading and/or natural stone.
- Should pedestrian access into the pond area be desirable and appropriate to the surrounding residential or commercial land uses, the maintenance/access roads may facilitate these connections.
- Fencing requirements for the ponds will be determined, in part, by the interface condition with the surrounding residential lands to the north and west and potential future commercial lands to the south.
- Areas for seating may be integrated with pedestrian connections where grading and visibility allow.
- Should utility structures be placed within the pond facility, they should be screened from public view with planting and fencing or other built features, as necessary.
- Dense planting shall be used to discourage access to sensitive landscape areas or those inappropriate for public use.

Figure 2.3.7d: Lookout features integrated within SWM ponds emphasize view opportunities in the community

- Information signage shall be provided within areas of high visibility to inform the public of the importance and treatment of the stormwater management pond as a functioning natural open space feature.
- Shallow slopes shall be considered to accommodate public access to areas of the ponds that are appropriate for pedestrian connections and viewing opportunities.
- The zone between the street and stormwater management facility shall be designed as a transition from an urban streetscape to a naturalized area.
- Lookout features shall serve as a community amenity, and will typically include decorative paving, seating elements (benches and/or seat walls) and upgraded planting, to be coordinated with neighbourhood themes. The amenity may also integrate a shade structure.
- Fencing of the SWM pond adjacent to publicly accessible areas is discouraged. However, where it is desirable to discourage public access to the pond, barrier plantings and living fences consisting of plant material may be utilized in place of fencing.
- Further discussion will be required at the detailed design stage to contemplate the proposed urban interface condition with dual frontage units and a pedestrian promenade along the western pond edge, as it is a detail which requires input and support from City Engineering and Operations staff.

Refer to Figure 2.3a for a landscape plan showing the location of the SWM pond within Mt. Pleasant Heights. For further design criteria, reference Part V - Block Plan Design Guidelines / Section 2.5 Stormwater Management Facilities of the Brampton DDG.

SECTION 3

BUILT FORM

3.1 Built Form Design Principles

New built form within Mount Pleasant Heights shall exhibit design excellence and innovation to support placemaking and foster a safe, attractive, pedestrian-oriented urban village environment. This will be achieved through the following built form design principles:

- Ensure new buildings are designed to be complementary to the design of the public realm. Buildings shall provide visual interest facing public areas to ensure attractive, harmonious streetscapes.
- Promote architecture that supports an 'urban village' character. Architectural styles and design proposals will be evaluated through an architectural control process and site plan approval process (where necessary).
- Encourage innovative lot and housing typologies that create more affordability and diversity in the marketplace.
- Provide a range of densities, building forms and land uses in a manner that is organized to provide visual emphasis, building height and massing at focal locations within the community.
- Allow for flexibility, variability and creativity of architectural design expression.
- Locate higher intensity uses along major community thoroughfares and incorporate height and massing appropriate to the function of the street. Prominent building massing and architecture that fosters an urban "main street" character will be encouraged in these areas to promote a strong sense of place.
- Cultivate comfortable active transportation environments by providing ample fenestration, well-articulated building facades, front porches/balconies and by minimizing the visual impact of garages and parking areas.
- Utilize minimal building setbacks along major roads where higher intensity uses are situated in order to promote active street edges.
- Provide lane-based and/or dual frontage housing in strategic areas to highlight key routes through the community. These low-rise housing forms contribute to pedestrian-oriented streetscapes by removing the garage and servicing elements from the streetscape.
- Locate garages and parking areas away from major community thoroughfares. Permit front loaded street-facing garages along local roads internal to the neighbourhood and ensure they are recessed to lessen their impact within the streetscape.
- Utilize high quality, durable, low-maintenance building materials that supports the intended architectural character of the building and contributes to vibrant streetscapes.

Figure 3.1a: Built form within Mt. Pleasant Heights will support a safe, attractive, pedestrian-oriented urban village environment

3.2 Built Form Character and Distribution

Built form within Mt. Pleasant Heights will combine traditional and contemporary architectural influences to form a legible community design vision. The proposed built form character recognizes the timeless heritage influences of the local context (i.e. Clark McClure House) while responding to intensified contemporary building forms to create a cohesive urban village identity.

Proposed built form will includes: single detached dwellings, street townhouses, rear lane townhouses, dual frontage townhouses, back-to-back townhouses, medium density residential blocks (which may include stacked townhouses, low-rise apartment buildings and mixed use buildings), high density residential blocks (which may include mid- to high-rise apartment buildings and mixed use buildings) and institutional (elementary school).

The wide range of building typologies proposed will provide marketplace choice for residents of different incomes, households and lifestyles. This diversity of housing options supports aging-in-place by giving residents the opportunity to remain within the community over time.

Buildings shall be designed and sited to respond appropriately to their location within the community. 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. Development of architectural themes for housing enclaves and character areas will occur at the subdivision stage and be coordinated among builders and the Control Architect.

Figure 3.2a: Built form character will combine traditional and contemporary architectural influences

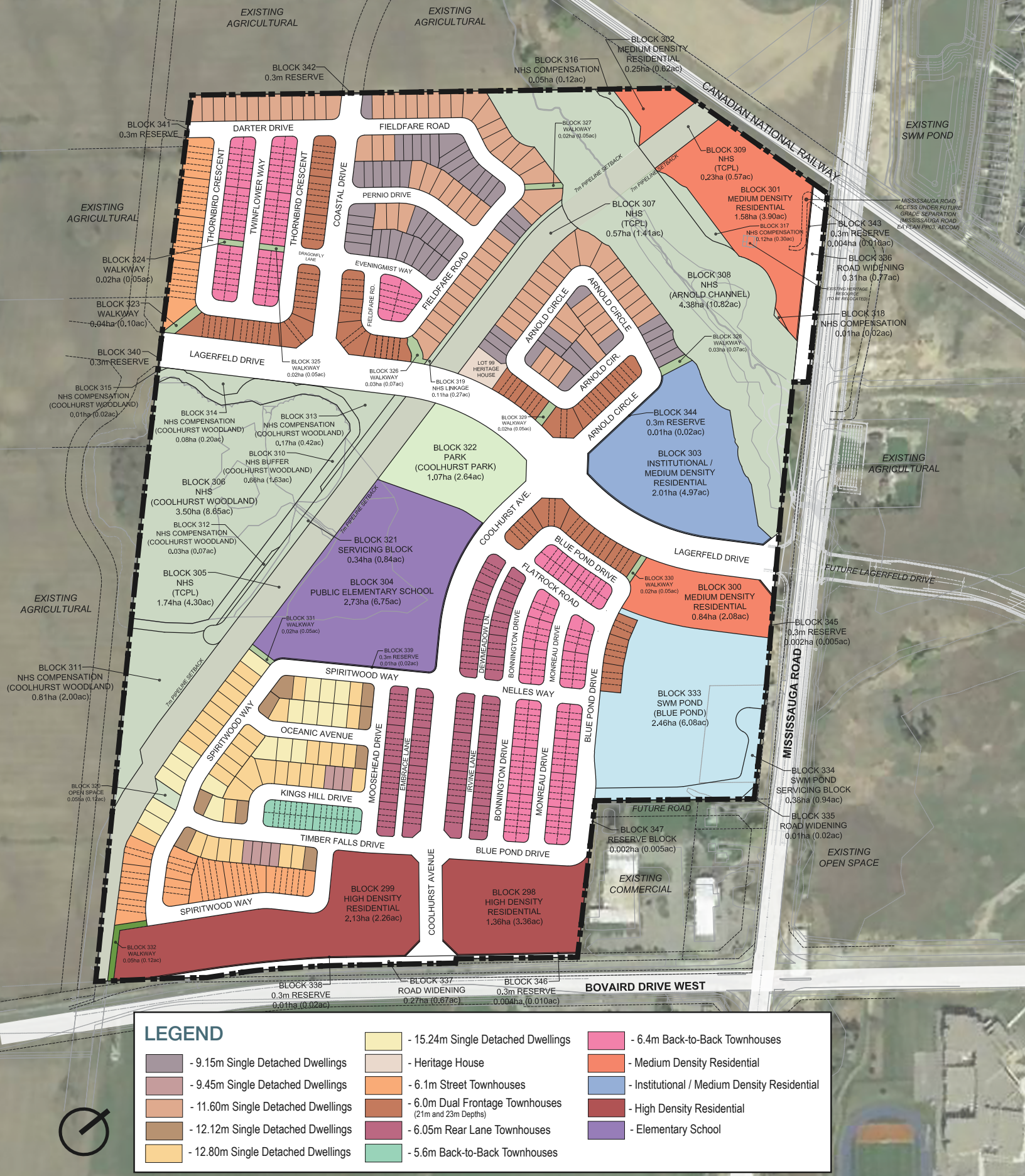


Figure 3.2b: Mt. Pleasant Heights Built Form Distribution Plan

3.3 Building Typologies

Proposed building typologies within Mount Pleasant Heights include:

Low/Medium Density Residential:

- Single detached dwellings on a range of lot frontages from 9.15m-15.24m
- Street townhouses on 6.1m lots
- Rear lane townhouses on 6.05m lots
- Dual frontage townhouses on 6.0m lots
- Back-to-back townhouses on 5.6m-6.4m lots

Medium Density Residential:

- Stacked townhouses
- Mid-rise residential / mixed use buildings 4-9 storeys

High Density Residential:

- High-rise residential / mixed use buildings 10-14+ storeys

Institutional:

- Elementary School

Note: Development concepts for Medium Density Residential and High Density Residential blocks had not been finalized at the time of writing the CDG. As such, final building forms and uses in these areas may evolve through the development process. A site specific Urban Design Brief will be required to provide supplementary information for development proposals within these blocks as part of the Site Plan Approval process.

Figure 3.3a: Single Detached Dwellings

Figure 3.3b: Street Townhouses

Figure 3.3c: Rear Lane / Dual Frontage Townhouses

Figure 3.3d: Back-to-Back Townhouses

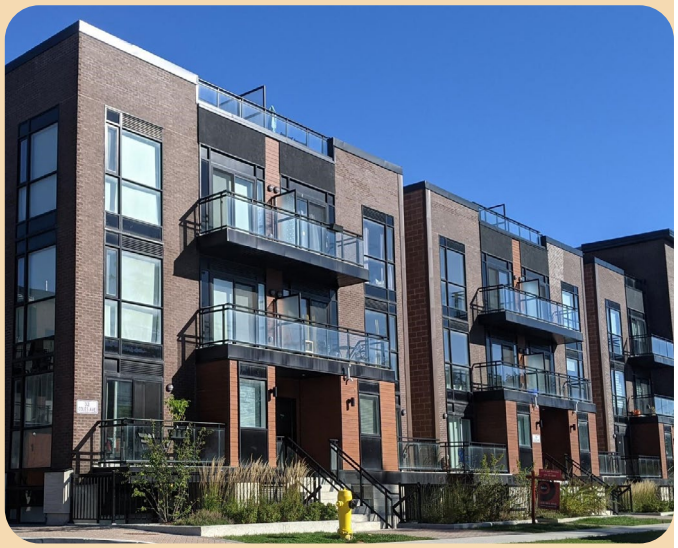


Figure 3.3e: Stacked Townhouses

Figure 3.3f: Apartment Building

Figure 3.3g: Elementary School

The majority of building typologies proposed for Mount Pleasant Heights will be comprised of building forms that are governed by the provisions of the DDGs. Site planning and building design guidelines for new construction within these areas of the community shall comply with the following:

Detached Dwellings

- Part 7 of the DDG - "Architectural Control Guidelines for Ground Related Residential Development (ACGGRD)" provides design guidelines for low-rise residential development, such as the proposed single detached dwellings.

Townhouses

- Part 6, Section 5 of the DDG - "Transit-Supportive Townhouse Design Guidelines (TSTDG)" provides design guidelines for the proposed townhouse forms.

Mid-Rise

- Draft "Transit-Supportive Mid-Rise Development Design Guidelines" provides design guidelines for the proposed medium density and high density residential forms.

School

- Part 6, Section 4 of the DDG - "Institutional and Community Site" provides design guidelines to govern site planning and building design for the proposed Elementary School block.

Additional design criteria has been provided, where necessary, to address community-specific design criteria not presently contained in the DDG.

3.3.1 Design Criteria for Low/Medium Density Residential Forms

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

- Offer a variety of lot sizes and housing choices to create a diverse community for residents of different incomes, households and lifestyles.
- Allow for a variety of architectural expressions and elevation treatment to provide visual diversity within the streetscape. Repetition of architectural design may occur in key areas where it helps to strengthen neighbourhood character.
- 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.

Figure 3.3.1b: Key areas of the community will require garages to be located away from street view

Figure 3.3.1a: Buildings should be designed and sited to provide harmonious attractive streetscapes

3.3.1.1 Single Detached Dwellings

- Single detached dwellings are proposed throughout the community on lot frontages ranging from 9.15m-15.24m.
- A variety of bungalow, two-storey and three-storey building massing will be permitted. It is important to ensure that appropriate measures are taken in the siting of dwellings to ensure compatible and harmonious massing and building height relationships are achieved between neighbouring buildings.
- For corner units, both street facing elevations shall be given a similar level of architectural treatment. Main entries for these dwellings are encouraged to be oriented to the flanking lot line. A 2m flankage yard will be provided for corner lots, with encroachment allowances for porches and bay projections permitted.
- Single detached dwellings on lots 9.15m - 9.45m will have a single-car garage (with 3.0m wide driveway) assessed from the street. Single detached dwellings on 11.6m lots and larger will have a double-car garage (with a 5.7m wide driveway) accessed from the street.
- All garages shall be incorporated into the main massing of the building and not project beyond the porch face to ensure they do not become a dominant element within the streetscape. A variety of garage design treatments will be required.

Figure 3.3.1.1a: Location of Single Detached Dwellings within Mt. Pleasant Heights

Figure 3.3.1.1b: Conceptual Streetscape Image of Single Detached Dwellings

- Single detached dwellings shall have appropriate massing, façade detailing and materials to individually and collectively contribute to the urban village character envisioned for the community.
- The primary private outdoor amenity area will be located at grade in the rear yard for each dwelling.
- Refer to the ACGGRD (Part 7 of the DDG) for essential design criteria for single detached dwellings.

Figure 3.3.1.1b: Conceptual corner dwelling design

Figure 3.3.1.1c: Conceptual Images of Detached Dwellings showing a mix of traditional and contemporary architecture

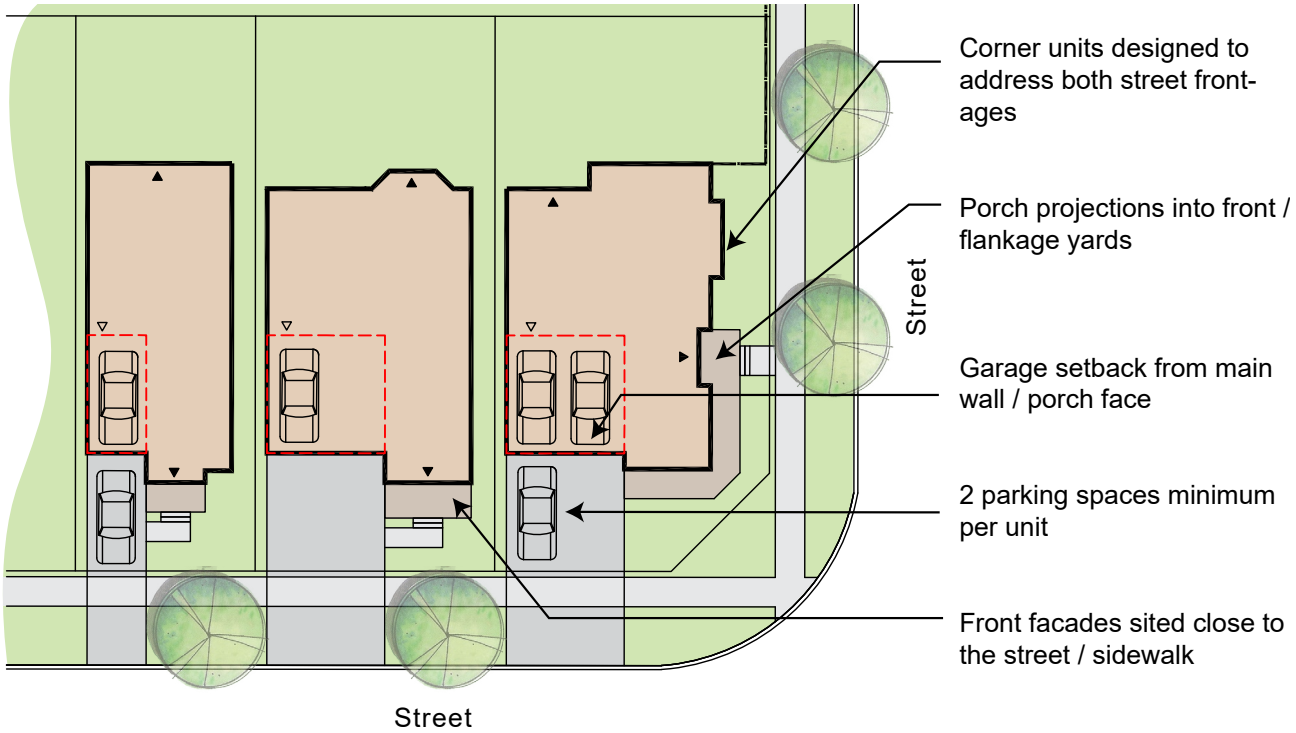


Figure 3.3.1.1d: Conceptual Demonstration Site Plan For Detached Dwellings

3.3.1.2 Street Townhouses

- Street Townhouses will occur on lot frontages of 6.1m in the western portion of the community.
- Townhouse blocks should have varying lengths and may be comprised of 3 to 7 units.
- Street townhouses will have two- to three-storey massing.
- The design of townhomes shall have appropriate massing, façade detailing and materials to individually and collectively contribute to the urban village character of the community.
- Building elevations visible from public areas shall incorporate appropriate massing, proportions, wall openings and plane variation in order to avoid large, uninteresting façades.
- For corner units, both street facing elevations shall be given a similar level of architectural treatment. Main entries for these dwellings are encouraged to be oriented to the flanking lot line.
- A 2m flankage yard will be provided for all corner lots, with encroachment allowances for porches and bay projections permitted.
- Townhouse dwellings will have single-car attached garages accessed from the street. The garage shall be recessed into the main massing of the dwelling to ensure it does not become a dominant element within the streetscape.

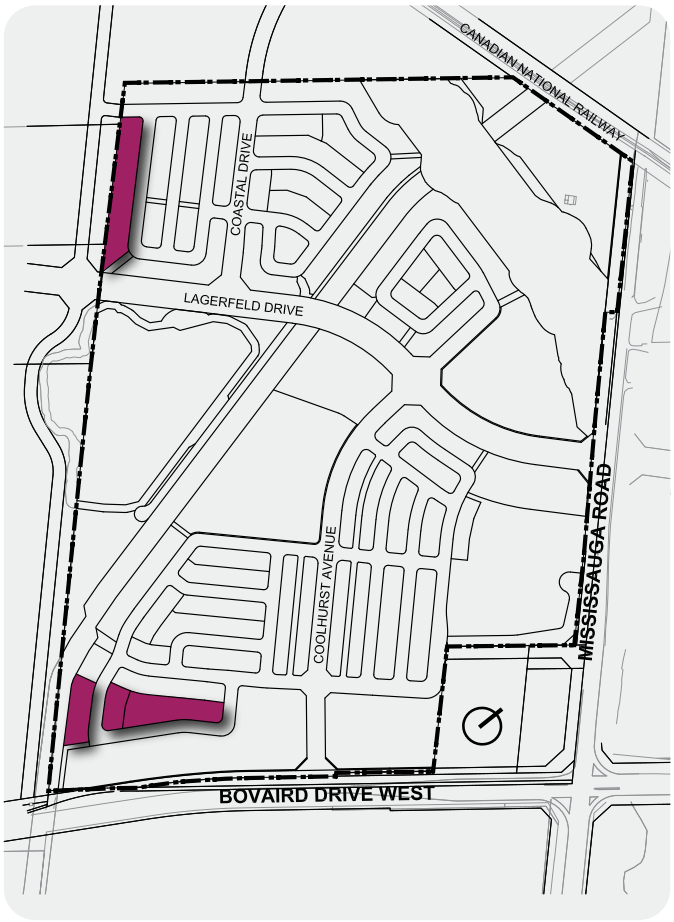


Figure 3.3.1.2a: Location of Street Townhouses within Mt. Pleasant Heights

Figure 3.3.1.2b: Conceptual Streetscape Image of Street Townhouses

- Garages and driveways of adjoining units should be paired wherever feasible. Driveways for end units should be located away from the exterior side wall of the building. Each dwelling will have at a minimum 2 parking spaces (one in the garage and one on the driveway).
- A private outdoor amenity space will be provided in the rear yard for each unit with a privacy screen between adjacent units.
- Storage space for garbage and recycle bins should be provided within the garage.
- Utility meters shall be carefully placed and concealed from public view. Air conditioning units shall be placed away from public view.
- Refer to the TSTDG (Part 6, Section 5 of the DDG) for essential design criteria for street townhouse dwellings.

Figure 3.3.1.2c: Conceptual Images of Street Townhouses showing a mix of traditional and contemporary architecture

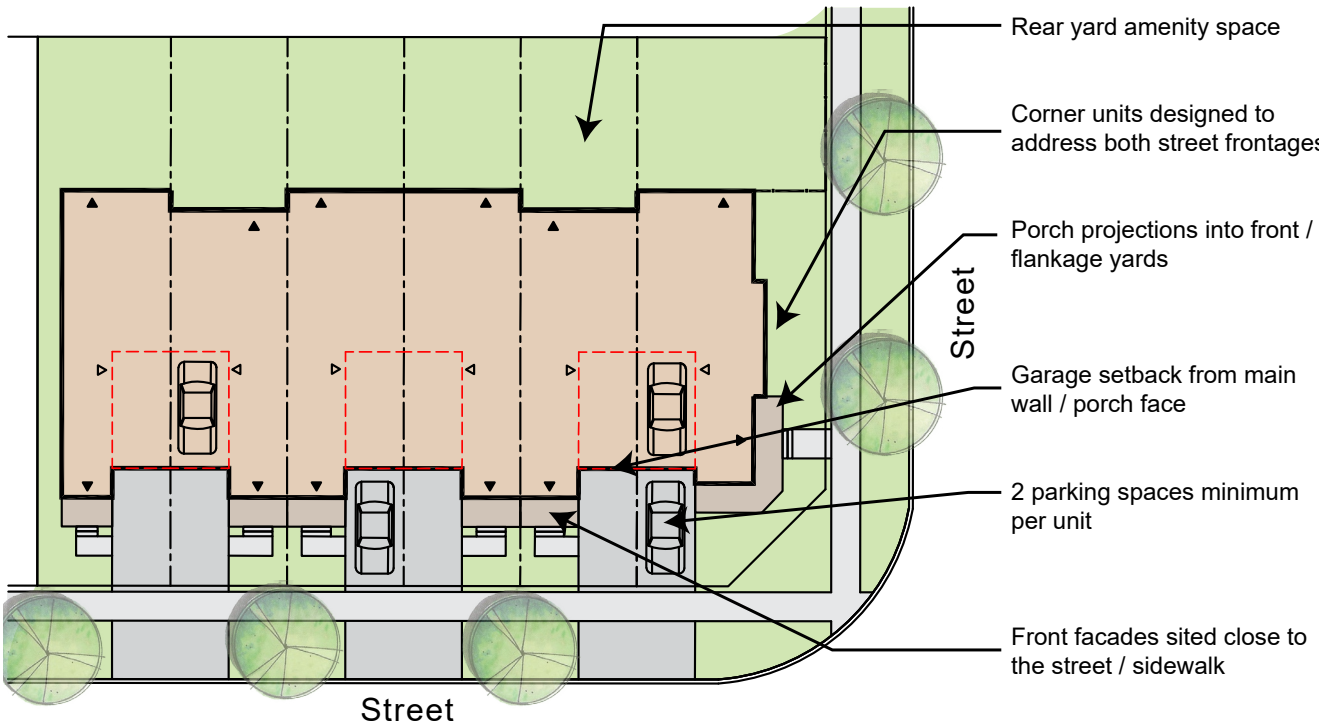


Figure 3.3.1.2d: Conceptual Demonstration Site Plan For Street Townhouses

3.3.1.3 Rear Lane Townhouses

- Rear Lane Townhouses have front elevations and main entrances oriented to face the public road with rear facing garages accessed from a public or private laneway. This form of housing will occur on a range of lot frontages within areas of the community having a higher degree of public visibility and pedestrian activity.
- Rear Lane Townhouses contribute positively to the built form character and streetscape appearance of the community by removing garages and driveways from the public realm and establishing a strong uninterrupted street edge that is more urban in character.
- Rear lane townhouses will have two- to three-storey building massing.
- Dwellings should typically be sited in close relation to the street with minimal setbacks, wherever feasible.
- Buildings shall be designed with active front and flanking façades, which may include large porches and ample fenestration to stimulate overlook of public areas and contribute to vital and safe public spaces. Balcony treatments should also be considered.
- Lane townhomes shall have a walkway linking the front door to the adjacent public sidewalk.
- Each unit will have a single-car or double-car garage accessed from a rear laneway. The garage should be fully integrated into the massing of the dwelling. Where single car garages are proposed, an

Figure 3.3.1.3a: Location of Rear Lane Townhouses within Mt. Pleasant Heights

Figure 3.3.1.3b: Conceptual Streetscape Image of Rear Lane Townhouses

additional parking space shall be provided on an outdoor parking pad located beside or in front of the garage.

- Private outdoor amenity space will be located above the garage in the form of raised terraces with privacy screens between adjacent units.
- Appropriate attention to the design of rear lane garages and rear building elevations will be required to ensure an attractive lanescape is provided.
- Storage space for garbage and recycle bins should be provided within the garage.
- Utility meters shall be carefully placed and concealed from public view. Air conditioning units shall be placed away from public view.
- Refer to the TSTDG (Part 6, Section 5 of the DDG) for essential design criteria for rear lane townhouse dwellings.

Figure 3.3.1.3c: Conceptual Images of Rear Lane Townhouses

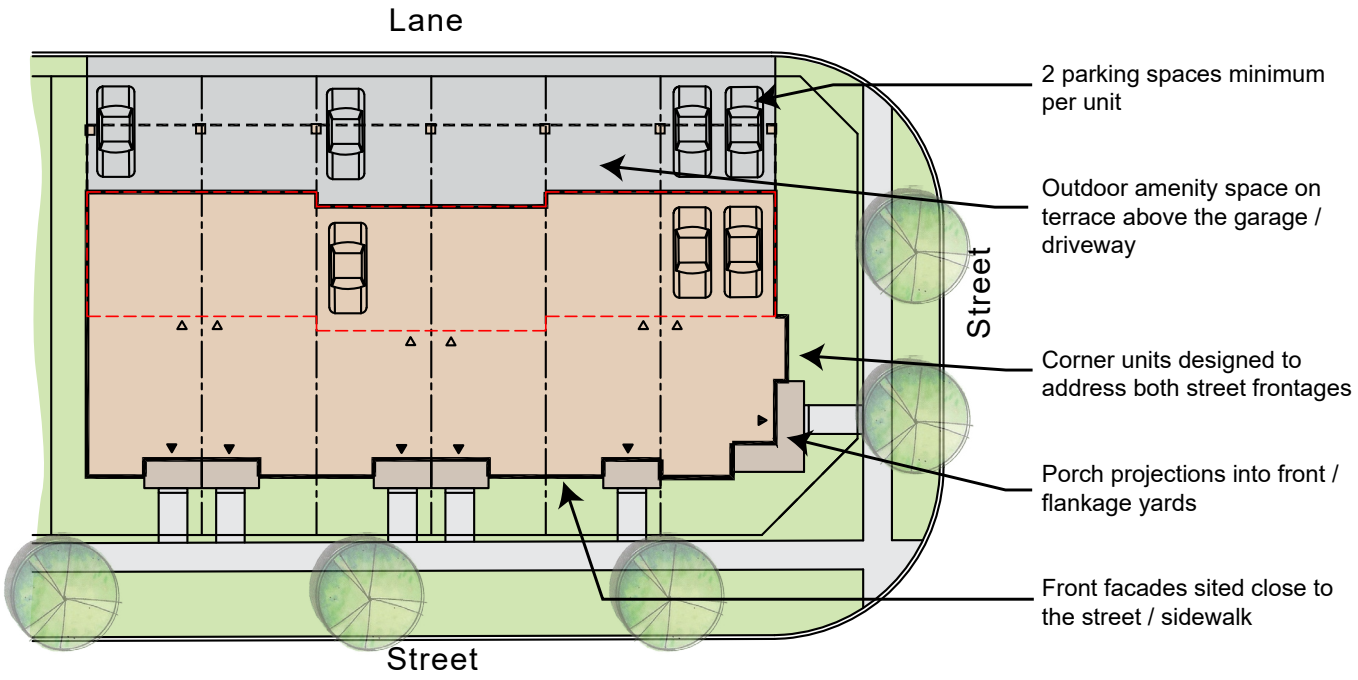


Figure 3.3.1.3d: Conceptual Demonstration Site Plan For Rear Lane Townhouses

3.3.1.4 Dual Frontage Townhouses

- Dual frontage townhouses will primarily be located adjacent to main thoroughfares where direct driveway access from the primary fronting streets is not practical. Dual frontage townhouses will also occur fronting onto the SWM pond to avoid reverse frontage and create an attractive interface when viewed from Mississauga Road. This transit-supportive housing form will be sited to define the main thoroughfares throughout Mt. Pleasant Heights and frame key intersections along Lagerfeld Drive.
- Townhouse blocks should have varying lengths and may be comprised of 3 to 8 units.
- Dual frontage townhouses will have three-storey massing and will occur on 6.0m lot frontages.
- Dwellings should be sited in close relation to the street with minimal front yard setbacks, wherever feasible, to encourage an active and urban street edge.
- The main front façade and entrance shall face the primary road. A secondary entrance and single-car garage shall be provided facing the local public road.
- Buildings shall be designed with active front and flanking and rear façades, which may include large

Figure 3.3.1.4a: Location of Dual Frontage Townhouses within Mt. Pleasant Heights

Figure 3.3.1.4b: Conceptual Streetscape Image of Dual Frontage Townhouses

porches, ample fenestration and balcony treatments to stimulate overlook of public areas and contribute to vital and safe public spaces.

- A private outdoor amenity space will be provided for each unit in the form of an elevated terrace or balcony located over the garage/porch facing the internal street.
- Refer to the TSTDG (Part 6, Section 5 of the DDG) for essential design criteria for townhouse dwellings.
- The design of dual-frontage townhomes shall have appropriate massing, façade detailing and materials to individually and collectively contribute to the urban village character of the community.
- The garage will be accessed from the rear of the unit on the internal local road and shall be integrated into the main massing of the building.
- Storage space for garbage and recycle bins should be provided within the garage.
- Utility meters shall be carefully placed and concealed from public view. Air conditioning units shall be placed away from public view.
- Refer to the TSTDG (Part 6, Section 5 of the DDG) for essential design criteria for dual frontage townhouse dwellings.

Figure 3.3.1.4d: Conceptual vignette of Dual Frontage Townhouses at Lagerfeld Drive and Coolhurst Avenue

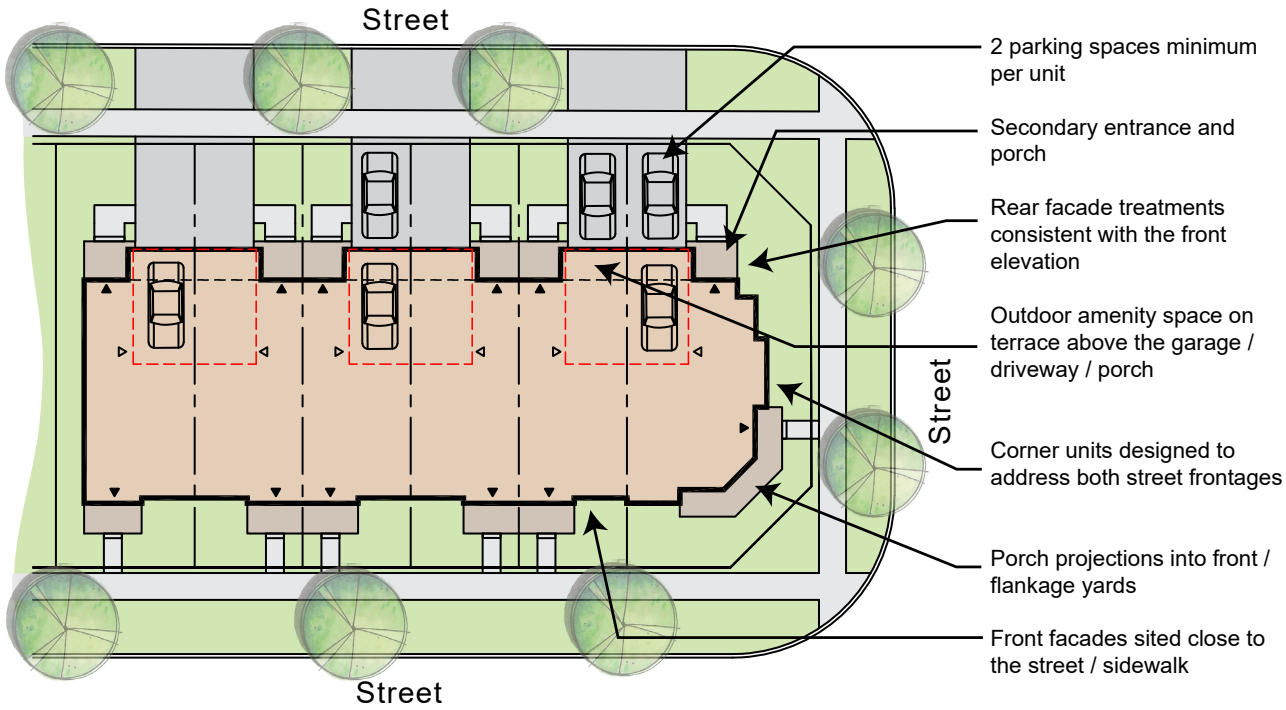


Figure 3.3.1.4d: Conceptual Demonstration Site Plan For Dual Frontage Townhouses

3.3.1.5 Back-to-Back Townhouses

- Back-to-Back Townhouses are a compact and affordable transit-supportive housing form with front-facing garages accessed from a local 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.
- These units will generally be 3 storeys with lot frontages ranging from 5.6m - 6.4m.
- Back-to-back townhouse block sizes may range from 6 to 16 units. Mixing of townhouse block sizes along the street can help provide visual diversity of the streetscape.
- Private outdoor amenity space is typically provided in the form of a balcony or terrace, but may include rooftop amenity space. 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 and/or rooftop terraces are permitted.

Figure 3.3.1.5a: Location of Back-to-Back Townhouses within Mt. Pleasant Heights

Figure 3.3.1.5b: Conceptual Streetscape Image of Back-to-Back Townhouses

- Each unit will have 1 parking space minimum integrated into the massing of the building.
- Storage space for garbage and recycle bins should be provided.
- Utility meters shall be carefully placed and concealed from public view. Air conditioning units shall be placed away from public view.
- Refer to the TSTDG (Part 6, Section 5 of the DDG) for essential design criteria for back-to-back townhouse dwellings.

Figure 3.3.1.5c: Conceptual Images of Back-to-Back Townhouses

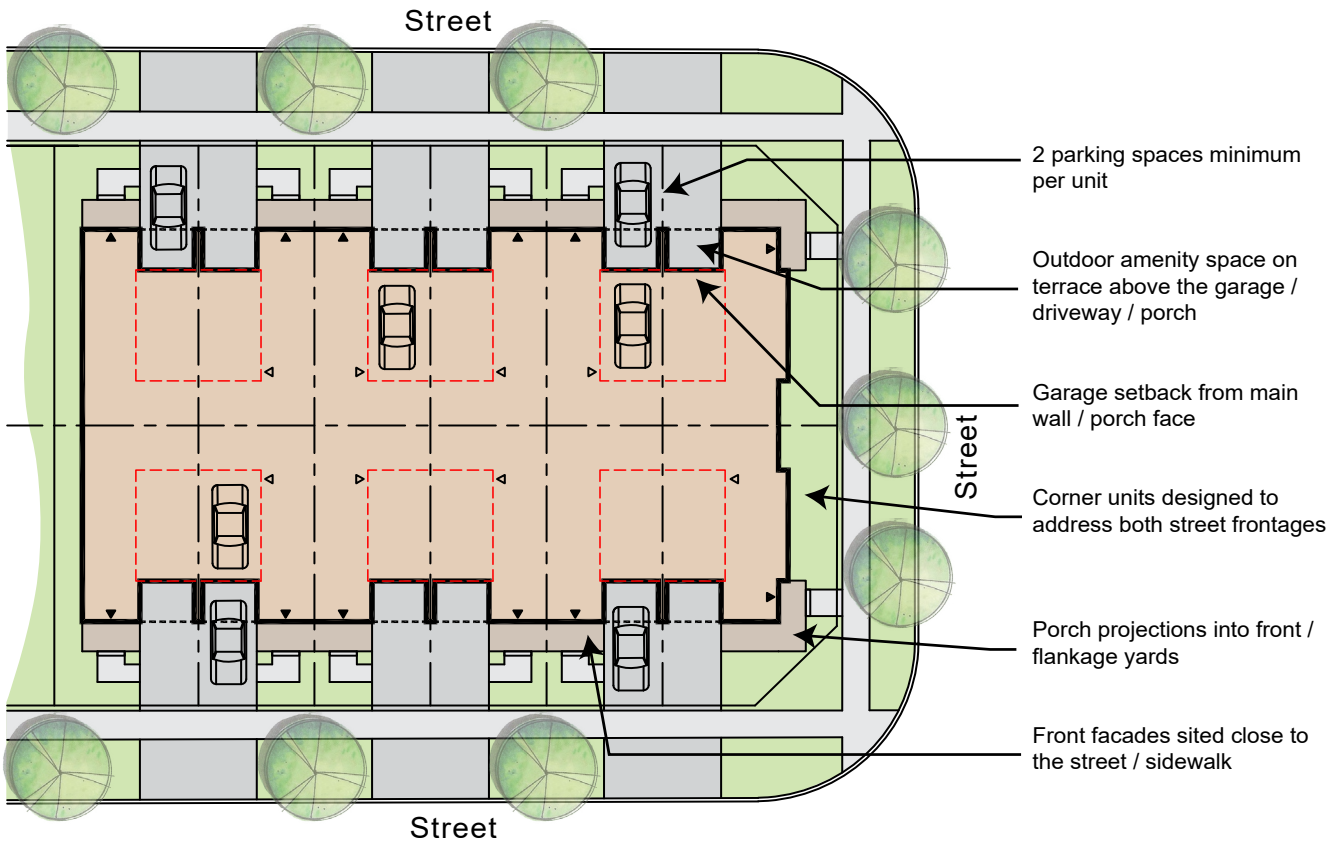


Figure 3.3.1.5d: Conceptual Demonstration Site Plan For Back-to-Back Townhouses

3.3.2 Design Criteria for Medium Density Residential Forms

Medium Density Residential blocks are located adjacent to Mississauga Road at the CNR rail line and at the Mississauga Road / Lagerfeld Drive intersection. Increased densities and intensity of built form are appropriate in these strategic locations adjacent to existing transit opportunities and along the east entrance to the community. Medium Density Residential uses will assist in creating landmark building forms at the eastern gateway and provide opportunities for mixed use in areas of high public visibility.

Development within Medium Density Residential blocks may include a variety of building forms, such as Stacked Townhouses and Mid-Rise Apartment Buildings, which may occur on the same site, in addition to other townhouse forms described in Section 3.3.1. It is further noted that Block 303, located at the northwest corner of Mississauga Road and Lagerfeld Drive is dual zoned to permit both Institutional and Medium Density Residential uses.

At the time of writing the CDG, development concepts for Medium Density Residential blocks had not been finalized. As such, final building forms and uses in these blocks may evolve through the development process. Once development options are finalized for these blocks, a site specific Urban Design Brief will be required as part of the required Site Plan Approval process administered by the City.

The following section provides an overview of the built form vision for Medium Density Residential blocks within Mt. Pleasant Heights.

Figure 3.3.2a: Location of Medium Density Residential Blocks within Mt. Pleasant Heights

Figure 3.3.2b: Conceptual images of Medium Density Residential Building Forms

3.3.2.1 Stacked Townhouses

- Stacked Townhousing is a multilevel condominium housing form comprised of individual units stacked and/or back-to-back to one another that provides a low-rise, compact built form yielding relatively high densities.
- Stacked townhouses should have 3.5- to 4-storey building massing.
- Buildings should be sited close to the street edge to create a pedestrian friendly environment and provide enclosure to the street.
- Building façades should 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.
- Private outdoor amenity space is required for each unit. It should be provided in the form of a balcony or rooftop terrace for the upper level units and in the form of an at-grade or sunken courtyard for the lower level units.
- Parking areas may occur as underground parking, surface parking located behind the building, or parking within at-grade private garages incorporated into the main massing at the rear of the building.
- Main parking areas and garages shall be located away from primary streets.
- Common outdoor amenity space areas, such as a central mews, tot lot or courtyard are encouraged.
- Where stacked townhouse units are located face to face, a minimum separation distance of 12 metres should be provided.

Figure 3.3.2.1a: Conceptual Images of Stacked Townhouses

- Pedestrian walkways within Stacked Townhouse developments should provide safe and direct access between dwelling entrances, parking areas, amenity areas and streets.
- Utility meters shall be carefully placed and concealed from public view. Air conditioning units shall be placed away from public view.
- Refer to the TSTDG (Part 6, Section 5 of the DDG) for essential design criteria for stacked townhouse dwellings.
- A site specific UDB, based upon the broad principles set out in these CDG, will be required by the City as part of the Site Plan Approval process in order to detail the specific elements of the development proposal.

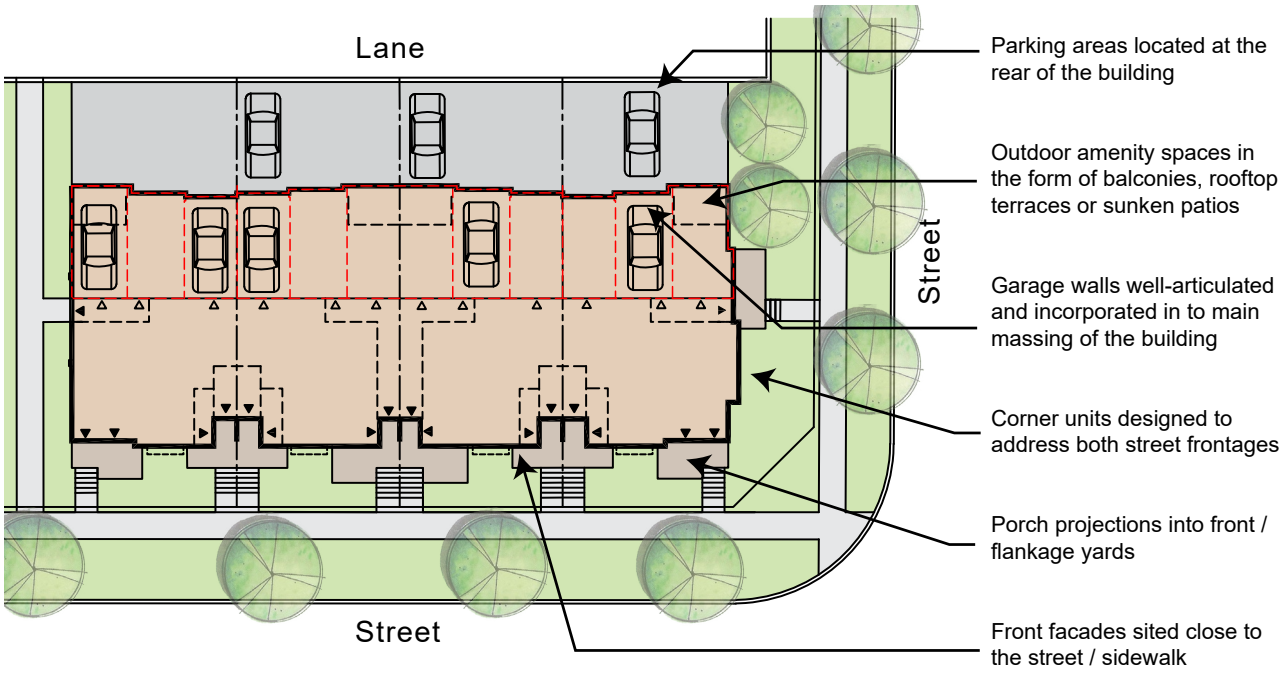


Figure 3.3.2.1b: Conceptual Demonstration Site Plan For Stacked Townhouses With At-Grade Private Garages

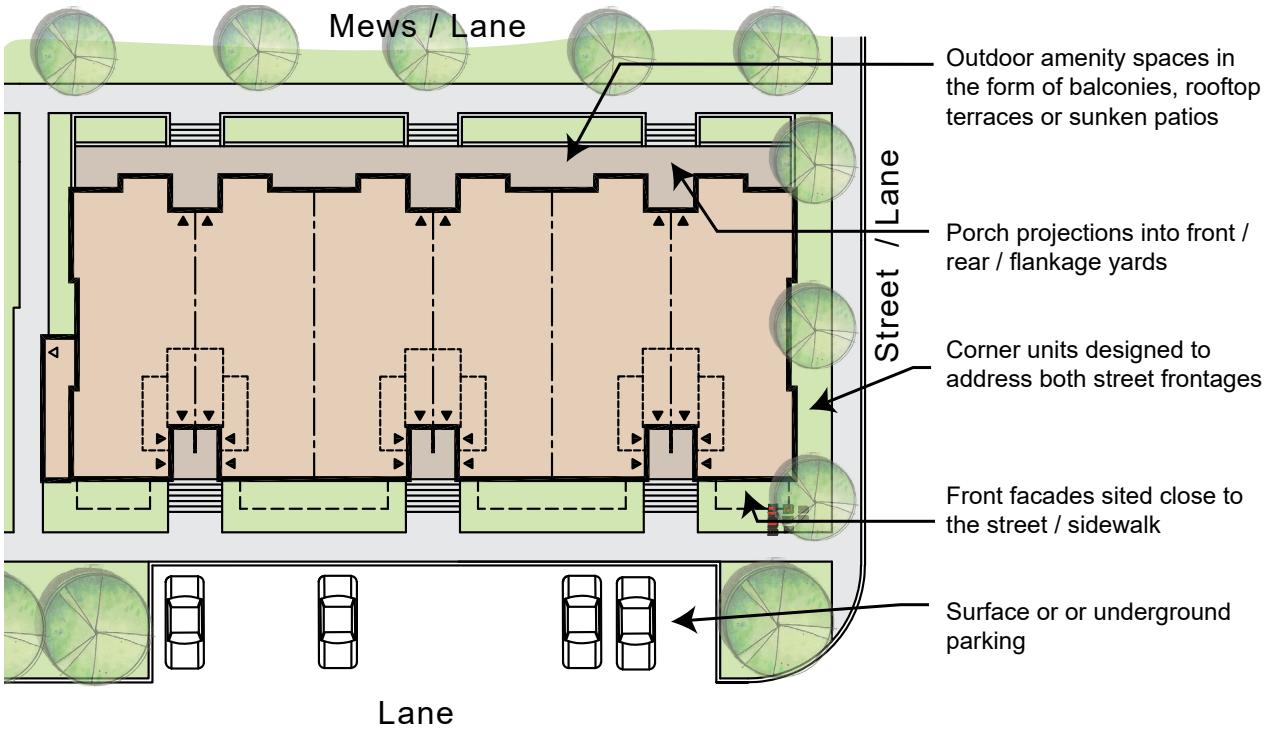


Figure 3.3.1.2c: Conceptual Demonstration Site Plan For Stacked Townhouses With Underground Parking

3.3.2.2 Mid-Rise Apartment Buildings

Mid-rise buildings provide a transit-supportive, modestly-scaled, vertical form that does not overwhelm the surrounding context, yet accommodates urban intensification. Mid-rise built form supports initiatives to provide "missing middle" housing and adds to the diversity of housing options within Mt. Pleasant Heights. In addition to relevant design criteria within Part 6 (Draft Transit-Supportive Mid-Rise Development Design Guidelines) of the DDG, the following shall apply:

- Brampton's Draft Transit-Supportive Mid-Rise Development Design Guidelines define mid-rise buildings as being between 4 to 9 storeys. Building heights will be established in the zoning by-law for Medium Density Residential blocks.
- The final building height, number of units, size of units, and amount of retail space will be determined through detailed design and the Site Plan Approval process.
- Determination of building height shall consider minimizing impact and overshadowing upon surrounding developments.

Figure 3.3.2.2a: Conceptual Image of 8 Storey Mid-Rise Apartment Building (with ground level retail)

Figure 3.3.2.2b: Conceptual Demonstration Site Plan For Mid-Rise Apartment Buildings

- A mix of street-oriented uses, including at-grade commercial (where permitted) and residential uses, will be encouraged to create a sense of pedestrian safety, activity and connectivity that will encourage usage at all times of the day. Although permitted, retail / commercial uses should only be provided in areas where it will be successful.
- Ground level floor heights should be taller than upper floor heights to provide opportunities for flexible mixed use / commercial space.
- Glazed areas should be maximized along the street frontages. Windows should be large, well-proportioned and compatible in scale with the building mass.
- The design of the building 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.
- Front façades should generally be located close to and parallel with the adjacent 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 and/or building stepbacks, should be used in consideration of an appropriate massing transition.
- Building forms should consider scenic amenities, view corridors and adjacent open space areas in their design and site planning.
- 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 façade treatments that appropriately address both street frontages and provide massing emphasis to define the intersection.
- 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.
- Residential units are encouraged to include balconies or terraces where feasible to enhance the private living environment of residents.
- Building materials and colours should combine to create a attractive, and vibrant façade, consistent with the urban village theme for the community.

Figure 3.3.2.2c: Conceptual Images of architectural character envisioned for Mid-Rise Apartment Buildings

The use high quality and durable finishes such as masonry, aluminum panels, window wall and precast panels will be encouraged. Balconies should utilize glazed materials versus solid material.

- Building materials, detailing and articulation 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.
- Parking shall be provided in a non-obtrusive manner. The majority of parking should be located underground, where feasible. Large surface level parking lots exposed to the street shall be avoided. Small surface parking areas may be permitted at the side or rear of the building for visitors parking, deliveries and drop-offs. Opportunities for on-street parking in front of buildings should be considered, where feasible.
- Bicycle parking areas for residents and visitors shall be provided in convenient locations throughout the development near building entrances and within the underground parking garage.
- Buildings should be located to ensure good sight lines for all vehicular access points and to create coherent on-site traffic circulation.

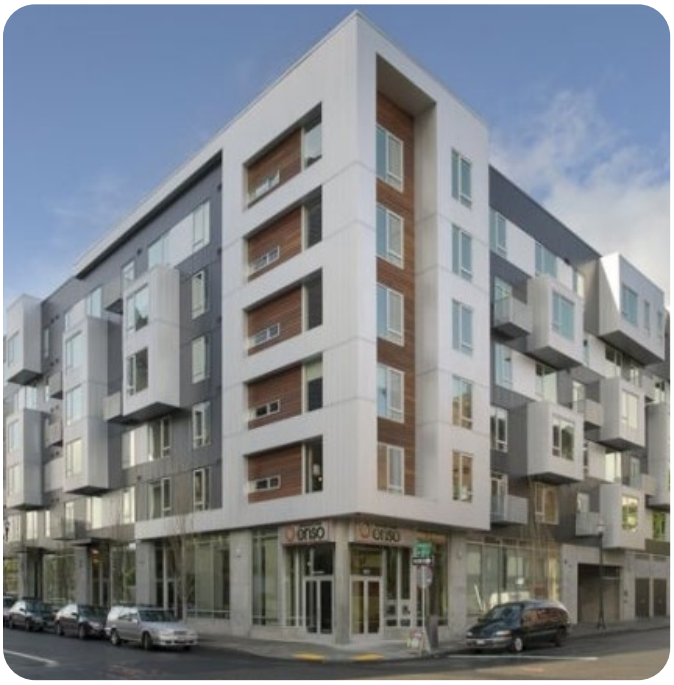


Figure 3.3.2.2d: Corner buildings shall address both street frontages

Figure 3.3.2.2e: Visual interest shall occur through use of materials, colours, fenestration, wall articulation, architectural detailing and landscape treatment

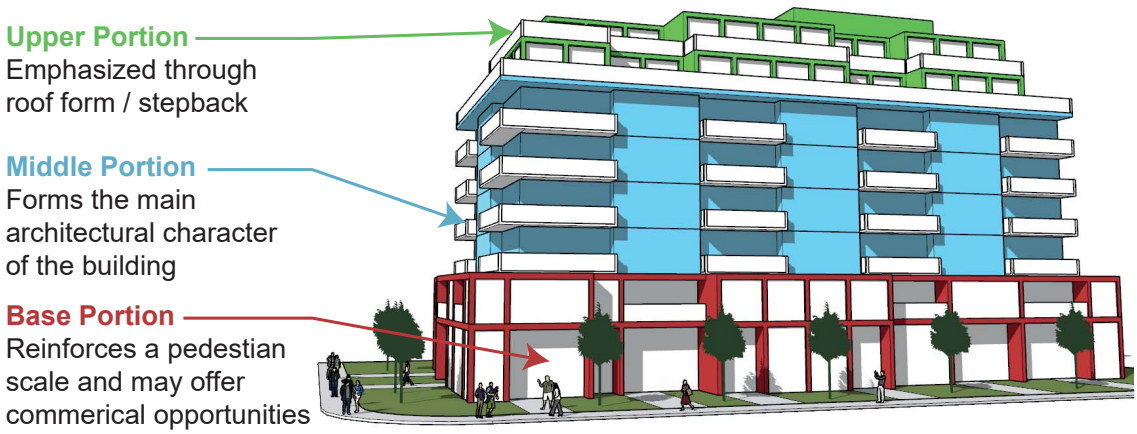


Figure 3.3.2.2f: Built Form Characteristics of Mid-Rise Buildings

- Where feasible, vehicular access should occur from side streets or consolidated access driveways that provide connections to the building entrance and passenger drop-off areas, as well as to parking, servicing, loading and garbage pick-up areas.
- An internal network of sidewalks should be integrated into the site design to reinforce the vision of a pedestrian-oriented neighbourhood with multiple linkage opportunities.
- The provision of courtyards and plazas at ground level are encouraged to generate street level activity. On large sites, permeability should be created through use of publicly-accessible open space amenities such as courtyards, forecourts, plazas, or urban squares.
- Pedestrian circulation networks should provide well-defined, direct, barrier-free, convenient, predictable, and safe access. Connections to adjacent transit stops should be coordinated with pedestrian routes and building entries.
- The following shall be barrier free: ramps, building entrances, sidewalks/walkways, parking areas for both residences and visitors, elevators, commercial units, all common amenity spaces and some of the suites.
- Loading and service areas should be placed away from street frontages and screened from view. Screening measures include landscaping and/ or solid panel fencing. Loading and service areas should be buffered visually and as necessary for noise impacts, especially when located adjacent to residential areas.
- Garbage facilities shall be incorporated into the overall design of the building and hidden from high profile areas. Loading doors should be recessed and of a high quality finish.
- Noise attenuation measures shall be provided where service areas are in proximity to sensitive land uses. These features should be complementary in material and design to surrounding buildings / structures.
- 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 site specific UDB, based upon the broad principles set out in these CDG, will be required by the City as part of the Site Plan Approval process in order to detail the specific elements of the development proposal.

Figure 3.3.2.2g: Mid Rise built form will provide emphasis at the eastern gateway to the community (Mississauga Road / Lagerfeld Drive)

3.3.3 Design Criteria for High Density Residential Forms

High Density Residential blocks are located along the north side of Bovaird Drive West on either side of its intersection with Coolhurst Avenue. The vision is to provide landmark high-rise mixed use buildings to emphasize the southern gateway entrance to Mt. Pleasant Heights. Development of these blocks provides an opportunity to create innovative and iconic landmark buildings within the City of Brampton skyline that will support placemaking initiatives and expand housing options in the community to provide a more affordable accommodation solution.

High Density Residential built form contributes to dynamic, distinct, and complete communities. Increased population within a relatively small building footprint will provide synergy and activity to support transit as well as local services and retailers. Development within the High Density Residential blocks may include High-Rise Apartment Buildings in addition to other permitted uses such as Mid-Rise Apartment Buildings, which may occur on the same site.

At the time of writing the CDG, development concepts for High Density Residential blocks had not been finalized. As such, final building forms and uses in these blocks may evolve through the development process. Once development options are finalized for these blocks, a site specific Urban Design Brief will be required as part of the required Site Plan Approval process administered by the City.

It is important to note that future high density / mixed use developments in close proximity to Mt. Pleasant Heights will have a major influence the ultimate design of these High Density Residential blocks. This includes potential high density / mixed use redevelopment of the Apple Factory site located at the northwest intersection of Mississauga Road and Bovaird Drive West, and the potential high density / mixed use development envisioned along the 'urban boulevard' within the Heritage Heights community to the west.

The following section provides an overview of the built form vision for High Density Residential blocks within Mt. Pleasant Heights.

Figure 3.3.3a: Location of High Density Residential Blocks within Mt. Pleasant Heights

3.3.3.1 High-Rise Apartment Buildings

Although the City's Draft Transit-Supportive Mid-Rise Development Design Guidelines only address built form up to 9 storey in height, they also provide sufficient design guidance for the 12-14+ storey high-rise built form typology envisioned within Mount Pleasant Heights. In addition to the design criteria found within the Draft Transit-Supportive Mid-Rise Development Design Guidelines and the design guidelines outlined in Section 3.3.2.2 of these CDG, the following shall apply:

- Building heights will be established in the zoning by-law for High Density Residential blocks. The final building design, including total number of storeys/ units/non-residential space will be determined in consultation with the City as part of the Site Plan Approval process.
- Buildings should be site close to both Bovaird Drive W. and Coolhurst Avenue and massed towards the intersection to reinforce the community gateway while also allowing sufficient space for a comfortable pedestrian zone and landscaping.

Figure 3.3.3.1a: Conceptual Image of High-Rise Apartment Building

Figure 3.3.3.1a: Conceptual Demonstration Site Plan For High-Rise Mixed-Use Apartment Buildings

- Height and density should transition downward toward lower density uses to ensure adequate sunlight and sky views for neighbouring properties.
- Material changes and architectural detailing which help to articulate the base, middle and top portion of the building are appropriate in visually breaking down the building's vertical massing.

Base Portion of Building:

- A 2-6 storey street wall should be established through use of a podium with a stepback of approximately 2.5m to the tower.
- An active, engaging and human-scale pedestrian environment should be created through materials, fenestration, wall articulation and style-appropriate architectural detailing.
- A variety of active uses such as courtyards, commercial use, lobbies and indoor amenity areas will help to enliven the adjacent street edge at all times of the day.
- Ground floor heights should be 4.5m to allow for use flexibility.

Middle Portion of Building:

- Variation in the design and articulation should be provided to promote visual interest and reduce the potential appearance of bulk.
- For point towers, the floorplate above the building base should have a maximum area of approximately 750.0 sq.m. to create a slender form. Where multiple point towers occur in proximity, they should be separated by approximately 25m.
- Size, shape and orientation should be considered to lessen shadow and wind impacts at ground level.
- Operable windows should be utilized to allow ventilation and lessen heating and cooling costs.

Top Portion of Building:

- Additional step-backs from the point tower should be considered at the upper levels to articulate the facade and create interesting roof form.
- A signature roof form or feature is recommended to contribute to the building's landmark status.
- Rooftop mechanical and telecommunications equipment should be visually integrated into the roof form.
- Consideration should be given to the provision of reflective roofs, solar panels and / or green roofs to contribute to sustainability goals.

Figure 3.3.3.1c : Buildings should be designed to establish distinct base, middle and upper portions

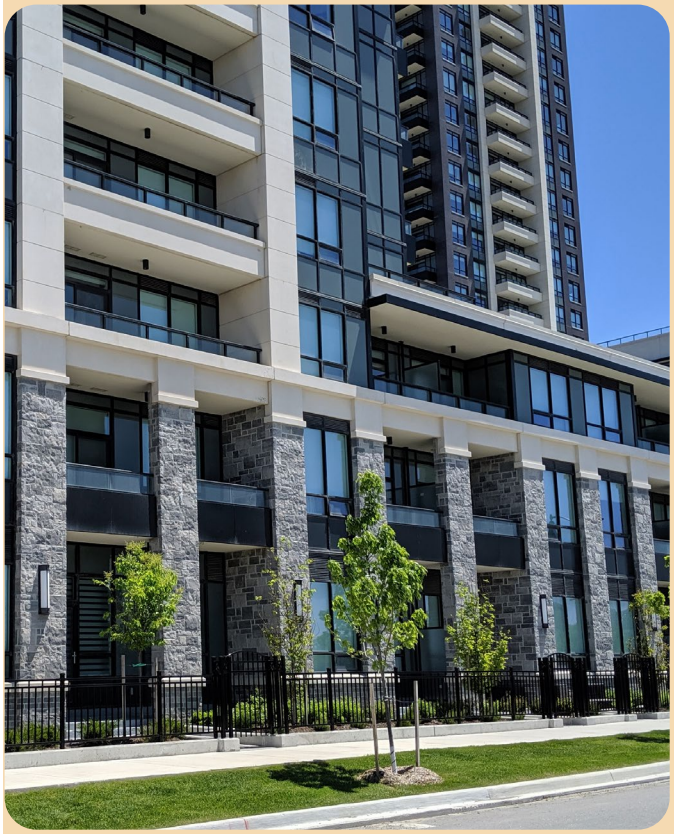


Figure 3.3.3.1d : A 2-4 storey podium contributes to a human-scale pedestrian environment.

Figure 3.3.3.1e: Buildings design should create comfortable and active pedestrian environments

Figure 3.3.3.1f : Roof form plays a significant role in creating an interesting skyline

Figure 3.3.3.1g: Building design and landscape treatment should define the gateway to the community

- Vehicular access to the site shall be located to minimize traffic impact and maximize safe, efficient site circulation.
- Main parking areas should be located underground. Limited surface-level parking may be considered provided it is located away from public streets and screened by built form and planting.
- Bicycle parking, car share facilities and EV charging stations should be included to encourage a shift away from traditional patterns of car use.
- On-site pedestrian circulation routes and connectivity to public sidewalks should be direct and convenient to promote active transportation.
- The following shall be barrier free: ramps, building entrances, sidewalks/walkways, parking areas for both residences and visitors, elevators, commercial units, all common amenity spaces and some of the suites.
- Main building entrances should be designed as focal features and provide weather protection.
- A variety of high quality, durable, low-maintenance building materials should be used consistently on all elevations of the building. Preferred cladding materials include brick, stone, metal, glass, in-situ concrete and pre-cast concrete. Stucco, vinyl / metal siding, plywood, concrete block and mirrored glass is strongly discouraged.
- Common indoor and outdoor amenity spaces with a range of amenities shall be provided. Privately Owned Public Space (POPS) connected to the public realm, such as a forecourt or piazza, should be considered in the site design.
- Each apartment unit should have private outdoor amenity space in the form of a balcony, terrace or courtyard.
- High quality outdoor lighting should be integrated into the building architecture and located strategically to ensure nighttime safety, security and enjoyment while preserving the ambiance of the night. Full cut-off light fixtures are required.
- Signage shall respect the building scale, architectural features, signage uniformity and established streetscape design objectives. All proposed signage shall be of a high design quality. Plastic backlit signage or sign boxes are discouraged.
- Loading and service areas shall be placed away from street frontages and shall be buffered to minimize visual and noise impacts.

- Garbage facilities shall be incorporated into the overall design of the building and shall be designed in accordance with the Region of Peel waste collection standards.
- Utility meters, transformers and HVAC equipment should be located away from public views or appropriately screened with landscaping, where feasible.
- Ventilation shafts, vents and other above-ground mechanical equipment or site servicing elements should be located away from public sidewalks and other public or private outdoor amenity areas.
- A Shadow Impact Study and Wind Study shall be undertaken as part of the Site Plan Approval process in accordance with City standards.
- A site specific UDB, based upon the broad principles set out in these CDG, will be required by the City as part of the Site Plan Approval process in order to detail the specific elements of the development proposal.

Figure 3.3.3.1h: High Rise built form will provide emphasis at the southern gateway to the community (Bovaird Drive W. and Street 'B')

3.3.4 Design Criteria for Elementary School

An elementary school site is centrally located within the Mt. Pleasant Heights community on the west side of Coolhurst Avenue, south of Lagerfeld Drive. The elementary school is located on prominent site adjacent to the park, the TCPL and the woodlot that will maximize accessibility and visibility. The school will be designed to act as landmark building within the community. The following guidelines should be observed:

- A strong built form relationship to the street should be created through minimum building set-backs and accessibility to the main entry from adjacent sidewalks to ensure positive connections between the building and pedestrian routes are established.
- The building width exposed to the street should be optimized.
- The scale and proportion of the building should acknowledge the surrounding context while also establishing a human scale to ensure a strong impacts the “sense of place” within the community.
- The building 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 buildings should typically be limited to drop off zones and short term parking.
- The elementary school should embody a distinct visual identity and exhibit architectural excellence to contribute a strong urban built form character and to emphasize its civic role within the community.
- Prominent architectural features should be incorporated into the building design to help reinforce its landmark status by responding to its location and public views.
- Architectural design treatment (wall/roof articulation, doors, fenestration, masonry detailing and character lighting) should be utilized to provide interesting façades and encourage comfortable and safe pedestrian use.
- Two- to three-storey building massing should be provided. Portions of the building may be a single storey.

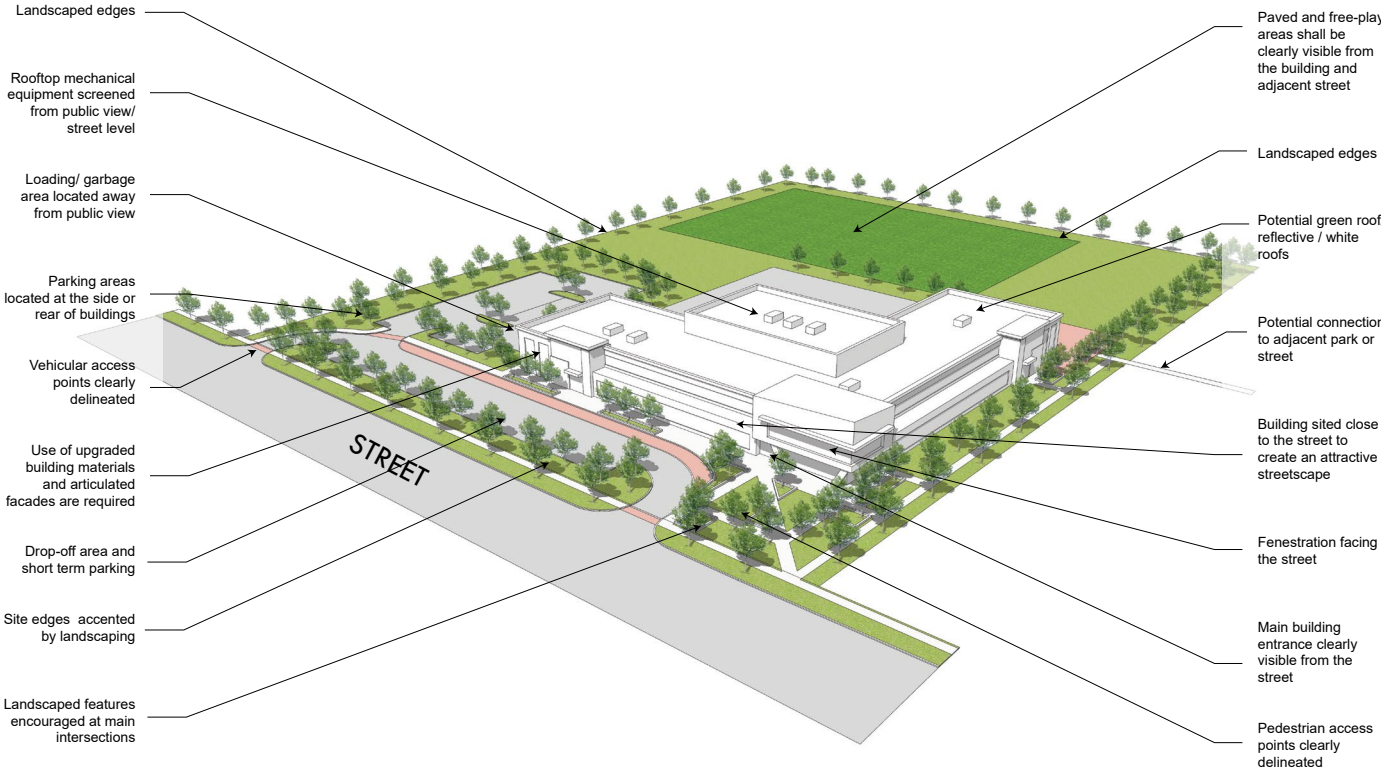


Figure 3.3.4a: Conceptual Demonstration Plan For Elementary School

- The impact of main parking facilities from the street edge should be minimized through siting (at the rear or side of buildings away from the street) and landscape buffer treatment. A drive aisle, passenger drop-off area, and a single row of visitor parking are permitted between the building and the public sidewalk / street.
- CPTED design principles of access control, territorial definition and natural surveillance should be incorporated into site plan and building design.
- Bicycle facilities should be provided in convenient locations (i.e. adjacent to primary building entrances) to promote active transportation.
- The use of high quality building materials, such as brick and stone, characteristic of the neighbouring residential community is required.
- The elementary school should incorporate the highest standards of sustainable design (i.e. LEED or similar).

Figure 3.3.4b: Conceptual Images of Elementary School Buildings

Figure 3.4a: Gateway Building

Figure 3.4b: Corner Dwellings

Figure 3.4c: Community Edge Dwellings

Figure 3.4d: Rear Upgrade Dwellings

3.4 Priority Lot Buildings

Priority Lot Buildings are located prominently within the community. Their visual significance within the streetscape demands that siting, architecture and landscaping 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 the draft plan(s) of subdivision.

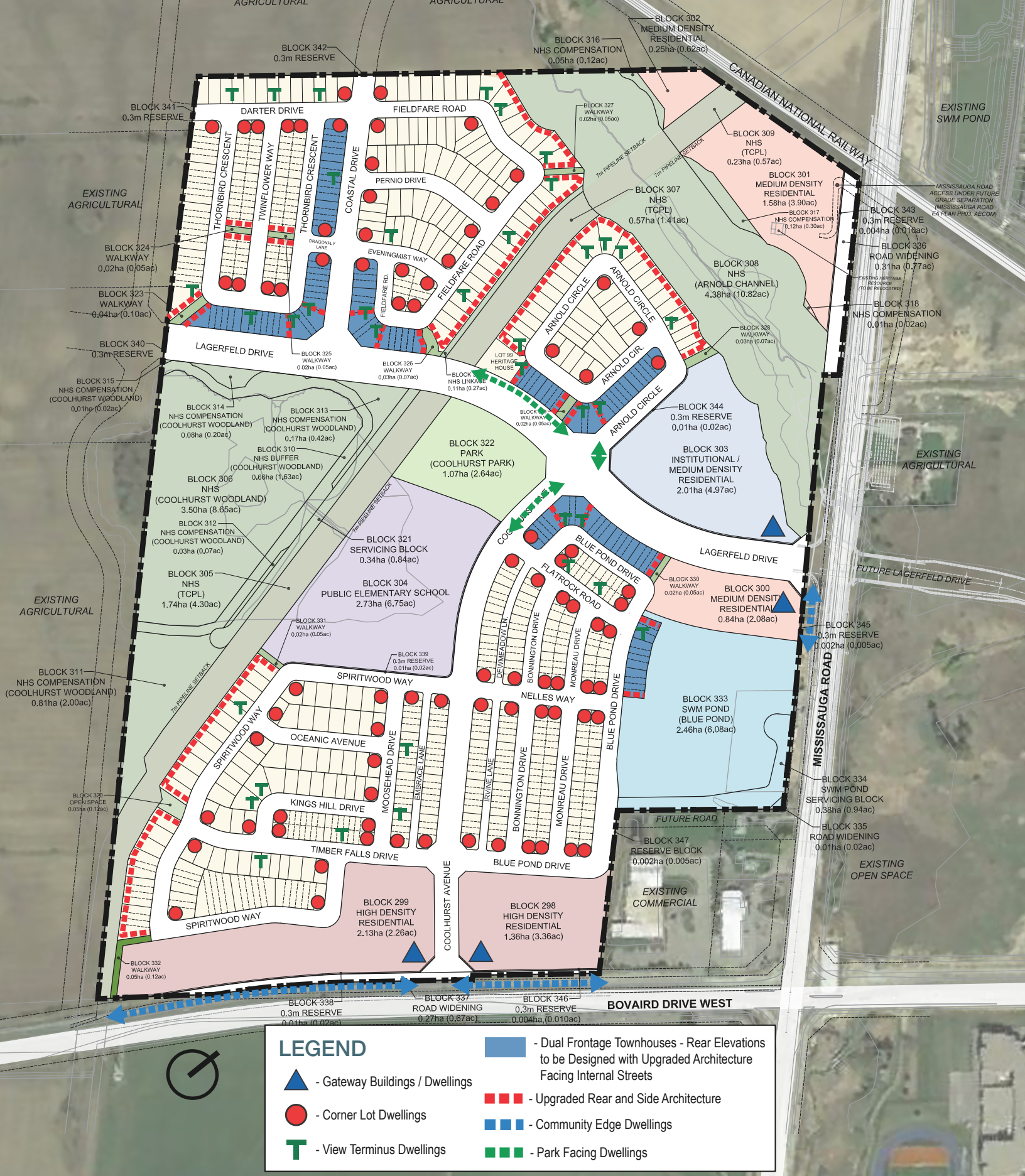


Figure 3.4e: Mt. Pleasant Heights Priority Lot Plan

SECTION 4

SUSTAINABILITY COMMUNITY DESIGN PRINCIPLES

4.1 Sustainability Principles

"Building communities that support healthy, active lifestyles, at all ages, has a direct impact on the overall physical and mental health of the people who live there including, but not limited to, air pollution and greenhouse gases, water quality, levels of physical activity, social connectedness, and rates of injuries." (Excerpt from Brampton's Sustainable Community Development Guidelines).

Sustainability includes the interface of environmental, social, economic, and cultural influences that ensure a community remains balanced and productive. Managing and protecting valuable resources through design and construction will result in the conservation of those resources in the overall lifespan of the community. Development must also be managed to reduce the impact on climate change, considering mitigation and adaptation in the approach to building strong and resilient communities.

The design objective is to create sustainable urban form that supports compact development, greater walkability and transit use, site and building adaptability, intensification versus sprawl, conservation and restoration of natural heritage areas, building in harmony with the surrounding environment, creating new high performing buildings that are energy efficient and contribute toward Brampton's climate action targets, and a greater use of existing infrastructure.

Through the development process, the developer will engage with stakeholders, experts, and City Officials to address sustainability opportunities and challenges. Proposed development within Mt. Pleasant Heights will comply with the relevant sustainability measures outlined within the Sustainable Community Development Guidelines, Part 8 of the City of Brampton's Development Design Guidelines (DDG's). Also refer to Section 4.2 for the development's Sustainability Score.

4.1.1 Built Environment

- Mt. Pleasant Heights is envisioned as a mixed-use, transit-oriented development that offers a wide range of housing forms and uses in a compact setting which promotes active transportation and less dependency of automobile usage.
- Mt. Pleasant Heights is located in close proximity to both the existing Mt. Pleasant GO Station (approximately 575m east of the site) and the future Heritage Heights GO Station which offer a direct route to downtown Toronto and connections to the broader GTA. Furthermore, Bovaird Drive West and Mississauga Road are classified as Secondary Transit Corridors within the Official Plan and will offer future transit opportunities once this area develops.
- The subject lands are in close proximity to, and serviced by, two existing retail centres (located at Mississauga Road & Williams Parkway and Bovaird Drive W. & Brisdale Drive) and a mixed use district within Mt. Pleasant Village. These provide future residents with a number of nearby amenities such as drug stores, grocery stores, dentists, banks, restaurants, coffee shops, etc.
- Other commercial uses are proposed along the Bovaird Drive W. corridor to the east of the site. The future Heritage Heights Community to the west of the site is envisioned with the potential mixed use "urban boulevard" located within a comfortable walking distance of Mt. Pleasant Heights.
- In addition to the future elementary school provided within Mt. Pleasant Heights, the subject lands are located in close proximity to Jean Augustine Secondary School. Further north and east are existing elementary schools which serve the local community.
- Growth will be accommodated through compact development that makes efficient use of land resources. A range and mix of housing opportunities will be provided. Density targets will be met as per the City's Official Plan and the Provincial Growth Plan.
- Attractive, safe and pedestrian-scaled environments shall be created to maximize pedestrian comfort.
- New homes will be designed and constructed to consider both energy efficiency and water conservation in order to enhance building performance, lower utility bills and result in greater environmental protection overall.
- Living, playing and working environments will be combined in close proximity through provision of the park, school, trails and land use zoning that permits mixed-uses (including active and passive recreation).
- The natural heritage system will be preserved and protected to minimize any environmental impacts.
- Street trees will be provided on both sides of new collector streets to increase the urban tree canopy. Municipal tree planting standards will be maintained in terms of tree spacing and soil composition for all pits, trenches and planting beds.
- New trees will be planted on site to mitigate any lost canopy coverage.

4.1.2 Mobility

- A connected network between people and places will be provided through the use of various transportation options, street and trail networks, sustainable infrastructure, and the creation of complete communities that supports all ages and abilities.
- An interconnected, fine-grain, short length grid street network that avoids excessive street block lengths, encourages active transportation and allows for permeability and route options will be provided.
- Active transportation networks will connect to public transit and surrounding/future trails, providing residents the opportunity to be physically active and socially engaged.
- A trail network within and beyond the community's Natural Heritage System will encourage active transportation which supports a healthy lifestyle and residents wellbeing.
- The future neighbourhood park and school are located within comfortable walking distance (400m / 5 minute walk) of the majority of residents.
- To encourage a reduction in automobile usage, bicycle parking and future public transit connections will be integrated into the design of the future school site and neighbourhood park.
- Active transportation will be further encouraged by prioritizing bike lanes and multiuse pathways on primary roads.

- All sidewalks within the development will be at least 1.2 metres wide and reduce barriers for persons with disabilities, seniors, strollers, etc.
- Logical and convenient pedestrian connections and links to transit stops will promote a transit-oriented development.
- The City's Transportation Master Plan and Region's Active Transportation Master Plan identifies Bovaird Drive W., Mississauga Road and Lagerfeld Drive as candidates for future bicycle and walking infrastructure which will create a more connected, safe and healthy community. A Multi-use Path is proposed along arterial streets (Mississauga Road and Bovaird Drive West), which further enhances and encourages active transportation connections throughout the site.
- Transit supportive housing forms are proposed adjacent to existing and future transit routes on Bovaird Drive W. and Mississauga Road and Lagerfeld Drive. Currently, transit operates along Bovaird Drive W. and Mississauga Road (Bus Routes 1 and Züm 561), both of which connect with other Brampton Bus services and the nearby Mt. Pleasant GO Station.
- Connections to the existing Mt. Pleasant GO Station and mobility hub and the potential future Heritage Heights GO Station will be facilitated with pedestrian friendly streets and transit expansions.
- The proposed development will facilitate the Lagerfeld Drive West extension to connect and expand transit opportunities that flow from the existing Mount Pleasant mobility hub (Züm and Brampton transit) in order to provide various convenient transportation options to residents.
- Contribution to the Mount Pleasant payment of the three hybrid buses for the developer's share of the $2,000,000 paid in September 2018 will promote the expansion of energy efficient transportation infrastructure.

4.1.3 Natural Environment and Open Space

- The designated NHS within Mt. Pleasant Heights is designed to ensure an ecologically diverse, healthy, and sustainable natural environment in an urbanized setting.
- Landscaping that increases the urban canopy, creates comfortable micro-climate conditions, mitigates negative seasonal effects (wind breaks or shade canopy), and contributes to overall biodiversity is proposed.
- Proposed trails associated with natural features in surrounding neighbourhoods have been linked with the sidewalk network, offering convenient and enjoyable pedestrian connections.
- A system for collecting and treating grey water (storage cisterns) for use in irrigation may be considered.
- Energy efficient lighting will be installed throughout the outdoor spaces.
- Use of pollinator friendly species, native species, drought resistant and low maintenance landscaping elements will be encouraged throughout the development.
- A Natural Heritage System that supports migratory species, indigenous flora, fauna, pollinators, while simultaneously connecting people to the natural environment will be created.
- Park spaces will be prioritized to a build strong, resilient, healthy, and sustainable community.

4.1.4 Green Infrastructure and Buildings

- Green infrastructure that mitigates Urban Heat Island effects and that assists in water absorption in designed landscapes will be encouraged.
- The use of high albedo roofing will be encouraged to mitigate the Urban Heat Island effect.
- The proposed development will meet all mandatory Municipal, Conservation Authority and MOECC requirements for storm water management.
- A Low Impact Development (LID) approach to stormwater management for the developed area will be adopted to promote infiltration and maintain, to the extent possible, water balance conditions to natural features. LID measures will be incorporated into the development designs to direct roof drainage to pervious areas where possible, encourage the maintenance of natural drainage pathways, and design grades to permit water to flow along the designed paths.
- An additional empty conduit within the joint use trench of the ROW will be included to encourage and support any future energy efficient infrastructure within the community.
- A minimum of 6 inches of topsoil will be provided on lots to assist with water retention.
- All applicable municipal standards will be met in terms of reduced light pollution and energy conserving lighting.
- A mix of housing types and built form will be delivered to assist in creating inclusive and affordable neighbourhoods in support of the overall objective of sustainable communities.
- 'Above-Code' building standards (such as Better than Code, EnerGuide, Energy Star, R-2000, CHBA Net Zero Ready, CHBA Net Zero, Passive House, or other) will be implemented. This will incorporate a range of energy efficient approaches, including but not limited to:
    - Provide homeowners with options for energy efficient appliances upon purchase.
    - Provide homeowners with energy efficient mechanical equipment for lower energy consumption.
    - Encourage the implementation of electrical charging stations in garages to promote the use of energy efficient vehicles.
    - Encourage energy efficient construction through maximized insulation and strategically placed windows.
    - Reduce water use through low flow toilets, lavatory faucets with aerators, low flow shower heads and water efficient washing machines.
- Resilient, low maintenance building materials shall be utilized.
- Low VOC adhesives, sealants, paints, stains, carpets and flooring shall be utilized.
- A construction waste management plan shall be developed to encourage the use of environmentally preferable building materials, high-renewable and recycle building products, certified sustainably harvested lumber and a progressive construction waste sorting program.
- Homeowners shall be provided with an information package that includes detailed information on waste, recycling and compost collection in the City of Brampton and the benefits of recycling and composting.
- A dedicated space shall be provided within the garages of all townhouse units for garbage and recycle bins.
- For the mid-rise apartment, high-rise apartment and stacked townhouse built forms, in addition to the applicable items noted above, the following shall be considered where appropriate:
    - Providing bicycle facilities.
    - Providing shade structures and shade trees.
    - Reflective roofs (i.e. white roofs).
    - Green roofs / rooftop gardens.
    - Building to LEED (or similar standards).
    - Reducing greenhouse gases.
    - Powering buildings with renewable energy sources.
- Implementation of community energy systems will be explored for mid-rise and/or high-rise in concert with the City as part of a broader community energy program.

4.2 Sustainability Score

The proposed residential development was evaluated by the planning consultant (GSAI) using the Sustainability Assessment Tool and has achieved an overall sustainability score of **57** to place the development within the City of Brampton's **"Gold"** threshold performance category.

SECTION 5

IMPLEMENTATION

5.1 Recommended OPA / ZBL Policies

The proposed development is subject to Draft Plan of Subdivision, Official Plan Amendment, and Rezoning applications. The CDGs or any subsequent revised version of this document is subject to approval prior to receiving approvals for the said applications.

5.2 Site Specific Design Briefs

All development proposals within the Medium Density, Medium Density/ Mixed Use, and High Density blocks within Mt. Pleasant Heights will be subject to a site specific Urban Design Brief in accordance to the City's terms of reference and will also be subject to a Site Plan Approval process by City staff.

5.3 Design Review and Approval Process

The Mt. Pleasant Heights CDGs provides the overall design direction for development of the private and public realm within subject lands. When the Cortel and Apple Factory lands proceed to development, an amendment will be required to the Mt. Pleasant Heights CDG.

The developer/builder and design architects are required to comply with this CDGs and all other applicable design requirements of the City of Brampton's Development Design Guidelines throughout the design and construction processes.

- All development proposals within the Medium Density Residential, High Density Residential and Institutional blocks will be reviewed by City staff as part of the Site Plan Approval process. These developments will not be reviewed by the Control Architect unless the City asks for design review input.
- All low-rise, freehold residential developments will be subject to the City of Brampton's Architectural Control Protocol.
- Ground-related residential development is also subject to the provisions of "Architectural Control Guidelines for Ground Related Residential Development" (ACGGRRD), Chapter 7 of the Development Design Guidelines, added through Council approval on August 6, 2008. 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.
- These CDGs and their interpretation by the Control Architect and/or the City's Urban Designer are not intended to discourage design creativity or innovation. Proposed designs that are not in total compliance with the CDGs will be considered by the City, based on their merits, and may be approved where the spirit and intent of the guidelines is preserved.
- Prior to any sales occurring, the Control Architect and City will arrange a meeting with the Developer(s), Builder(s), Design Architect(s) and Sales Staff to ensure all stakeholders are familiar with the expectations for housing design and construction quality.
- The Control Architect may be asked by the City to conduct periodic site visits to report on any noncompliance with these Guidelines.
- Periodic meetings between the Control Architect and the City may occur at the City's request to provide an update on the architectural control process and to review housing designs for priority lots.
- Refer to Section 7.0 of the DDG (ACGGRRD) for further design guidelines for "Design Review and Approval Process".

5.4 Conformity to City-wide Development Design Guidelines

- All development within Mt. Pleasant Heights shall comply with the relevant design requirements outlined within the City's "Development Design Guidelines", specifically, Part 6 - Site Planning and Built Form: Section 1 (Residential Areas), Section 5 (Transit Supportive Townhouse Design Guidelines), and (Draft Transit-Supportive Mid-Rise Development Design Guidelines).
- As the DDG's may evolve and become updated, developers and their consultants shall verify with Planning staff the latest version of the approved document in force.

5.5 Cost Sharing

5.5.1 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 Lagerfeld Drive, including upgraded wood fence and planting		■
• Irrigation		■
• Gateway elements / markers - corner features with planting, water service and irrigation, 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 Park, Walkway Blocks)		
• Grading, topsoil, sodding	■	
• Planting - trees, shrubs, perennials and ornamental grasses	■	
• Irrigation		■
• 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 chainlink fence where required		■
• Decorative paving at entry and seating areas		■
• Trailhead features, including barriers (as required)		■
• Multi-purpose play court	■	

5.5.1 LANDSCAPE COST RESPONSIBILITY MATRIX

	Capital Cost City Responsibility via DC Credit (works by developer)	Capital Cost Developer Responsibility (works by developer)
C. RECREATIONAL TRAIL		
• Multi-use trail through Natural Heritage System (surface material to be determined), lighting (as required)	—	
• Limestone screenings trail through TransCanada Pipeline corridor	—	
• Trailhead enhancements, including barriers (as required)		—
• Interpretive and way-finding signage	—	
D. 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 promenade / pathway	—	
• Pedestrian entrance including low feature wall, signage, planting, architectural element, as required		—

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

JOHN G. WILLIAMS LIMITED
ARCHITECT

NAK
design strategies