OFFICE CONSOLIDATION

CHAPTER 51(a)

MOUNT PLEASANT SECONDARY PLAN

October 2026

EXPLANATORY NOTE

Office Consolidation
Mount Pleasant Secondary Plan Area 51
CHAPTER 51

General (pertaining to all secondary plan office consolidations)

i. Secondary plan office consolidations are provided for convenience only, but have no *Planning Act* status. For official reference, recourse should be had to the original documents pertaining to each secondary plan.

ii. As noted in the 2006 Official Plan (policy 5.4.10 in the 1993 Official Plan) the documentation that constitutes a specific secondary plan may consist of a Chapter in Part II of the current 2006 Official Plan, or a retained Chapter in Part IV of the 1984 Official Plan, or an amendment to or chapter of the 1978 Consolidated Official Plan.

iii. Secondary plans form part of the Official Plan and are to be read in conjunction with all policies of the Official Plan, including interpretation and implementation provisions.

iv. Where there is conflict or inconsistency between a provision in the current Official Plan and a provision in a secondary plan (whether directly in the text or included by reference) the current Official Plan shall prevail. When such a conflict is identified, efforts shall be made to revise the plans to correct the conflict.

v. Reference to any provision of an Official Plan or a secondary plan (whether directly in the text or included by reference) that is superseded by a more recently adopted equivalent provision shall be deemed to be a reference to the more recently adopted equivalent provision.

vi. When provisions in a secondary plan refer to an apparently repealed provision in a repealed Official Plan (e.g. the 1984, 1993 Official Plan or the 1978 Consolidated Official Plan), the referenced provisions shall be considered to be an active and applicable part of the secondary plan, unless:

   (a) the referenced provision is in conflict with the current Official Plan;

   (b) the referenced provision is superseded by a more recently adopted equivalent provision; or,

   (c) it is evident that it was the intention of Council at the time of the repeal of the predecessor Official Plan that the referenced provision was not to be considered active and applicable for such secondary plan purposes in the future.

vii. The Council of the City of Brampton is responsible for interpreting any provision within the Official Plan and secondary plans.

Specific (Secondary Plan 51, Mount Pleasant Secondary Plan)

This office consolidation of the Mount Pleasant Secondary Plan consists of Chapter 51 of the document known as the 2006 Official Plan.

Chapter 51 is based on Official Plan Amendment OP2006-038 to the document known as the 2006 Official Plan, as adopted by City Council on February, 10, 2010 (By-law 45-2010).

The following Official Plan Amendments, as approved by the Region of Peel or the City of Brampton, and Ontario Municipal Board order(s), have also been incorporated:

		DATE	**STATUS**	**APPROVED BY**
2006 Brampton Official Plan	Mount Pleasant Secondary Plan	2010 Feb. 10	In Force	City of Brampton
Mount Pleasant Secondary Plan subsequently further amended by:				
AMENDED BY	**SECTION**	**DATE**	**STATUS**	**APPROVED BY**
OP2006- 55	Secondary Plan Policies and Land Use Schedule	2011 Feb. 23	In Force	City of Brampton
OP2006 - 083	Block Plans	2013 April 10	In Force	City of Brampton
PL140817, PL150527, PL150258	Special Policy Area 2, Osmington Special Policy Area (Mixed Use Centre)	February 16, 2017	Approved	OMB
OP 2006-177	Secondary Plan Land Use Schedule	2019-10-23	In Force	City of Brampton
OP 2006-204	Secondary Plan Policies and Land Use Schedule	2021-12-08	In Force	City of Brampton
OP 2006-203	Secondary Plan Policies and Block Plan Schedules	2022-01-26	In Force	City of Brampton
OP 2006-237	Secondary Plan Policies and Land Use Schedule	2022-04-05	In Force	City of Brampton
OP 2006-211	Secondary Plan Land Use Schedule	2022-04-06	In Force	City of Brampton
OP 2006-209	Secondary Plan Land Use Schedule	2022-04-06	In Force	City of Brampton

OP 2006-248	Secondary Plan Policies and Land Use Schedule	2022-05-31	In Force	City of Brampton
OP 2023-022	Secondary Plan Policies and Land Use Schedule	2026-02-04	In Force	City of Brampton
OP 2006-278 & OP 2023-024	Secondary Plan Policies and Land Use Schedule	2026-04-08	In Force	City of Brampton
OP 2023-033	Secondary Plan Policies and Land Use Schedule	2026-07-08	In Force	City of Brampton

This office consolidation is provided for convenience only. For official reference, reference should be had to the original documents noted above.

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THE MOUNT PLEASANT SECONDARY PLAN
Chapter 51

1.0 PURPOSE

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

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

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

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

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

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

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

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

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

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

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

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

2.0 LOCATION

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

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

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

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

4.0 GOALS & OBJECTIVES

4.1 Planning Principles

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

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

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

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

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

4.2 Goals

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

4.2.1 To protect, restore and enhance the diversity and connectivity of natural features and their long-term ecological functions and biodiversity of the Natural Heritage System, while balancing it with other requirements of

complete and compact community in accordance with the policies of the Provincial Growth Plan.

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

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

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

4.2.5 To support transit oriented development through:

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

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

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

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

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

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

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

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

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

vii) efficient transportation links;

viii) LEED Neighbourhood design, where practical; and,

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

4.2.7 To implement the Mount Pleasant Secondary Plan by:

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

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

4.3 Objectives

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

xix) To promote a connective pathway~~s~~, bike lanes and trail~~s~~ system to facilitate pedestrian and bicycle accessibility;

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

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

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

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

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

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

5.0 LAND USE POLICIES

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

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

5.1 RESIDENTIAL

5.1.1 General Provisions

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

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

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

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

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

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

5.1.2 Low and Medium Density Residential

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

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

OPA 2006-055

ii) A maximum density of 36 units per net residential hectare (15 units per net residential acre) shall be permitted;

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

5.1.3 Medium Density Residential

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

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

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

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

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

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

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

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

Special Policy Area 1

OPA 2006-093

5.1.3.2 The lands designated "Special Policy Area 1" on Schedule SP 51(a) are generally bounded by Mississauga Road to the west, the CNR rail line to the north and the Natural Heritage System feature to the east and south. Development and redevelopment of these lands are suited for medium and high density residential uses, intitutional uses, and permitted under the "Mixed-Use" designation (with the exception of those uses listed in Section 5.2.1.3) due to their location and configuration, and access and noise constraints. Development and redevelopment of this Special Policy Area will require the submission of various supporting studies to be determined by the City, including, but not limited to Noise and Environmental Impact Study. Nothing in this section or Chapter prevents the existing permitted agricultural use from continuing, in accordance with the applicable policies of the Official Plan and current zoning for the subject lands.

Special Policy Area (Peel Regional Police Association)

OP 2006-204

Special Policy Area (Fire Station)

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

Special Policy Area 2

5.1.3.5 The designation of Special Policy Area 2 in the Mount Pleasant Secondary Plan does not approve the land uses described in Policy 4.14.3.18 of the Official Plan. The processing of development applications shall be guided in accordance with the policy framework established in Policy 4.14.3.18 of the Official Plan, As wll as the policies and schedules of the Heritage Heights Secondary Plan. Together with the 'Osmington Special Policy Area (Mixed use Centre)' will form Block Plan Area 51-3.

OMB Decision
February 16, 2017
PL140817
PL150527
PL150258

OPA 2006-211

5.1.3.6 High Density Residential Notwithstanding Section 5.2, the following shall apply to lands designated 'High Density Residential' within Mixed Use Area 1 at the northeast corner of Mississauga Road and Sandalwood Parkway West:

i) Permitted uses shall include an apartment dwelling.

ii) A maximum floor space index of 4.5.

iii) A maximum building height of 30 storeys

iv) Retail, commercial, office and restaurant uses shall be permitted on the ground floor of each apartment building to provide active and animated uses that have direct access to the sidewalk along Mississauga Road and Sandalwood Parkway West.

v) Residential amenity space and access to residential uses above the ground floor are permitted along the Mississauga Road and Sandalwood Parkway West frontages.

vi) Development will be characterized by high-quality architecture, landscaping, and urban design that will contribute to the character and identity of the Secondary Plan Area.

vii) The building shall include appropriately scaled podiums and tower heights to successfully transition to adjacent lower scale uses.

OPA 2006-237

OP 2006-248

5.1.3.7 Special Policy Area 3, located at the southwest corner of Mclaughlin Road shall permit a maximum density of 52 units per net residential hectare.

OP 2023-033

5.1.4 High Density Residential

5.1.4.1 Lands designated High Density on Schedule SP51(a) permit a density of up to 247 units per net residential hectare (100 units per net residential acre).

5.1.4.2 High Density Residential — Special Policy Area 1

In areas designated "High Density Residential — Special Policy Area 1" on Schedule SP 51(a) the following apply:

(i) permitted uses will be limited to a nursing home and retirement community, with related ancillary uses, as well as stacked townhouses, back-to-back stacked townhouses, back-to-back townhouses and street townhouses.

(ii) The following are to apply for a nursing home or retirement community:
   a. Maximum permitted building height of eight storeys.
   b. Maximum permitted density of 200 units per net residential hectare (80 units per net residential acre).
   c. Maximum permitted Floor Space Index of 3.0 (exclusive of underground parking garage).

(iii) A retirement community is to be defined as "a residential community or housing complex intended for adults of retirement age who are generally able to care for themselves; however, assistance from home care agencies may be required, and activities and socialization opportunities are often provided.

(iv) The following apply for townhouse forms of development:
   a. Maximum permitted building height of four storeys.
   b. Additional technical supporting studies may be required with the Site Plan Approval application.

5.1.5 Live-Work

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

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

5.1.4.3 On-street parking should be encouraged.

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

5.2 MIXED- USE

5.2.1 General Provisions

OPA 2006-093
OP 2023-033
OP 2006-203

5.2.1.1 Lands designated Mixed-Use Areas 1 to 5 inclusive, and Mixed-Use Areas 7 and 8 on Schedule SP51 (a) are intended to accommodate Mixed-Use development incorporating a combination of commercial, retail, office, institutional, recreational open space, medium density residential and livework uses in accordance with the provisions of Section 4.10.3.4 and other relevant policies of the Official Plan and this Chapter. Mixed-Use Areas shall contribute to the development of a complete and compact, transit supportive community by providing a unique built form and community character, including public uses such as schools, parks, and local amenities such as retail/commercial uses within walking and cycling distance of the surrounding neighbourhoods. Higher density housing will be located in the Mixed-Use Areas to contribute to an appropriate overall Growth Plan target for the entire Secondary Plan area. Density in excess of 100 units per net residential hectare and building heights above 6 storeys will be permitted within Mixed-Use Areas subject to superior design and built form through the approved Community Design Guidelines at the Block Plan.

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

OPA 2006-093

5.2.1.3 Permitted Uses in Mixed-Use Area 5 shall exclude retail, commercial (other than office), banks, service station, and restaurant of any type or size. Notwithstanding, the uses identified in this Section shall be permitted if conducted wholly within a live-work townhouse dwelling where the use is on the ground floor and connected to and integrally part of the residential use.

OPA 2006-055

5.2.1.4 Buildings fronting onto Transit Spine Collector Road within Mixed Use Areas shall range in height from 3 to 6 storeys. Building heights within a "Convenience Retail", "Motor Vehicle Commercial", "Neighbourhood Retail", "Mixed Use Areas" or "School" designation may be less than 3 storeys but are encouraged to incorporate building mass and height approximating 2 storeys. One and two storey buildings are permitted through the remainder of the Mixed-Use Area.

OPA 2006-093

5.2.1.5 High density residential development at a density that is in accordance with principles outlined in Sections 5.2.1.1and 5.2.1.6 shall be permitted within Mixed-Use Area 5. Maximum density, building height, urban design and integration with other adjacent uses and land use designations for high density residential development within Mixed-Use Area 5, shall be confirmed through the zoning approvals process.

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

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

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

5.2.1.9 Mixed-Use Areas 1 to 4 are to be developed generally in accordance with the concept site plans included as Appendices B to E of this Chapter. The final development of the Mixed-Use Areas will be determined at the Block Plan Stage through approved Community Design Guidelines.

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

5.2.1.11 Secondary Plan Policy 5.2.1.1 permits higher density housing within the mixed use nodes in excess of 100 units per hectare and building heights above 6 storeys, subject to superior design and built form through the Community Design Guidelines at the Block Plan stage. In keeping with this policy, lands at the north-west and north-east intersection of the Transit Spine Collector Road and Sandalwood Parkway West, designated "Medium Density Residential" on schedule SP51-1, shall be developed for a mix of townhouses, apartment and other complementary non-residential uses. The maximum combined density over both blocks may not exceed 170 units per net hectare, subject to meeting the design and massing requirements in this policy:

OPA 2006-055

a) Buildings fronting Sandalwood Parkway shall generally be developed with a height of 4-6 storeys;

b) Higher density and massing should be concentrated in a single point tower located at the northwest corner of Sandalwood Parkway and the Spine Road, designed with a height of approximately 8 storeys; and,

c) Higher density and massing may also be located in a single point tower located at the northeast corner of Sandalwood Parkway and the Spine Road, up to a maximum of 12 storeys.

The detailed urban design principles for these lands, including final building locations and heights, ground level non-residential uses, the mix of townhouse dwelling types, the maximum number of dwelling units and appropriate amenity space will be established in the approved Block Plan Sub-Area 51-1 Community Design Guidelines and implemented through the subdivision, zoning and site plan approvals process.

These policies have been developed to ensure conformity with the Official Plan policies adopted to implement the Provincial Growth Plan. Changes to the density and massing set out in this policy that change the intent of the policy may only be considered through an amendment to this plan.

5.2.1.12 The relationship between the site at the north-east intersection of the Transit Spine Collector Road and Sandalwood Parkway West and the southerly "Town Square" park shall be finalized through the subdivision and zoning approvals processes, and may include, but not limited to, the establishment of ground related uses that complement the "Town Square" park, the potential establishment of zero lot line development or other zoning requirements to ensure effective integration with the "Town Square" park, whether or not the "Town Square" park will be developed preferably as a City owned park or alternatively integrated into the abutting apartment development as a private amenity space.

5.2.1.13 Notwithstanding Section 5.2.1.4, buildings located on the northeast corner of Chinguacousy Road and Clockwork Drive designated Mixed-Use Area 7 on Schedule SP51(a) may be less than 3-storeys, but incorporating a higher building height and massing is encouraged

OP 2006-203

5.2.1.14 For lands that are designated Mixed-Use Area 7, a minimum of 1,600 square metres of commercial gross floor area is required.

5.2.2 Osmington Special Policy Area (Mixed Use Centre)

OMB Decision
February 16, 2017
PL140817
PL150527
PL150258

The processing of a development application for the lands subject to the Special Policy Area (Mixed Use Centre), to permit the Proposal described in Section 4.14.3.17.1 of the Official Plan, shall require a further amendment to this secondary plan and will be guided in accordance with the policy framework established in Section 4.14.3.17 of the Official Plan, other policies of the Official Plan, and the policies of the Mount Pleasant Secondary Plan.

5.3 COMMERCIAL

5.3.1 General Provisions

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

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

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

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

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

network, separation of vehicles from pedestrians and architectural design options that are consistent with the vision for the Secondary Plan.

5.3.2 District Retail

5.3.2.1 The lands designated District Retail on Schedule SP51 (a) shall permit the range of uses and be developed in accordance with the provisions of Section 4.2.10 and other relevant policies of the Official Plan. The maximum Gross Leasable Area for lands designated District Retail, which are bound by Bovaird Drive West to the South, the Natural Heritage System to the West, proposed Lagerfeld Drive to the North and proposed Creditview Road to the East, is 32,516 square metres (350,000 square feet).

OPA 2006-093

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

OPA 2006-055

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

OPA 2006-055

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

5.3.2.5 Road network and access required to accommodate travel demand in and associated with the “District Retail” designation and adjacent lands shall be explored and confirmed, with respect to demonstrating and not precluding the ability of achieving future east-west road network connectivity.

OPA 2006-055

5.3.2.6 A portion of the lands designated District Retail on Schedule 51-1(a) is located within the Mt. Pleasant Gateway Mobility Hub and provides opportunities to contribute a significant amount of employment and population, as set out in Section 5.3.2 above. A density target of

OPA 2006-055

approximately 100 people and jobs combined per gross hectare, as established in the Growth Plan Official Plan Amendment for Gateway Mobility Hubs will be applied to the lands within this area. The land uses, massing and design shall be further detailed in a Tertiary Plan to be approved by the City prior to the passing of an amending Zoning By-law.

5.3.3 Neighbourhood Retail

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

Deleted

5.3.4 Convenience Retail

OP 2006-203

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

5.3.4.2 Notwithstanding Section 4.2.11 of the Official Plan, Convenience Retail centres may be developed with floor areas greater than 3, 700 square metres (40,000 square feet) without the need for an amendment to the Official Plan or this Chapter, provided that this is justified at the Block Plan Stage, including, confirmation of permitted uses and a maximum retail/commercial floor area in relation to planned commercial function, urban design, architecture and site layout.

5.3.4.3 The lands at the north-east intersection of Sandalwood Parkway West and Mississauga Road, designated “Convenience Retail” on Schedule SP 51-1, shall have a maximum floor area of 4,645 square metres (50,000 square feet) and a supermarket shall not be permitted. Food related retail uses other than a supermarket are permitted up to a maximum floor area of 1,393 square metres (15,000 square feet).

OPA 2006-055

5.3.5 Motor Vehicle Commercial

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

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

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

5.4 NATURAL HERITAGE SYSTEM – BASIS OF SYSTEM

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

5.5 NATURAL HERITAGE SYSTEM - GENERAL PROVISIONS

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

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

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

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

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

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

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

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

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

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

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

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

an open drainage channel unless Credit Valley Conservation and the City of Brampton modify this feature through the Block Plan Process.

5.6 RECREATIONAL OPEN SPACE

5.6.1 General Provisions

5.6.1.1 The Recreational Open Space network provides parks and open space at the local, community and city scale. In areas designated Recreational Open Space on Schedule SP51 (a), the range of permitted uses and development shall have regard for the provisions of Section 4.6.3 of the Official Plan and this Chapter.

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

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

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

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

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

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

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

5.6.2 City Park

5.6.2.1 City Parks provide green space at the City scale and serve as focal points for the City. Land designated City Park on Schedule SP51 (a) is known as 'Creditview/Sandalwood Park'. It is recognized as a major destination park for residents and visitors to the City. In accordance with the City-Wide Park policies of Section 4.6.3 and other relevant policies of the Official Plan, Creditview/Sandalwood Park shall be maintained as a part of the Recreational Open Space network incorporating both active and passive recreation areas and allowing a variety of recreational activities for all ages at varying intensities. In recognition of its major role as a City Park, Creditview/Sandalwood Park should be protected and enhanced for future generations.

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

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

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

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

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

5.6.3 Neighbourhood Parks

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

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

5.6.3.3 Where Neighbourhood Parks designated on Schedule SP51 (a) abut school sites, it is the intent of the City to co-operate with the relevant School Board(s) to co-ordinate the planning, development, access, maintenance and shared activity programming of school and park facilities. In such situations, the school site shall be located at the intersection of public roads.

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

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

5.6.3.6 In the interest of providing a variety of recreational opportunities at the neighbourhood level, lands designated Neighbourhood Park on Schedule

SP51(a) shall be provided in accordance with the following sub-categories: ‘Local’, ‘Town Square’, ‘Parkette’, ‘Vest Pocket’.

5.6.4 Local

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

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

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

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

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

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

5.6.5 Town Square

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

5.6.5.2 The street pattern shall ensure that Town Squares have a minimum of two public road frontages to promote views and reinforce their focal nature. Streetscapes will be designed to reinforce the adjacent streets as primary streets within the community and to establish a consistent relationship between open space and built form. Surrounding built form should accentuate the design and focus given to Town Squares and create attractive edges.

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

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

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

5.6.6 Parkette

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

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

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

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

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

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

5.6.7 Vest Pocket

5.6.7.1 Vest Pockets are small soft landscaped areas that are designed for passive uses and limited active play. Vest Pockets shall be planned to service the local neighbourhood and supplement other neighbourhood park types.

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

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

5.7 INSTITUTIONAL

5.7.1 General Provisions

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

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

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

5.7.2 Elementary Schools

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

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

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

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

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

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

5.7.3 Secondary School

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

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

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

5.7.3.4 Relevant Draft Plans of Subdivision shall include designated Secondary School Site as appropriate with a shape, size and frontage satisfactory to the relevant School Board. Educational facility sites shall be dual zoned and landowners will be required to submit at the Draft Plan of Subdivision

an alternative lotting plan to facilitate development should the site not be used for educational facility purposes.

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

5.7.4 Place of Worship

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

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

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

ii) The owner provides details to demonstrate how the alternative development can be accommodated on the site, including but not limited to the provision for any public roads required to accommodate the alternative use, in conformity with all City standards and guidelines.

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

6.0 TRANSPORTATION POLICIES

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

6.1 General Provisions

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

6.2 Roads

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

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

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

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

6.2.5 To protect the function of Arterial Roads, it is the policy of the City to restrict access to them from individual properties. To that end, 0.3 metre reserves or other measures, as appropriate, shall be a condition of development approval for lands abutting Arterial Roads, except at approved access locations. However, access from a Concession Road shall be allowed to have continued access until such time as access from an alternative road becomes available.

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

6.2.7 The road network for the Mount Pleasant Secondary Plan shall be developed in the general location indicated on Schedule SP51 (a), and on

Schedule B and B1 to the 2006 City of Brampton Official Plan, and in accordance with the applicable polices of this Chapter and other relevant policies of the Official Plan. Provided that the general intent of this Chapter is not compromised, adjustments may be made to the location, alignment and right-of-way widths of the road network including the provision of additional road crossings of the Natural Heritage System as may be appropriate and supportable through the Block Planning and Subdivision Approval processes. Potential Collector Road crossings between Sandalwood Parkway and Wanless Drive are shown as "Potential Connection" on Schedule SP 51(a) and are conceptual road crossings subject to further analysis at the Block Planning Stages in the context of the Mount Pleasant Secondary Plan Landscape Scale Analysis and Subwatershed Study. The "Collector Road" and "Transit Spine Collector Road" on Schedule SP 51(a) may have right-of-way widths ranging from 21.5 metres to 26 metres with the final right-of-way widths to be determined through the Block Planning and Subdivision Approval processes.

6.3 Public Transit

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

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

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

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

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

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

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

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

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

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

6.4 Pedestrian/Cyclist Links

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

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

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

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

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

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

7.0 SERVICING AND ENVIRONMENTAL MANAGEMENT

7.1 Sanitary Sewage and Water Supply

7.1.1 Development within the Secondary Plan Area shall be on full municipal sanitary and water services in the general locations identified on Schedule F to the 2006 City of Brampton Official Plan and accordance with Section 4.7 and other relevant policies of the Official Plan.

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

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

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

7.2 Stormwater Management

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

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

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

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

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

7.2.2 Stormwater management facilities shall be provided in accordance with Section 4.5.3 and other relevant policies of the Official Plan and this Chapter. Stormwater management facilities shown on Schedule SP51 (a) are conceptual and are permitted in all land use designations on Schedule SP51 (a), provided that such facilities are integrated with adjacent uses and subject to the preparation of an Environmental Implementation Report, Stormwater Management Report and/or Functional Servicing Report to the satisfaction of the City of Brampton in consultation with the Conservation Authority.

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

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

7.2.5 A comprehensive Stormwater Management Monitoring Program shall be developed which is generally in accordance with, and implements the

recommendations of the the “Implementation Principles for the Subwatershed Study, November 24, 2009”, attached as Appendix F to this Chapter, and, which is consistent with approved City policy in force at the time of the approval of the Mount Pleasant Secondary Plan. If there is a conflict between the approved Subwatershed Study and City policy, the Natural Heritage System Memorandum of Understanding, 2009 shall prevail.

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

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

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

7.3 Noise and Vibration

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

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

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

7.4 Potentially Contaminated Sites

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

7.5 Public Utilities and Communications

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

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

7.6 Trans Canada Gas Pipeline Safety Features

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

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

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

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

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

8.0 CULTURAL HERITAGE

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

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

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

8.4 Cultural Heritage Resources will be identified for retention through the approved Heritage Study. The integration of identified Cultural Heritage

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

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

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

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

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

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

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

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

long term maintenance, contextual merit, reuse or adaptive reuse potential and structural integrity.

9.0 AGGREGATE RESOURCES

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

10.0 COMMUNITY BLOCK PLAN

10.1 General Provisions

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

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

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

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

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

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

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

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

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

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

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

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

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

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

10.2 Staging and Sequencing

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

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

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

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

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

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

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

10.3 Modified Block Planning Process

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

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

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

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

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

10.4 Design Objectives

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

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

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

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

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

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

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

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

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

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

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

10.4.6 Development will be compatible with adjacent and neighbouring development.

10.4.7 It is the intent of this Chapter to establish a public edge through the placement of streets adjacent to the edges of watercourse corridors, and by ensuring that development shall have regard for the natural hazards, sensitivities and functions of these features. Where practical from a subdivision design and environmental standpoint, sections of the street

network will be encouraged to locate next to corridor edges. These roads shall be designed in such a way to ensure that natural features are easily viewed from a public street. These streets shall be located on tableland in accordance with buffer and setback requirements that protect and enhance the features and functions of the corridors. Homes, parks, vistas, window roads and stormwater management facilities may be permitted adjacent to the corridors to a limited extent and where appropriate.

10.5 Community Structure

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

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

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

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

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

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

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

vi) Incorporate existing natural and cultural features.

10.6 Open Space Network

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

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

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

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

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

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

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

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

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

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

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

x) Provide an implementation strategy.

10.7 Street Network

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

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

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

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

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

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

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

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

vii) Alternatives to reverse frontage situations;

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

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

x) Requirements for traffic calming measures.

10.8 Streetscape

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

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

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

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

10.9 Edges and Gateways

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

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

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

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

10.10 Built Form

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

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

i) Diversity in lot widths, house forms and lot depths;

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

11.0 COMMUNITY DESIGN GUIDELINES

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

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

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

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

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

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

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

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

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

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

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

12.0 IMPLEMENTATION

12.1 General Provisions

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

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

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

12.1.4 The location of park sites and sites for other community facilities shown on Schedule SP51 (a) have been selected without regard to property ownership. In order to ensure that property owners contribute equally towards the provision of community and infrastructure facilities such as schools, parks, and roads and road improvements, external services and

stormwater management facilities, property owners shall be required to enter into a Cost Sharing Agreement prior to Draft Plan Approval. Such a cost sharing agreement shall provide for equitable distribution of cost (including lands) of the aforementioned community and common public facilities where such costs are not covered under the Development Charges.

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

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

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12.1.7 It is the policy of the City of Brampton to require an Applicant applying for approval under the Planning Act to provide studies as the City may deem to be appropriate in support of the application. Further, it is the policy of the City of Brampton, where it is the approval authority, in considering an Application to consult with governmental and other commenting agencies, authorities and/or consultants to determine whether an Application should be approved and to determine the appropriate conditions, if any, that should apply to the approval. Where matters are appealed to the Ontario Municipal Board (OMB), and the OMB becomes the approval authority, it is understood that the OMB's discretion is not fettered by the foregoing.

12.2 Growth Management

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

12.2.2 Additional policies related to Growth Management may be adopted by Council including further amendments to this Chapter and proponents may be required to enter into phasing agreements with the City, the Region of

Peel and other agencies to achieve a cost effective and functional sequence of development.

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

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

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

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

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

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

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

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

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

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

12.3 Small Holdings

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

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

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

12.4 Cost Sharing

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

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

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

Cost Share Agreements that may include financial contributions to secure the early delivery of transit infrastructure, service and rider amenities, including, but not limited to:

i) Transit and Transportation

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

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

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

iii) Other Enhanced Area 44-1 amenities

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

iv) Creditview Road/CNR grade separation (underpass)

12.4.4 All of the transit supportive infrastructure in Section 12.14.3 of this Chapter, shall be identified and confirmed in an Infrastructure Funding Strategy to be approved by the City prior to Block Plan Approval, and

secured through a variety of measures to be determined by the City including (but not limited) to:

i) Conditions of development approval.

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

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

iv) Developer Cost Sharing Agreements.

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

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

12.5 Alternative Development Standards

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

12.6 Community Sustainability

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

12.7 Environmental Assessment Act

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

12.8 Mount Pleasant Infrastructure Funding Strategy

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

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13.0 The Mount Pleasant GO Major Transit Station Area (MTSA)

The policies contained in Section 13.0 of this Secondary Plan shall be read in conjunction with all policies in *Brampton Plan*, with specific regard to the MTSA policies in Chapters 2 and 4.

The policies in Section 13.0 apply solely to the Mount Pleasant GO MTSA as shown on Schedule 51(a). The following sections in the Mount Pleasant Secondary Plan Area 51 that are not in conflict with Section 13.0 will also apply to land located within the Mount Pleasant GO MTSA:

- Section 3.0 Effect of this Chapter and its Relationship to the Official Plan
- Section 7.0 Servicing and Environmental Management
- Section 8.0 Cultural Heritage
- Section 12.1 Implementation

- Section 12.4 Cost Sharing

Where there is conflict or inconsistency between a provision in *Brampton Plan* and a provision in the Secondary Plan (whether directly in the text or, included by reference), the policies in this Secondary Plan shall apply.

13.1 Vision

The Mount Pleasant GO MTSA is intended to be a complete and sustainable community. Population growth is to be directed to the MTSA to support transit investment.

With GO train service, the Mount Pleasant GO MTSA shall be an active and vibrant place with safe and convenient access to transit, major trip generators, the surrounding community and other areas of the City and Region.

The policies in Section 13.0 provide guidance for the development of a transit-oriented community around the Mount Pleasant GO Station.

13.2 Population and Employment Density

In accordance with the *Provincial Planning Statement*, 2024, the Mount Pleasant GO MTSA is planned to achieve a minimum density of 150 residents and jobs combined per hectare by 2051.

a) The target of a minimum of 150 people and jobs combined per hectare will not be applied on a site-specific basis and will only be applied cumulatively for all lands within the entire MTSA boundary. As part of a development application, applicants shall demonstrate how the proposed development contributes to meeting the minimum density target.

b) The overall mix of residents and jobs within each MTSA will be achieved over the long term and shall be monitored at intervals not less frequently than every 5 years. Monitoring is intended to assess progress toward achieving the general target proportion of residents and jobs. If there are significant deficits or deviations from these targets, a strategy may be developed to address them.

13.3 Land Use

The predominant use of land within the Mount Pleasant GO MTSA shall be mixed-use with a focus on providing a well-integrated, compact urban form where people can easily access a range of services.

a) The use of land delineated as “Mount Pleasant GO MTSA” on Schedule 51(a) shall be developed in accordance with *Schedule 13c Brampton Major Transit Station Areas KIT-4 Mount Pleasant GO Land Use Plan* and the associated land use policies found in Chapters 2 and 4 of *Brampton Plan*. Schedule 13c - *KIT-4 Mount Pleasant GO Land Use Plan is provided* in Appendix H to this Secondary Plan for reference.

b) The development or expansion of automobile-oriented land uses, such as gas bars and drive through establishments, are prohibited within any land use designation.

c) The full extent of maximum development permissions may not be achievable on every site, due to site-specific factors including, but not limited to, minimum lot area requirements, design principles, compatibility and transition to adjacent development, transportation, stormwater management, cultural heritage resources, land use compatibility and/or infrastructure capacity.

d) Changes to the location or alignment of the street network, mid-block connections and parks shown on *Schedule 13c Brampton Major Transit Station Areas KIT-4 Mount Pleasant GO Land Use Plan* will not require an amendment to this provided that their general intent and purpose is maintained.

13.4 Built Form, Height and Density

A variety of built form and height are encouraged to help activate the public realm and to achieve a diversity in design. Buildings are to be transit-supportive and pedestrian-friendly to create a desirable urban environment. The distribution and hierarchy of height and density is important to create a well-balanced community, and to generate place-making activity in public spaces.

Building heights and densities shall generally correspond to the land use designations on Schedule 13c in *Brampton Plan*. A potential range of building heights and densities are illustrated on Appendix I of this Plan.

a) The scale of development will respond appropriately to its existing and planned context, its relationship to adjacent and nearby lower-scale neighbourhoods, access to supporting infrastructure, and the relationship to the public realm.

b) Mid and high-rise buildings shall have consideration for the building design principles in Brampton’s Urban Design Guidelines, including minimum lot area, tower separation, overlook, relative height, floor plate area, building length, tower placement, orientation and building proportion, among others.

c) Building heights and densities beyond those prescribed in the Zoning By-law may be considered through a development application that satisfies all the following criteria:

i. the overall intent, goals, objectives, and policies of the MTSA and *Brampton Plan* are achieved;
ii. the developable site area is appropriate to accommodate the proposed additional height and density;
iii. the type and scale of the development proposal is appropriate and compatible with the surrounding context, land uses, and planned character of the area;
iv. the proposed height provides for an appropriate transition to adjacent land uses and buildings, including a built-form design that will minimize visual impact, overall massing, shadow, and overlook;
v. servicing infrastructure capacity such as water, stormwater and wastewater, transit, street network, parks and community services, are sufficient to support the development;
vi. development is phased in accordance with the timing and delivery of transportation, engineering services such as water, stormwater and wastewater, and transit infrastructure, in terms of, but not limited to, network distribution, connections, capacity, and frequency of service; and,
vii. the development achieves a Sustainability Score that falls within the Gold Sustainability Score Threshold.

d) It will be the responsibility of proponents of development applications to comply with Airport related height restrictions, including those of Greater Toronto Airports Authority, NAV CANADA and Transport Canada. As a result of any regulations by these agencies, the range of building heights indicated on the MTSA Height and Density Distribution Plan found in Appendix B1 to this Plan and the maximum building height provisions in the Zoning By-law may not be achievable.

e) Any new construction shall be compatible with the requirements of the Airport, including height limitations, navigational aids, visibility and communications.

13.5 Public Realm

The successful development of the Mount Pleasant GO MTSA as a transit-oriented community will require the provision of a high-quality public realm that supports safe and comfortable pedestrian movement and activities. Public realm guidance is provided in Brampton Plan, Urban Design Guidelines and in the Precinct Area Plan Guidelines. Conceptual public realm elements have been identified on Appendix J – Mount Pleasant GO MTSA Potential Demonstration Plan to this Plan.

a) The design of all development proposals shall provide public realm improvements that include safe and direct and bike and pedestrian connections from and to the

GO station for all users. Improvements may include, but are not limited to, wayfinding solutions, pathways and weather protected links.

13.6 Parks and Open Space System

Parks and open spaces are fundamental to a walkable, healthy and complete community. Development shall contribute to a system of high-quality, well-connected parks and open space system, which will support the creation of sustainable, livable and resilient communities.

a) The parks and open space system shown on Schedule 13c and on Appendix J - Mount Pleasant GO MTSA Potential Demonstration Plan includes the following types of parks:

   i. Neighbourhood Park
   ii. Urban Park

13.7 Mobility and Transportation

The long-term vision is to establish and reinforce a transit-supportive environment that prioritizes access by walking, cycling, and transit. A connected network of streets will play a functional role in moving people and be a defining element, shaping development and contributing to the public realm's character and connectedness.

13.7.1 Street Network

a) Streets play an essential role in supporting mobility for a broad range of users and contributing to a connected public realm. Development shall support the vision of creating a fine-grained block pattern and street network that allows greater permeability movement and connectivity at ground level and supports convenient pedestrian and cyclist movements throughout the MTSA and specifically to/from the GO station.

b) Development proposals shall support a pedestrian-scale network of connected streets, sidewalks, bicycle lanes and clear and intuitive wayfinding, linking neighbourhoods, parks, transit stops, the GO station, and services as illustrated on *Brampton Plan Schedules 3C and 13c* (Appendix H) and the Mount Pleasant GO MTSA Potential Demonstration Plan (Appendix J).

c) Development proposals are encouraged to be located on public streets, unless it can be satisfactorily demonstrated to the City that a private street is equally desirable from the standpoint of functionality, community safety, efficiency, servicing, neighborhood connectivity, supporting active transportation and providing connections to the GO Station.

d) All new public local streets will be developed in accordance with Brampton’s Complete Street Guidelines and shall accommodate sidewalks on both sides;

bicycle lanes; vehicle travel lanes; and *low impact development* (LID) stormwater management facilities, such as bio-swales, where appropriate.

e) The final right-of-way requirements and necessary easements for private roads will be determined through the development application process.

f) Development shall support a pedestrian scaled network of connected local streets, sidewalks and bicycle lanes to link neighbourhoods, parks, transit stops, services and other destinations.

g) Any public right-of-way identified through the development application process shall be protected and secured through the submission of a Draft Plan of Subdivision Application.

h) Future streets in proximity to bus rapid transit facilities may require special rights-of-way widths, functional considerations, and facility requirements to accommodate transit infrastructure and connections, including pick-up and drop-off areas. Final street design will be determined through the submission of a Transportation Impact Study that is required to be approved to the satisfaction of the City, in conjunction with Metrolinx.

13.7.2 Active Transportation Network

a) Creating a safe and continuous pedestrian and cycling network can help reduce traffic congestion, reduce carbon emissions, and contribute to the livability and vibrancy of the area. A well-connected active transportation network will support safe and efficient travel, provide space for recreation and enjoyment, and support connections to transit and major trip generators, such as parks and open spaces, shopping, and public service uses.
b) Continuous sidewalks shall be provided to prioritize pedestrians and cyclists by creating an uninterrupted path for active travelers. Where continuous sidewalks or raised crosswalks are utilized, tactile indicators or other devices should be implemented to help ensure that visually impaired users are able to discern different travel spaces.

c) Cycling facilities and amenities, such as bicycle parking and lock-up areas, are encouraged at all public destinations within the MTSA, including, but not limited to, transit stations/stops, parks, schools, community centres, other public institutions and retail uses.

13.7.3 Metrolinx

a) As per the RAC FCM Guidelines for New Development in Proximity to Railway Operations, and the Metrolinx Adjacent Development Guidelines GO Heavy Rail Corridors, any development within 300m of a rail corridor with Metrolinx services and / or operations, shall include the “Metrolinx Noise Warning Clause”; and, the registration of an Environmental/Operational Easement in favour of Metrolinx, over the subject lands to the satisfaction of Metrolinx. The intent of the Easements is to provide the railway and/or operators, with a legal right to create emissions over a development property and to reduce the potential for future land use conflicts.

13.8 Servicing and Stormwater

The Mount Pleasant GO MTSA will be planned as a resilient complete community that reduces environmental impacts by combining sustainable planning, servicing, building, design, and low impact development (LID*)* practices with a commitment to a more mixed-use, transit-supportive environment and by implementing the goals and actions of Brampton’s Community Energy and Emissions Reduction Plan (CEERP). Ensuring there is sufficient municipal servicing capacity to accommodate the projected growth is essential for the proper development of the area.

a) A Functional Servicing Report (FSR) shall be submitted in conjunction with a development application in accordance with the City’s and Infrastructure Provider’s Terms of Reference. The FSR shall expand on the findings of the MTSA Master Servicing Report prepared by ARUP, dated March 2025.

b) If a development proposal includes lands dedicated for a public street, the exact retention swale dimensions of the complete street right-of-way should be calculated as part of a FSR to ensure that the development does not create and/or increase risk.

c) Development shall have adequate regard for sustainable water conservation technologies and low impact development (LID) measures for stormwater volume control.

13.9 Healthy Communities and Sustainability

a) Development shall implement the applicable recommendations of the Region of Peel's Healthy Development Framework.

b) Buildings are encouraged to include universal accessibility and design features and unit types (e.g. rough-ins, size, or configuration) that respond to community needs to support age-friendly healthy built environments, multi-generational households, and core housing needs.

c) Area Plans, Draft Plan of Subdivision and Site Plan Applications must achieve a minimum Sustainability Score that falls within the Silver Sustainability Score Threshold.

d) Development will advance and, as appropriate, implement the recommendations of Brampton's Community Energy and Emissions Reduction Plan (CEERP), and support the achievement of low/zero carbon energy using district energy systems, renewable and alternative energy, sustainable building measures and other innovative approaches.

e) Infrastructure to support vehicle and transit electrification, such as electric vehicle (EV) ready parking, is encouraged.

13.10 Implementation and Monitoring

a) Through the development application review process, development proponents shall collaborate with the City and applicable external agencies to address public service facility needs such as, but not limited to licensed child care or early years centres, parks, affordable housing, fire and emergency services, higher-order transit infrastructure, active transportation networks and schools related to growth.

b) The timing and progression of development will be phased in coordination with service and infrastructure providers and plans, and subject to the availability of required infrastructure including transportation, transit, sewage and water, parkland and public service facilities, in accordance with the policies of this Plan.

c) The City will monitor the level of development every 5 years to ensure the density targets prescribed in 13.1 Population and Employment Density are being met.

d) The City may, in conjunction with the planning application process, monitor the level of development against:

i. the achievement of the City's Provincial housing targets;
ii. delivery of higher-order transit;
iii. the ratio of jobs to residents;
iv. the provision of servicing infrastructure and,
v. the identification and need for public service facilities, as applicable."

14 INTERPRETATION

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

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

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

MOUNT PLEASANT SECONDARY PLAN
APPENDIX F

IMPLEMENTATION PRINCIPLES FOR THE MOUNT PLEASANT SUBWATERSHED STUDY

November 24, 2009

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

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

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

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

   b) Channel widths are shown on Schedule A. East Huttonville Creek widths are fixed subject to confirmation through the SWS Phase 2 impact

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

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

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

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

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

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

h) The Ministry of Natural Resources will designate Provincially Significant Wetlands (PSWs) within the Mount Pleasant Secondary Plan area on the basis of the SPNHS (Schedule A) and will not preclude works, including

site alteration, within PSWs specifically designed to enhance the wetland feature, wetland water balance, or required to implement the final NHS as refined through the EIRs.

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

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

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

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

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

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

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

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

3. **CFCP** – A Comprehensive Fisheries Compensation Plan (CFCP) will be completed and submitted for approval concurrent with the preparation of Phase 3 of the SWS

and the EIRs during the Block Plan process. The CFCP will be a free-standing document with a separate submission and approval process.

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

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

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

    a) Timelines for approval – See attached Schedule C (Work Plan and Schedule) regarding the nature and timing of approvals. All parties will use best efforts to work within this timeline to process development applications and permits recognizing that an EIR will not be submitted until the SWS Phase 3 report is submitted. Should there be major issues with SWS Phase 2 impact assessment such as diversions or lowerings, Schedule C would have to be renegotiated.

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

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

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

7. Permitting Requirements

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

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

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

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

8. Not Precedent Setting

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

satisfaction of CVC and the City, and an agreed upon Natural Heritage System). This does not preclude integrated Environmental Assessments.

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

BLOCK PLANS

PART III

Area 51: Mount Pleasant Secondary Plan

Part III of Chapter 51-1 of the Official Plan (Amendment Number OP2006-055) shall Constitute the Block Plan for Sub-Area 51-1

CHAPTER 51-1:
Sub-Area 51-1 Block Plan of the Mount Pleasant Secondary Plan

AMENDMENT NUMBER OP 2006 - 055
TO THE OFFICIAL PLAN OF THE
CITY OF BRAMPTON PLANNING AREA

1.0 Purpose:

The purpose of this amendment together with Schedule 'A' is to implement the policies of the Official Plan and Chapter 51 of the Mount Pleasant Secondary Plan through the preparation and approval of a Block Plan for Area 51-1.

This amendment to Chapter 51: the Mount Pleasant Secondary Plan is based on a Block Plan that implements the findings of a number of background component studies completed to address environmental, servicing, transportation, urban design and growth management considerations. The end result is a Block Plan that addresses the principles of sustainability and incorporates the principles of the City's Development Design Guidelines.

This Chapter will constitute the Block Plan for Sub-Area 51-1 of the Mount Pleasant Secondary Plan.

2.0 Location:

The Mount Pleasant Block Plan Area 51-1 comprises an area of about 516 hectares (1,276 acres) and is bounded by Bovaird Drive West to the south, Creditview Road to the east, Mayfield Road to the north, and Mississauga Road to the west.

The lands are contained within the area described as Part of Lots 11, 12 and 13, Concession 4, W.H.S., and Lots 14 to 17 inclusive, Concession 4, W.H.S. in the former geographic Township of Chinguacousy, now in the City of Brampton. The lands subject to this amendment are specifically indicated on Schedule 'A' to this amendment.

3.0 Effect of this Chapter and its Relationship to the Official Plan and Mount Pleasant Secondary Plan

Lands subject to Chapter 51-1 outlined on Schedule 'A' shall be developed in accordance with the policies of Chapter 51 of Part II and with Schedule SP51(a) and also in accordance with all other relevant policies and schedules of the Brampton Official Plan.

Accordingly, the policies herein are intended to supplement those of the Mount Pleasant Secondary Plan and Official Plan, not to replace or repeat them. An accurate understanding of all the policies pertaining to this Chapter can only be achieved by reading the Official Plan together with Chapter 51.

4.0 Sub-Area 51-1 Block Plan Principles

The principles for the development of the 51-1 Block Plan Area include:

- Provide for a transit oriented, new urbanism style development based upon design principles which encourage compact built form and a variety of dwelling types, including live-work units;

- Create a safe, attractive and pedestrian-oriented community;

- To provide a mixture of housing types and densities, thereby offering a greater variety of housing to meet current and future market demand;

- Create a distinct and attractive built form which will reinforce a high standard of quality and a positive visual image for this Block Plan Area; and,

- Incorporate the City's Flower City Strategy through provision of civic design elements within public areas and at strategic points in the community.

5.0 Block Plan Development Policies

There are various neighbourhoods provided within this Block Plan area that are bordered by major roads or prominent landform features (i.e. CNR Railway Tracks, Natural Heritage System) that provide a natural edge. The neighbourhoods are connected to one another by a network of roads and pedestrian systems that provide safe and convenient access throughout the community supported by the following policies:

5.1 Schedule 'A' illustrates the design attributes of the Block Plan Area that addresses and implements the land use designations and policies of the Mount Pleasant Secondary Plan. Minor adjustments and relocations of the community features and infrastructure shown on Schedule 'A' can be made without an Official Plan Amendment as long as the general intent and policy direction of the Mount Pleasant Secondary Plan are maintained.

5.2 Live-work units shall be permitted in the Medium Density Residential Designation in appropriate locations provided that matters of access, parking, urban design and land use compatibility are addressed at the subdivision stage of approval.

5.3 Prior to the Draft Approval of the first Draft Plan of Subdivision in the Block Plan Area, a Developer Cost Sharing Agreement shall be executed by all participating landowners in accordance with the principles agreed to by the

City prior to the final Block Plan approval. The Cost Sharing Agreement shall provide for the timely delivery of community use lands and infrastructure (including parks, arterial and collector roads, schools, woodlots, stormwater management ponds).

5.4 Prior to Draft Plan Approval of any subdivision in Block Plan Area 51-1, the Region of Peel shall confirm that municipal water and sanitary sewer will be made available at the time the City is ready to issue an occupancy permit.

5.5 All development applications submitted within the boundaries of the Block Plan Area 51-1 shall be implemented and staged in accordance with the approved Growth Management Staging and Sequencing Report for Block Plan 51-1, which shall establish the detailed timing and staging of development relative to the sequential delivery of required infrastructure such as roads, parks and engineering services.

The Staging and Sequencing Report shall specifically address the infrastructure requirements to support the potential development of Block Plan 51, including the delivery of Wanless Drive and Creditview Road improvement, and the construction and completion of the James Potter Road underpass. This report will include the requirement for a traffic study and monitoring report identifying impacts arising from the development of this Plan and Mt. Pleasant Village prior to the construction of the James Potter Road underpass. It will also reference measures to address any identified impacts".

5.6 In order to ensure conformity with the Provincial Growth Plan, the City's Growth Management objectives, and the density requirements for the Mount Pleasant Secondary Plan, Block Plan 51-1 shall be planned to achieve a population in the order of 22,000 persons and employment in the order of 3,000 employees. The resulting density in this Block Plan is approximately 57 people and jobs per hectare. Implementing zoning and plans of subdivision shall contain provisions to implement these targets in a manner consistent with the approved Block Plan.

5.7 All development applications submitted within the boundaries of Block Plan Area 51-1 shall conform to the approved Huttonville and Fletcher's Creeks Subwatershed Study as implemented by the approved Environmental Implementation Report. Adjustments to the boundaries of the "Natural Heritage System Area" designation in the Mount Pleasant Secondary Plan are permitted without an Official Plan Amendment provided that these adjustments are in accordance with the approved Huttonville and Fletcher's Creeks Subwatershed Study as implemented by the approved Environmental Implementation Report. In addition, the Environmental Implementation Report and subsequent development applications shall conform to the direction provided in the Conceptual Fisheries Compensation Plan. The

Environmental Implementation Report shall be sufficiently advanced to the satisfaction of the City of Brampton, in consultation with Credit Valley Conservation, prior to the issuance of draft plan approval.

5.8 The landowners within the boundaries of Block Plan Area 51-1 shall contribute to the cost of implementing the City of Brampton water quality initiatives and stormwater management pond maintenance initiatives, including a Stormwater Retrofit Study to be initiated in 2011, in the form of a fee per stormwater management pond. Appropriate arrangements must be made to pay these fees to the City of Brampton prior to final development approvals.

5.9 The landowners within the boundaries of Block Plan Area 51-1 shall contribute to the cost of providing improved pedestrian access along Bovaird Drive West to the Mount Pleasant GO Station. Appropriate arrangements must be made to provide this financial contribution if required, prior to final development approvals.

Area 51: Mount Pleasant Secondary Plan

Part III of Chapter 51-2 of the Official Plan (Amendment Number OP2006-083) shall Constitute the Block Plan for Sub-Area 51-2

AMENDMENT NUMBER OP 2006 - 083
TO THE OFFICIAL PLAN OF THE
CITY OF BRAMPTON PLANNING AREA

1.0 Purpose

The purpose of this amendment, together with Schedule 'A', is to implement the policies of the Brampton Official Plan and Chapter 51: the Mount Pleasant Secondary Plan by assisting in the preparation and approval of the sub-area 51-2 Block Plan.

This amendment to Chapter 51: Mount Pleasant Secondary Plan, is based on a Block Plan that implements the findings of a number of background component studies completed to address environmental, servicing, transportation, urban design and growth management considerations.

This Chapter will constitute the Block Plan for Sub Area 51-2 of the Mount Pleasant Secondary Plan.

2.0 Location

The Mount Pleasant Block Plan Area 51-2 comprises an area of about 330 hectares (815 acres) in North West Brampton, and is bounded by Wanless Drive to the south, McLaughlin Road to the east, Mayfield Road to the north, and Creditview Road to the west.

The lands are within the area described as Part of Lots 16 and 17, Concession 2, W.H.S., and Concession 3, W.H.S., City of Brampton, Regional Municipality of Peel. The lands subject to this amendment are specifically indicated on Schedule A to this amendment.

3.0 Effect of this Chapter and its Relationship to the Official Plan and Mount Pleasant Secondary Plan

Lands subject to Chapter 51-2 outlined on Schedule BP51-2 shall be developed in accordance with the policies of Chapter 51 of Part II and this Schedule SP51(a) and also in accordance with all other relevant policies and schedules of the Brampton Official Plan.

Accordingly, the policies herein are intended to supplement those of the Mount Pleasant Secondary Plan and Official Plan, not to replace or repeat them. An accurate understanding of all the policies pertaining to this Chapter can only be achieved by reading the Official Plan together with Chapter 51.

4.0 Sub-Area 51-2 Block Plan Principles

The principles for the Mount Pleasant Block Plan Area 51-2 include:

- Encouraging a compact built form at a density that supports a variety of dwelling types, including live-work units;
- Providing for the development of a pedestrian-oriented and transit supportive community;
- Creating a distinct and attractive built form;
- Promoting principles of environmental sustainability through the Fletchers Creek natural heritage system and its associated features; and,
- Providing community uses and features such as elementary, middle, and secondary schools, a retail hierarchy consisting of neighbourhood, convenience and motor vehicle retail/commercial sites, park sites, heritage structures and places of worship.

5.0 Sub-Area 51-2 Block Plan Policies

The following Block Plan Development policies apply to Sub-Area 51-2.

5.1 Schedule A illustrates the attributes of the Block Plan Area that addresses and implements the land use designations and polices of the Mount Pleasant Secondary Plan. Minor adjustments and relocations of the land uses, community features and infrastructure shown on Schedule A can be made without an Official Plan Amendment as long as the general intent and policy direction of the Mount Pleasant Secondary Plan are maintained.

5.2 Live-work units shall be permitted in the Medium Density Residential Designation in appropriate locations provided that matters of access, parking, urban design, and land use compatibility are addressed at the subdivision stage of approval.

5.3 Prior to the Draft Approval of the first Draft Plan of Subdivision in Block Plan Area 51-2, a Developer Cost Sharing Agreement shall be executed by all participating landowners in accordance with the principles agreed to by the City prior to the final Block Plan Approval. The Cost Sharing Agreement shall provide for the timely delivery of community use lands and infrastructure (including but not necessarily limited to, parks, arterial, and collector roads, schools, woodlots, and stormwater management ponds).

5.4 Prior to Draft Plan Approval of any subdivision in Block Plan Area 51-2 the Region of Peel shall confirm that municipal water and sanitary sewer serves are available.

5.5 All development applications submitted within the boundaries of Block Plan Area 51-2 shall conform to the approved recommendations of the Environmental Site Assessment Report.

5.6 All development applications submitted within the boundaries of Block Plan Area 51-2 shall be implemented and staged in accordance with the approved Growth Management Staging and Sequencing Strategy for Block Plan 51-2, which shall establish the detailed timing and staging of development relative to the sequential delivery of required infrastructure such as roads, parks, and engineering services.

The Growth Management Staging and Sequencing Strategy shall specifically address the delivery of the infrastructure and services required to create a complete community that connects seamlessly with adjacent neighbourhoods.

5.7 In order to ensure conformity with the Provincial Growth Plan for the Greater Golden Horseshoe, the City's Growth Management objectives, and the density requirements of the Mount Pleasant Secondary Plan, Block Plan Area 51-2 shall be planned to achieve population in the order of 17,500 persons and employment in the order of 1,300 employees. The resulting density in this Block Plan Area will be approximately 64 people and jobs combined per net hectare. Implementing zoning and plans of subdivision shall contain provisions to implement these targets in a manner consistent with the approved Block Plan.