

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

AND IN THE MATTER OF the City of Brampton By-law 45-2010 being
a by-law to adopt Official Plan Amendment OP2006-038
Mount Pleasant Secondary Plan File P26S 51

DECLARATION

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

- 1 I am the Deputy Clerk of The Corporation of the City of Brampton and as such have
knowledge of the matters herein declared:
2. By-law 45-2010 was passed by the Council of the Corporation of the City of
Brampton at its meeting on the 10th day of February, 2010, to adopt Amendment
Number OP2006-038 to the Official Plan of the City of Brampton Planning Area.
3. Written notice of By-law 45-2010 as required by section 17(23) of the *Planning Act*
was given on the 23rd day of February, 2010, in the manner and in the form and to
the persons and agencies prescribed by the *Planning Act, R.S.O. 1990* as
amended.
4. No notice of appeal was filed under section 17(24) of the *Planning Act* on or
before the final date for filing objections.
5. OP2006-038 is deemed to have come into effect on the 16th day of March, 2010,
in accordance with Section 17(27) of the *Planning Act, R.S.O. 1990*, as amended.

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

DECLARED before me at the)
City of Brampton in the)
Region of Peel this)
16th day of March, 2010.)



Earl Evans



A Commissioner, etc.

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



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

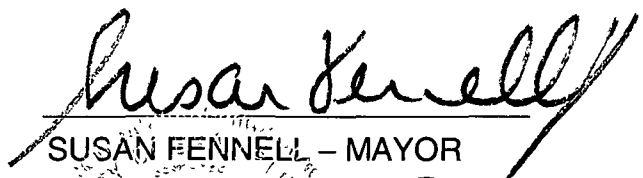
Number 45-2010

To Adopt Amendment Number OP2006-038
to the Official Plan of the
City of Brampton Planning Area

The Council of the Corporation of the City of Brampton, in accordance with the provisions of the Planning Act, R.S.O., C.P. 13, hereby ENACTS as follows:

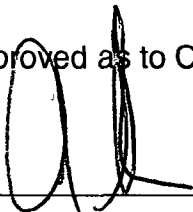
1. Amendment Number OP2006-038 to the Official Plan of the City of Brampton Planning Area for Chapter 51 of the Mount Pleasant Secondary Plan Area 51 is hereby adopted and made part of this By-law.

READ a FIRST, SECOND and THIRD TIME and PASSED in OPEN COUNCIL, this 10th day of February, 2010.


SUSAN FENNEL - MAYOR


PETER FAY - CITY CLERK

Approved as to Content:



Adrian J. Smith, MCIP, RPP
Director, Planning Policy and
Growth Management

APPROVED AS TO FORM LAW DEPT. BRAMPTON
CG
DATE 5 02 10

AMENDMENT NUMBER OP2006- 038
To the Official Plan of the
City of Brampton Planning Area

SECONDARY PLAN AREA 51

CHAPTER 51(A)

MOUNT PLEASANT SECONDARY PLAN

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AMENDMENT NUMBER OP06-038

To the Official Plan of the

**City of Brampton Planning Area
(Chapter 51)**

1.0 PURPOSE

The purpose of this amendment, 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.

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 specifically indicated on Schedule SP51 (a) to this amendment.

3.0 AMENDMENT AND POLICIES THERETO

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

- i) By changing on Schedule "1", CITY CONCEPT thereto, the following:
 - a) The designation of "NORTH WEST BRAMPTON URBAN DEVELOPMENT AREA" to "COMMUNITIES" and "OPEN SPACE SYSTEM" as shown on Schedule 'A' to this amendment;
 - b) A notation for the Creditview/Sandalwood Park indicating "OPEN SPACE SYSTEM" TO BE AMENDED TO REFLECT THE "CITY PARK" AND "NATURAL HERITAGE SYSTEM AREA" DESIGNATIONS ON SCHEDULE M OF CHAPTER 51: THE MOUNT PLEASANT SECONDARY PLAN.
- ii) By changing on Schedule 'A', GENERAL LAND USE DESIGNATIONS thereto, the following:
 - a) The designation of "NORTH WEST BRAMPTON URBAN DEVELOPMENT AREA" to "RESIDENTIAL" as shown on Schedule 'B' to this amendment;
 - b) The designation of "NORTH WEST BRAMPTON URBAN DEVELOPMENT AREA" to "OPEN SPACE" as shown on Schedule 'B' to this amendment;
 - c) Removing the designation of "SPECIAL LAND USE POLICY AREA 7" as shown on Schedule 'B' to this amendment;

- c) Removing the designation of “SPECIAL LAND USE POLICY AREA 5” as shown on Schedule ‘B’ to this amendment;
 - d) A notation for the Creditview/Sandalwood Park indicating “OPEN SPACE” TO BE AMENDED TO REFLECT THE “CITY PARK” AND “NATURAL HERITAGE SYSTEM AREA” DESIGNATIONS ON SCHEDULE M OF CHAPTER 51: THE MOUNT PLEASANT SECONDARY PLAN; and,
 - e) The designation of “OPEN SPACE” to “RESIDENTIAL” as shown on Schedule ‘B’ to this amendment;
- iii) By changing on Schedule A2, RETAIL STRUCTURES thereto, the following:
- a) By adding the designation “DISTRICT RETAIL” as shown on Schedule ‘C’ to this amendment;
 - b) By adding the designations “NEIGHBOURHOOD RETAIL” as shown on Schedule ‘C’ to this amendment; and,
 - c) By adding the designations “CONVENIENCE RETAIL” as shown on Schedule ‘C’ to this amendment.
- iv) By changing on Schedules ‘B’ & ‘B1’, CITY ROAD HIERARCHY and CITY ROAD RIGHT OF WAY WIDTHS thereto, the following collector road network alignments and right-of-way as shown on Schedules ‘D’ & ‘E’ to this amendment:
- a) By adding the designation “COLLECTOR ROAD”; and,
 - b) By adding a reference to Official Plan policy section 4.4.2.13 on Schedule B1.
- v) By changing on Schedule ‘C’, TRANSIT NETWORK thereto, the following:
- a) By adding the designation “PRIMARY TRANSIT CORRIDORS” and a Primary Corridor arrow as shown Schedule ‘F’ to this amendment.
- vi) By changing on Schedule ‘C1’, MAJOR PATHWAY NETWORK thereto, the following:
- a) By adding the designation “CITYWIDE PATHWAY NETWORK” as shown on Schedule ‘G’ to this amendment.
- vii) By changing on Schedule ‘D’ NATURAL HERITAGE FEATURES AND AREAS thereto, the following environmental features as shown on Schedule ‘H’ to this amendment:
- a) By adding the “VALLEYLAND/WATERCOURSE CORRIDOR” designations; and,
 - b) By adding the “NORTH WEST BRAMPTON URBAN DEVELOPMENT AREA” designation
- viii) By changing on Schedule ‘E’, MAJOR RECREATIONAL OPEN SPACE thereto, the following:
- b) By adding the “VALLEYLAND/WATERCOURSE CORRIDOR” designations as shown on Schedule ‘I’ to this amendment; and,

- c) By relocating the “PRIVATE COMMERCIAL RECREATION” designation as shown on Schedule ‘I’ to this amendment.
- viii) By changing on Schedule ‘F’ INFRASTRUCTURE, UTILITIES AND RESOURCES thereto, the following:
 - a) By adding the designation “PROPOSED WATERMAIN TRUNK” as shown on Schedule ‘J’ to this amendment; and,
 - b) By adding the designation “PROPOSED SANITARY TRUNK SEWER” as shown on Schedule ‘J’ to this amendment.
- ix) By changing on the “CULTURAL HERITAGE MAP” thereto, the following:
 - a) By deleting the areas designated as “CLASS B HERITAGE REOURCES” as shown on Appendix A to this amendment; and,
 - b) By adding the areas designated as “CLASS B HERITAGE REOURCES” as shown on Appendix A to this amendment.
- x) By changing Schedule ‘G’ SECONDARY PLAN AREAS thereto, the following:
 - a) By revising a section of the boundary shared between Secondary Plan Area 51 and Secondary Plan Area 41 to correctly portray the extension of James Potter Road north of Bovaird Drive” as shown on Schedule ‘K’ to this amendment; and,
 - b) Denoting Secondary Plan Area 51 with the following identifier “NEWER SECONDARY PLAN AREAS OR PORTIONS THEREOF SUBJECT TO THE NEW HOUSING MIX AND DENSITY CATEGORIES OF THE OFFICIAL PLAN.”
- xi) By changing Schedule ‘H’ COMMUNITY BLOCK PLAN AREAS thereto, the following:
 - a) By adding 51-1, shown as “BLOCK PLAN AREA 51-1” on Schedule ‘L’ to this amendment; and,
 - b) By adding 51-2, shown as “BLOCK PLAN AREA 51-2” on Schedule ‘L’ to this amendment.
- xii) By adding thereto,

“Section 4.4.2.13

Collector Road right-of-way widths for the Mount Pleasant Secondary Plan (Chapter 51) will be determined through the Block Planning and Subdivision Approvals processes.”
- xiii) By deleting therefrom, “Section 4.13.3.5 Special Land Use Policy Area 5 (Concession 4, W.H.S. Part of Lot 14).
- xiv) By deleting therefrom, “Section 4.13.3.7 Special Land Use Policy Area 7 (Part of the East Half of Lot 13, Concession 4, W.H.S.)”.
- xv) By deleting therefrom, in Part II: SECONDARY PLANS under the heading “Area 51: Mount Pleasant Transit Oriented Community”, all of the text and substituting thereof the following: “Chapter 51 of the

Brampton Official Plan shall constitute the Mount Pleasant Secondary Plan”;

- xvi) By adding to Part II, SECONDARY PLANS thereof, Schedule ‘M’ to this amendment:
- xvii) By adding to Part II, SECONDARY PLANS thereof, as Chapter 51, the following text:
- xviii) “Chapter 51: THE MOUNT PLEASANT SECONDARY PLAN (Official Plan Amendment OP2006-~~038~~)

1.0 PURPOSE

The purpose of this amendment, 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 pathways, bike lanes and trails 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;

- ii) A maximum density of 32 units per net residential hectare (12.3 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 (Norval Farm Supply)

5.1.3.2 The Norval Farm Supply lands on Schedule SP 51(a) comprise a triangular shaped parcel defined by Mississauga Road and the CNR rail line. Due to access and noise constraints, re-development of these lands are better suited for commercial and/or higher density Residential uses. Re-development of this Special Policy Area will require the submission of an application to amend this Chapter and the Zoning By-law, and be based on various supporting studies to be determined by the City including, but not limited to, demonstrating that noise can be mitigated, appropriate access can be achieved, environmental

impacts on the abutting Huttonville Creek corridor can be effectively minimized and that the development can be well integrated with abutting lands. Nothing in this policy 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)

- 5.1.3.3** The Peel Regional Police Association lands on Schedule SP 51(a) comprise a longstanding use associated with agriculture and private recreation.

These lands are intended to be redeveloped consistent with the vision for the balance of the Mount Pleasant Secondary Plan community. More specifically, permitted uses shall include Low and Medium Density Residential, and Medium Density Residential, in accordance with Sections 5.1.2. and 5.1.3, as well as a Place of Worship, park, a segment of the transit spine collector road and a portion of the Huttonville Creek Natural Heritage System as depicted on Schedule SP 51(a).

Re-development of this Special Policy Area will require the submission of an application to amend the Zoning By-law, and be based on various supporting studies to be determined by the City. Nothing in this policy section or Chapter prevents the existing permitted private recreation and agricultural use from continuing, in accordance with the applicable policies of the Official Plan and current zoning for the subject lands.

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.

5.1.4 Live-Work

- 5.1.4.1** 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.
- 5.1.4.2** 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

- 5.2.1.1** Lands designated Mixed-Use Areas 1 to 4 inclusive 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 live-work 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 Stage.
- 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.
- 5.2.1.3** Permitted building heights shall range from 3 to 6 storeys. Building heights within a "Convenience Retail" or "Neighbourhood Retail" designation may be less than 3 storeys. The ultimate height of all buildings and the provision of buildings taller than 6 storeys shall be permitted without the need for an amendment to the Official Plan or this Chapter, provided that this is justified at the Block Plan Stage through approved Community Design Guidelines.
- 5.2.1.4** 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.
- 5.2.1.5** The boundary of the Mixed-Use designations shall be interpreted as being approximate and shall be further refined at the Block Plan Stage.
- 5.2.1.6** 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.
- 5.2.1.7** 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.

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

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.
- 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 Block Plan Stage, including, but not limited to, F.S.I, building height, floor area, the type of office uses and built form.
- 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 Block Plan approval process.
- 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 shall be explored and confirmed, with respect to demonstrating and not precluding the ability of achieving future road network connectivity, at the Block Plan Stage.

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.
- 5.3.3.2** Notwithstanding Section 4.2.11 of the Official Plan, the Neighbourhood Retail designation at the southeast corner of Chinguacousy Road and Mayfield Road, shall have a maximum site area of 9 hectares (22 acres), a maximum floor area 23,225 square metres (250,000 square feet), shall permit only one supermarket or food store and development shall be in accordance with high standards of design, landscaping and/or building setbacks.

5.3.4 Convenience Retail

- 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.

5.3.5 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 Schedule 'D' and Schedule 'E' of this Chapter, and in accordance with the applicable policies 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 shall be provided, where appropriate, to integrate the elements of the Residential and Commercial Land Uses, Transportation, Recreational Open Space and Natural Heritage Systems, to provide comprehensive access to those systems and to serve as a recreational and aesthetic amenity to the community.
- 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 J to this Chapter 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 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 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.
- 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.
- 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.

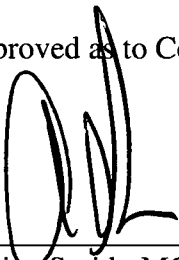
13.0 INTERPRETATION

13.1 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.

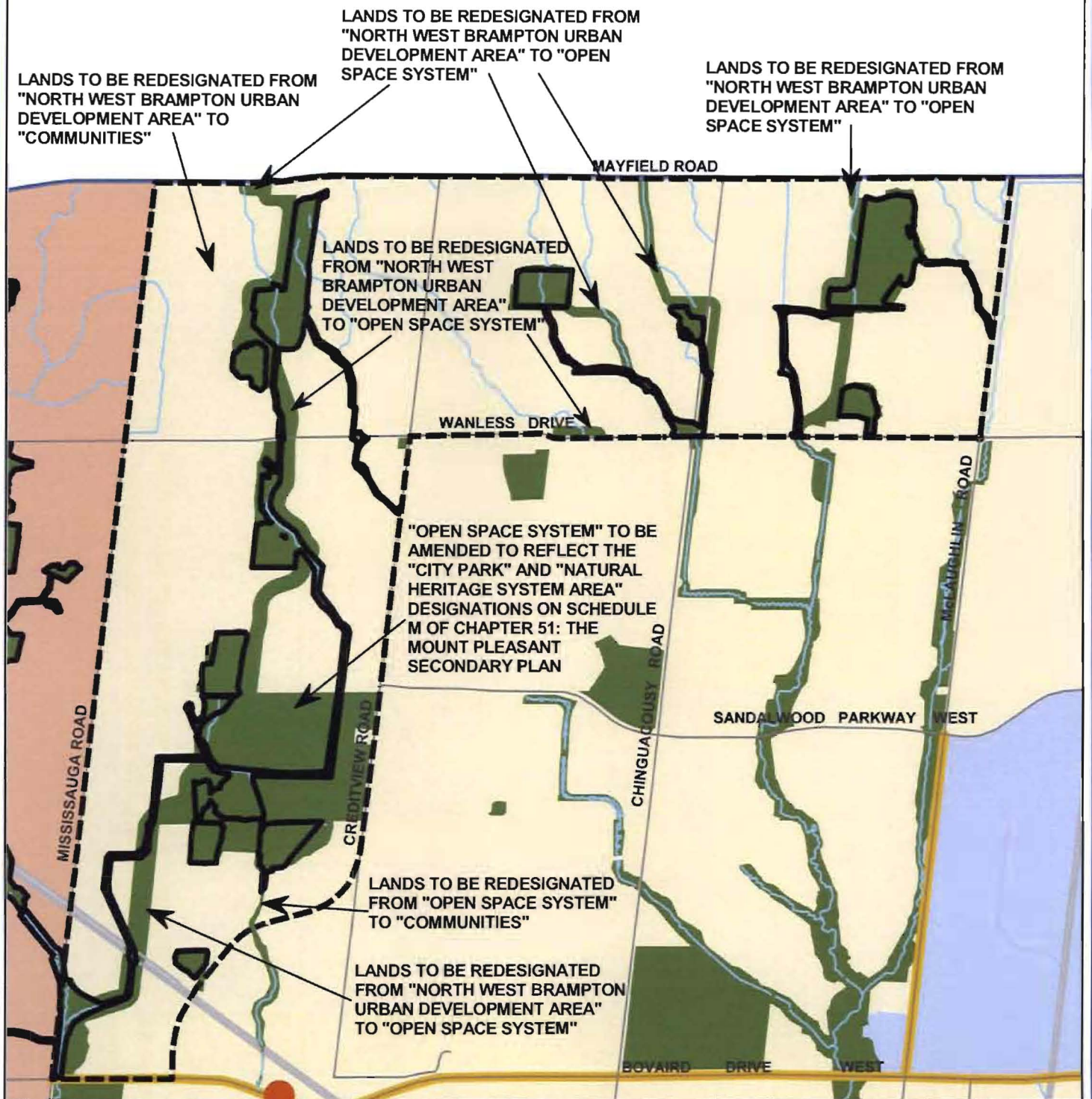
13.2 The provisions of the Official Plan shall also apply to the interpretation of this Chapter.”

Approved as to Content:











Adrian Smith, MCIP, RPP
Director, Planning & Land Development Services

WATERCOURSES AND TRIBUTARIES SHOWN FOR INFORMATION PURPOSES ARE TO BE REALIGNED IN ACCORDANCE WITH THE "NATURAL HERITAGE SYSTEM AREA" DESIGNATION ON SCHEDULE M OF CHAPTER 51: THE MOUNT PLEASANT SECONDARY PLAN

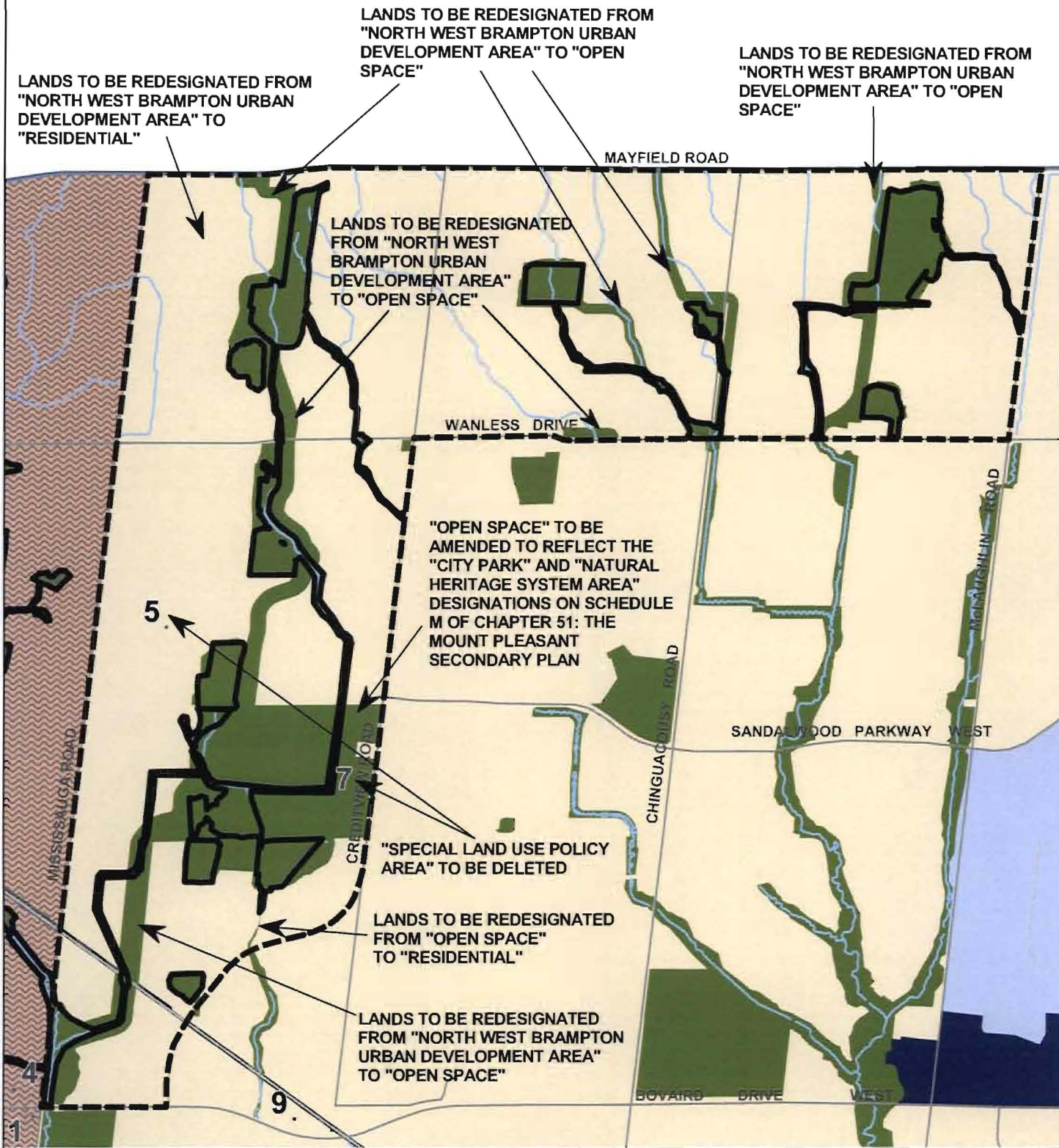


EXTRACT FROM SCHEDULE 1 (CITY CONCEPT) OF THE DOCUMENT KNOWN AS THE 2006 CITY OF BRAMPTON OFFICIAL PLAN

- | | | | |
|---|--|--|---------------------------|
|  | LANDS SUBJECT TO THIS AMENDMENT |  | OPEN SPACE SYSTEM |
|  | APPEALED TO OMB |  | EMPLOYMENT AREAS |
|  | NORTH WEST BRAMPTON URBAN DEVELOPMENT AREA |  | INTENSIFICATION CORRIDORS |
|  | COMMUNITIES |  | TRANSIT-SUPPORTIVE NODES |



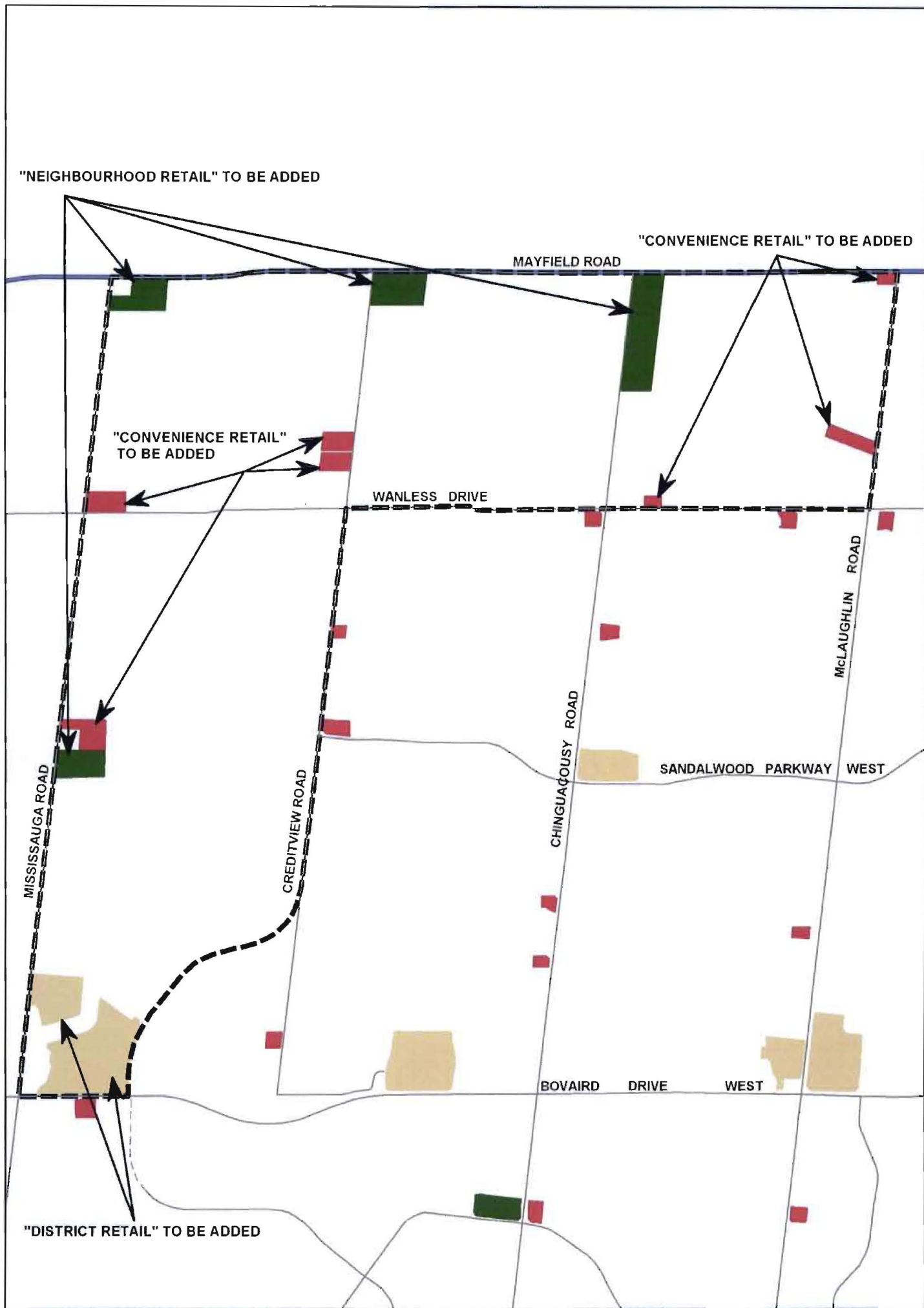
WATERCOURSES AND TRIBUTARIES SHOWN FOR INFORMATION PURPOSES ARE TO BE REALIGNED IN ACCORDANCE WITH THE "NATURAL HERITAGE SYSTEM AREA" DESIGNATION ON SCHEDULE M OF CHAPTER 51: THE MOUNT PLEASANT SECONDARY PLAN



EXTRACT FROM SCHEDULE A(GENERAL LAND USE) OF THE DOCUMENT KNOWN AS THE 2006 CITY OF BRAMPTON OFFICIAL PLAN

	LANDS SUBJECT TO THIS AMENDMENT		N-W BRAMPTON URBAN DEVELOPMENT AREA
	APPEALED TO THE OMB		CORRIDOR PROTECTION AREA
1.	SPECIAL LAND USE POLICY AREA		INDUSTRIAL
	RESIDENTIAL		BUSINESS CORRIDOR
	OPEN SPACE		





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

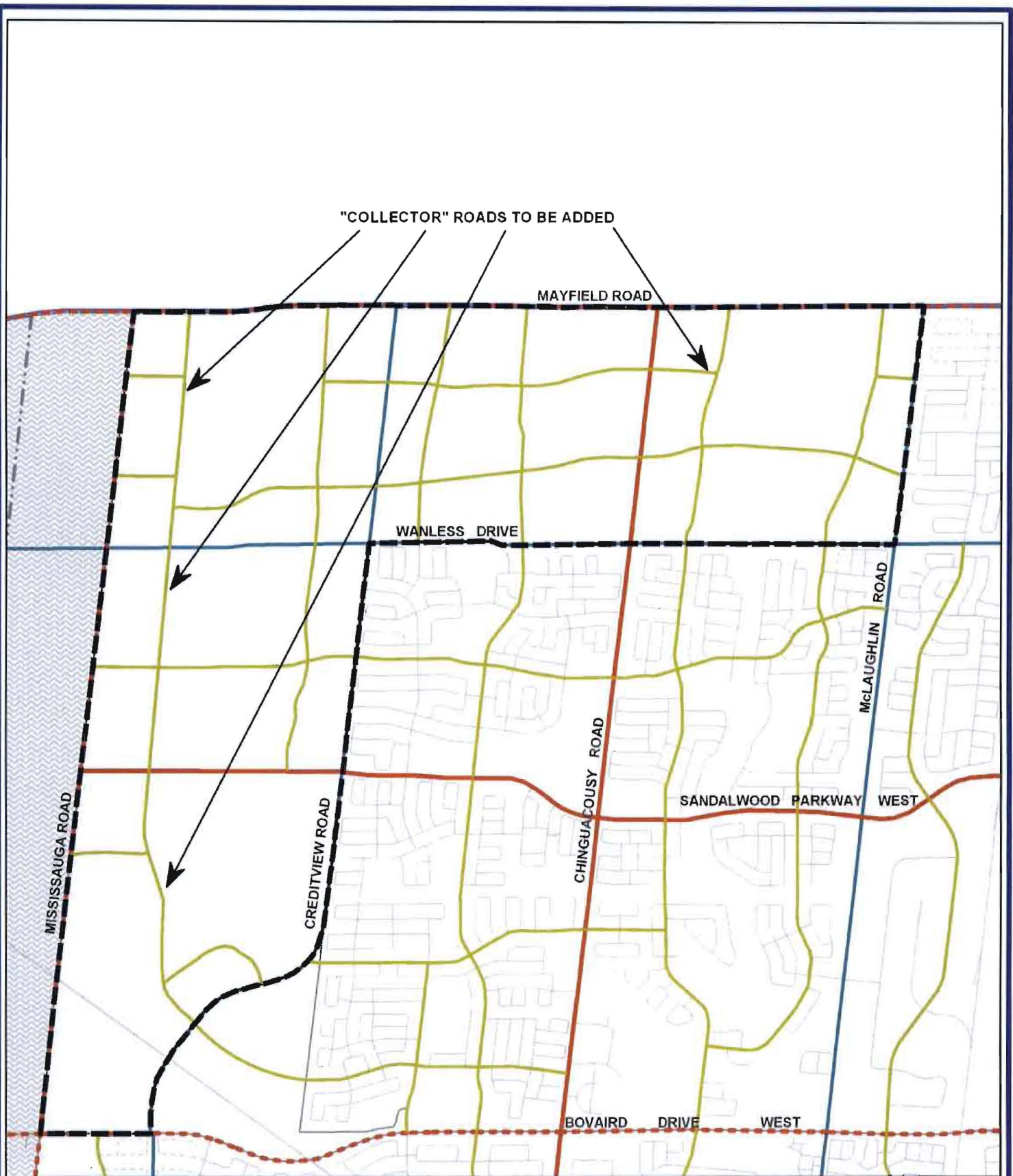
- LANDS SUBJECT TO THIS AMENDMENT
- CONVENIENCE RETAIL
- DISTRICT RETAIL
- NEIGHBOURHOOD RETAIL

BRAMPTON
Flower City
brampton.ca
PLANNING, DESIGN & DEVELOPMENT












File: SP51_OPA_SCHED_C Date: 2010/01/19

SCHEDULE C TO OFFICIAL PLAN
AMENDMENT OP2006# 038

SCHEDULE A2 - RETAIL STRUCTURE

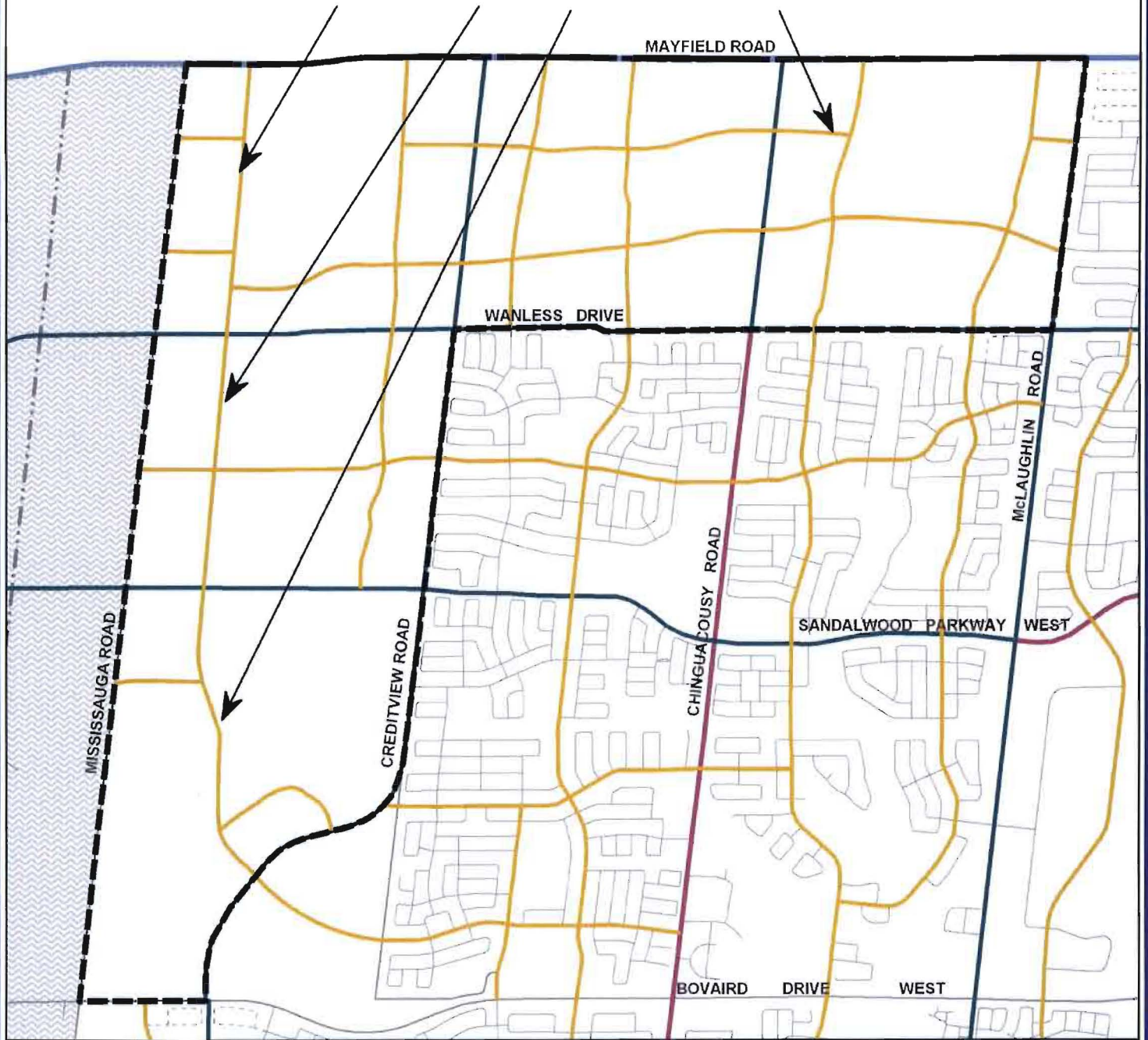


EXTRACT FROM SCHEDULE B (CITY ROAD HIERARCHY) OF THE DOCUMENT KNOWN AS THE 2006 CITY OF BRAMPTON OFFICIAL PLAN












- | | | | |
|---|---------------------------------|---|-------------------------------------|
|  | LANDS SUBJECT TO THIS AMENDMENT |  | NORTH-SOUTH TRANSPORTATION CORRIDOR |
|  | MAJOR ARTERIAL (CITY) |  | PROVINCIAL HIGHWAY |
|  | MAJOR ARTERIAL (REGIONAL) |  | PROPOSED PROVINCIAL HIGHWAY |
|  | COLLECTOR |  | LOCAL ROAD |
|  | MINOR ARTERIAL |  | PROPOSED LOCAL ROAD |
|  | CORRIDOR PROTECTION AREA | | |



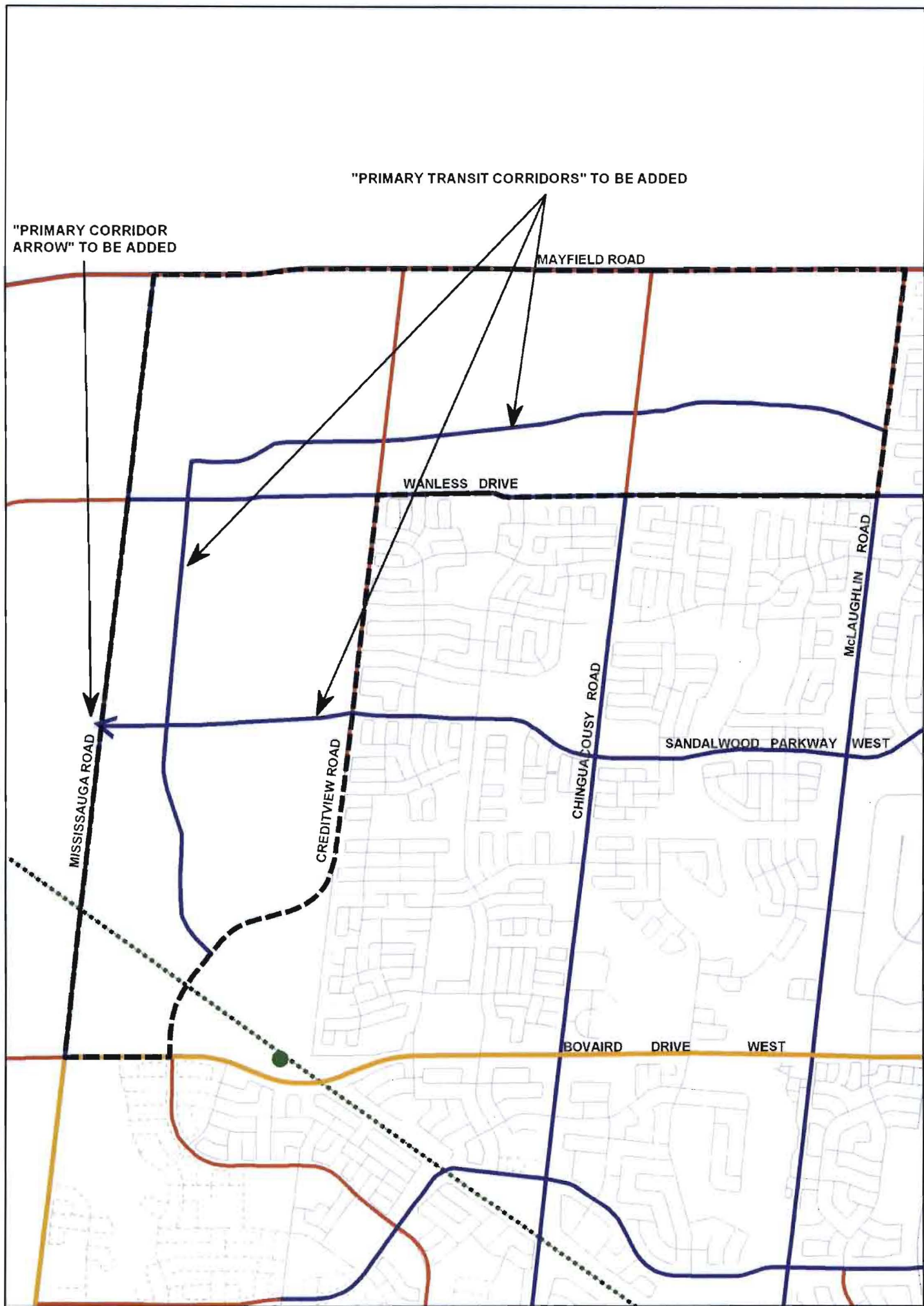
"REFER TO SECTION 4.4.2.13 FOR COLLECTOR ROAD RIGHT-OF-WAY WIDTHS"



EXTRACT FROM SCHEDULE B1 (CITY ROAD RIGHT-OF-WAY WIDTHS) OF THE DOCUMENT KNOWN AS THE 2006 CITY OF BRAMPTON OFFICIAL PLAN

	LANDS SUBJECT TO THIS AMENDMENT		CORRIDOR PROTECTION AREA
	40-100 METRES (131-328 FEET)		PROPOSED PROVINCIAL HIGHWAY
	40-45 METRES (130-150 FEET)		PROVINCIAL HIGHWAY
	36 METRES (120 FEET)		MINOR PROPOSED ROAD
	26-30 METRES (86-100 FEET)		MINOR ROAD
	23-26 METRES (76-86 FEET)		





EXTRACT FROM SCHEDULE C (TRANSIT NETWORK) OF THE DOCUMENT KNOWN AS THE 2006 CITY OF BRAMPTON OFFICIAL PLAN




- LANDS SUBJECT TO THIS AMENDMENT
- GO RAIL
- PRIMARY TRANSIT CORRIDORS
- GO RAIL STATIONS
- BRT CORRIDORS
- SECONDARY TRANSIT CORRIDORS



"CITY WIDE PATHWAY NETWORK" TO BE ADDED

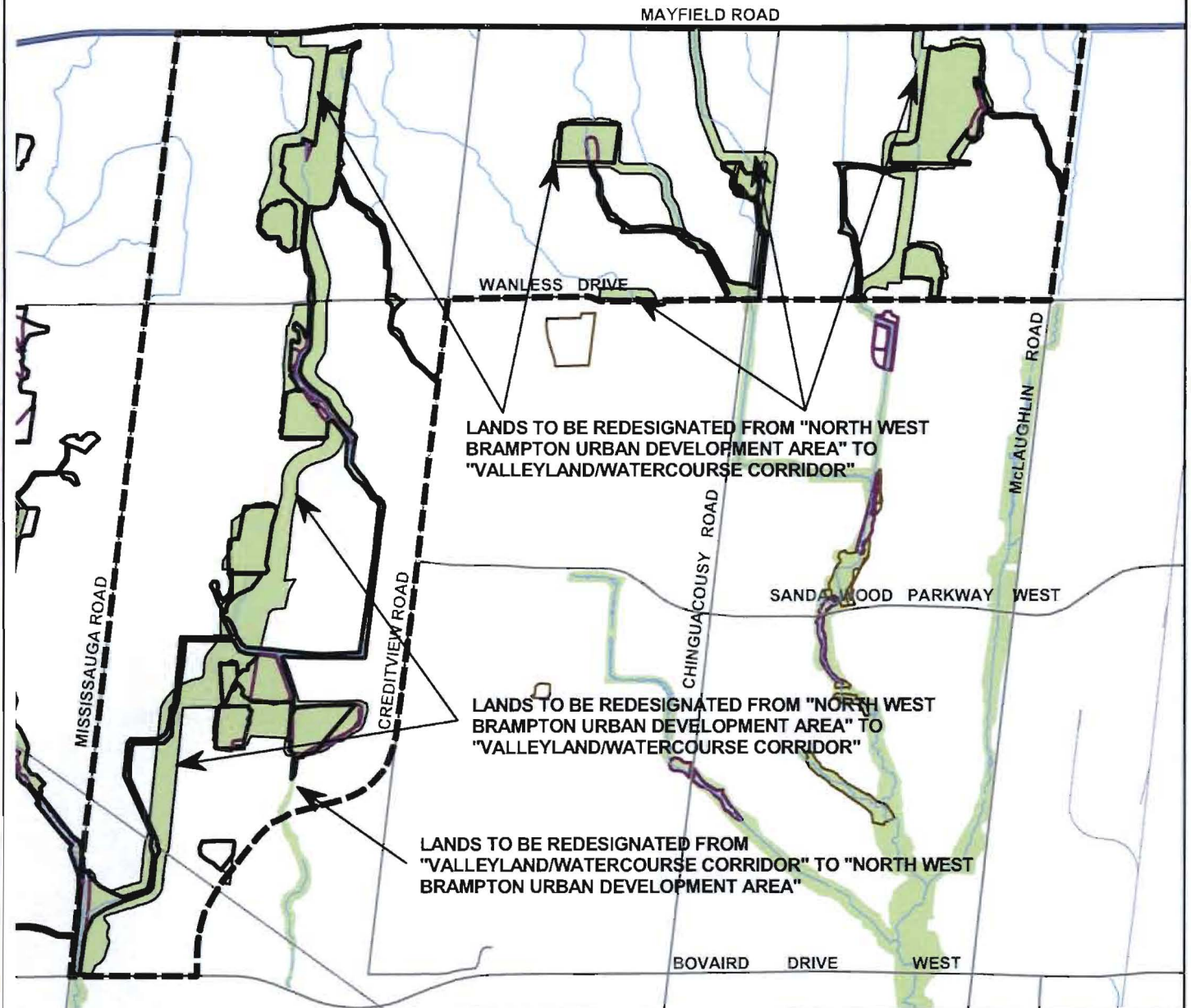


EXTRACT FROM SCHEDULE C1 (MAJOR PATHWAY NETWORK) OF THE DOCUMENT KNOWN AS THE 2006 CITY OF BRAMPTON OFFICIAL PLAN



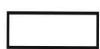


-  LANDS SUBJECT TO THIS AMENDMENT
-  CITY WIDE PATHWAY NETWORK
-  OPEN SPACE IS SHOWN FOR CONTEXT



WATERCOURSES AND TRIBUTARIES SHOWN FOR INFORMATION PURPOSES ARE TO BE REALIGNED IN ACCORDANCE WITH THE "NATURAL HERITAGE SYSTEM AREA" DESIGNATION ON SCHEDULE M OF CHAPTER 51: THE MOUNT PLEASANT SECONDARY PLAN



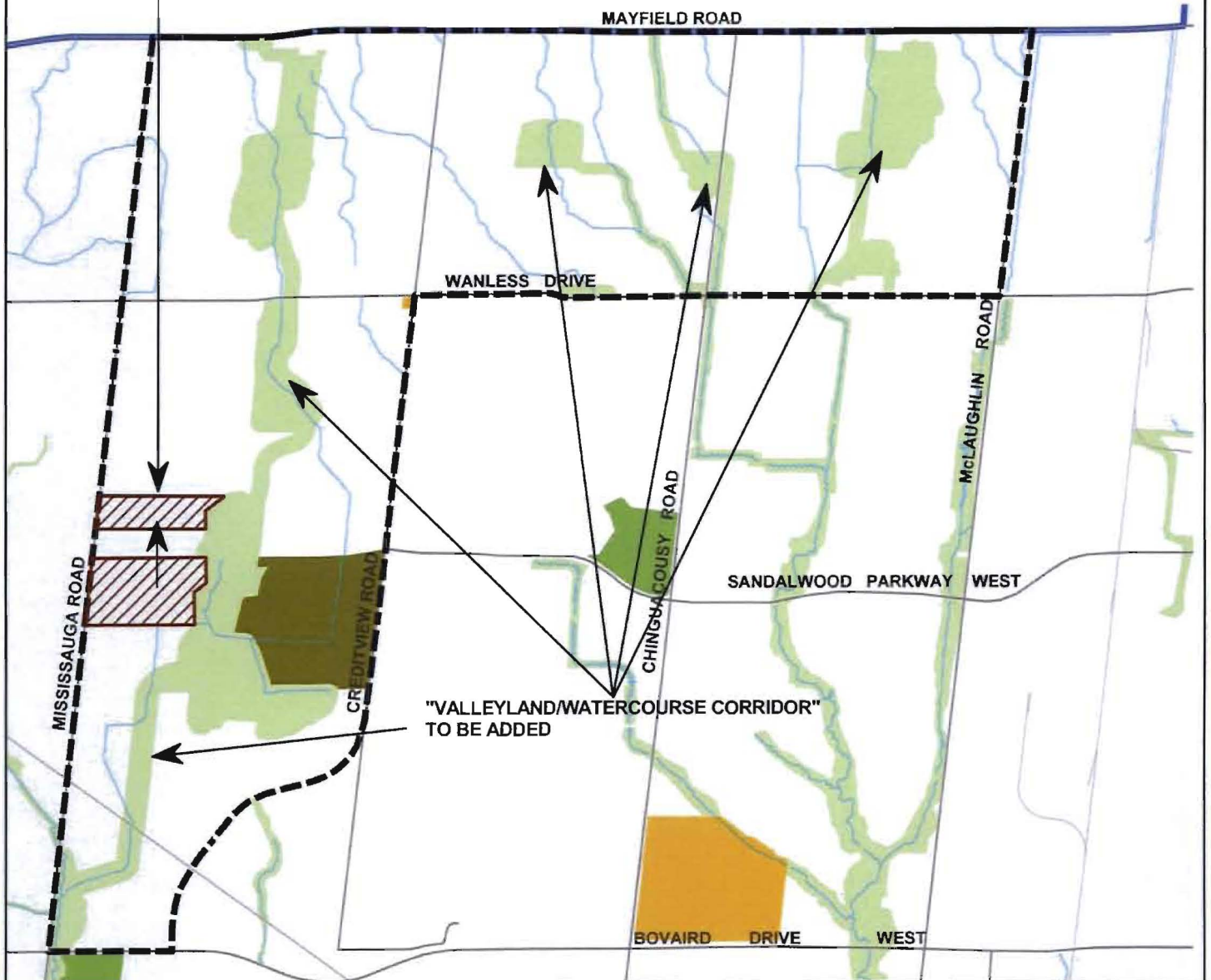
EXTRACT FROM SCHEDULE D (NATURAL HERITAGE FEATURES AND AREAS) OF THE DOCUMENT KNOWN AS THE 2006 CITY OF BRAMPTON OFFICIAL PLAN

- | | | | |
|---|---------------------------------|---|---------------|
|  | LANDS SUBJECT TO THIS AMENDMENT |  | WOODLAND |
|  | APPEALED TO OMB |  | OTHER WETLAND |
|  | VALLEYLAND/WATERCOURSE CORRIDOR | | |

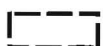







WATERCOURSES AND TRIBUTARIES SHOWN FOR INFORMATION PURPOSES ARE TO BE REALIGNED IN ACCORDANCE WITH THE "NATURAL HERITAGE SYSTEM AREA" DESIGNATION ON SCHEDULE M OF CHAPTER 51: THE MOUNT PLEASANT SECONDARY PLAN

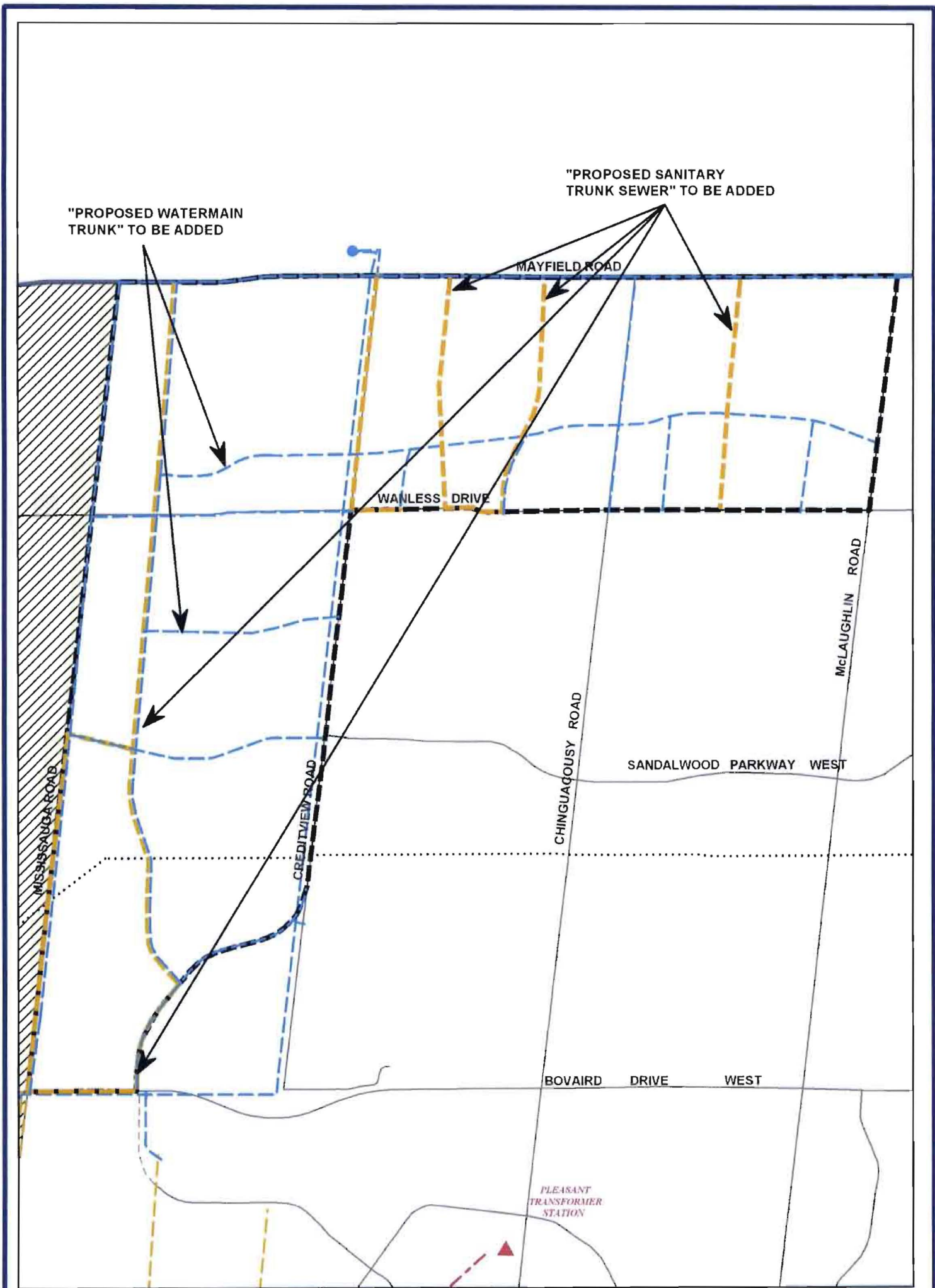
"PRIVATE COMMERCIAL RECREATION TO BE RELOCATED"



EXTRACT FROM SCHEDULE E (MAJOR RECREATIONAL OPEN SPACE) OF THE DOCUMENT KNOWN AS THE 2006 CITY OF BRAMPTON OFFICIAL PLAN

- | | | | |
|---|---------------------------------|---|----------------|
|  | LANDS SUBJECT TO THIS AMENDMENT |  | CITY WIDE PARK |
|  | VALLEYLAND/WATERCOURSE CORRIDOR |  | COMMUNITY PARK |
|  | PRIVATE COMMERCIAL RECREATION |  | CEMETERY |

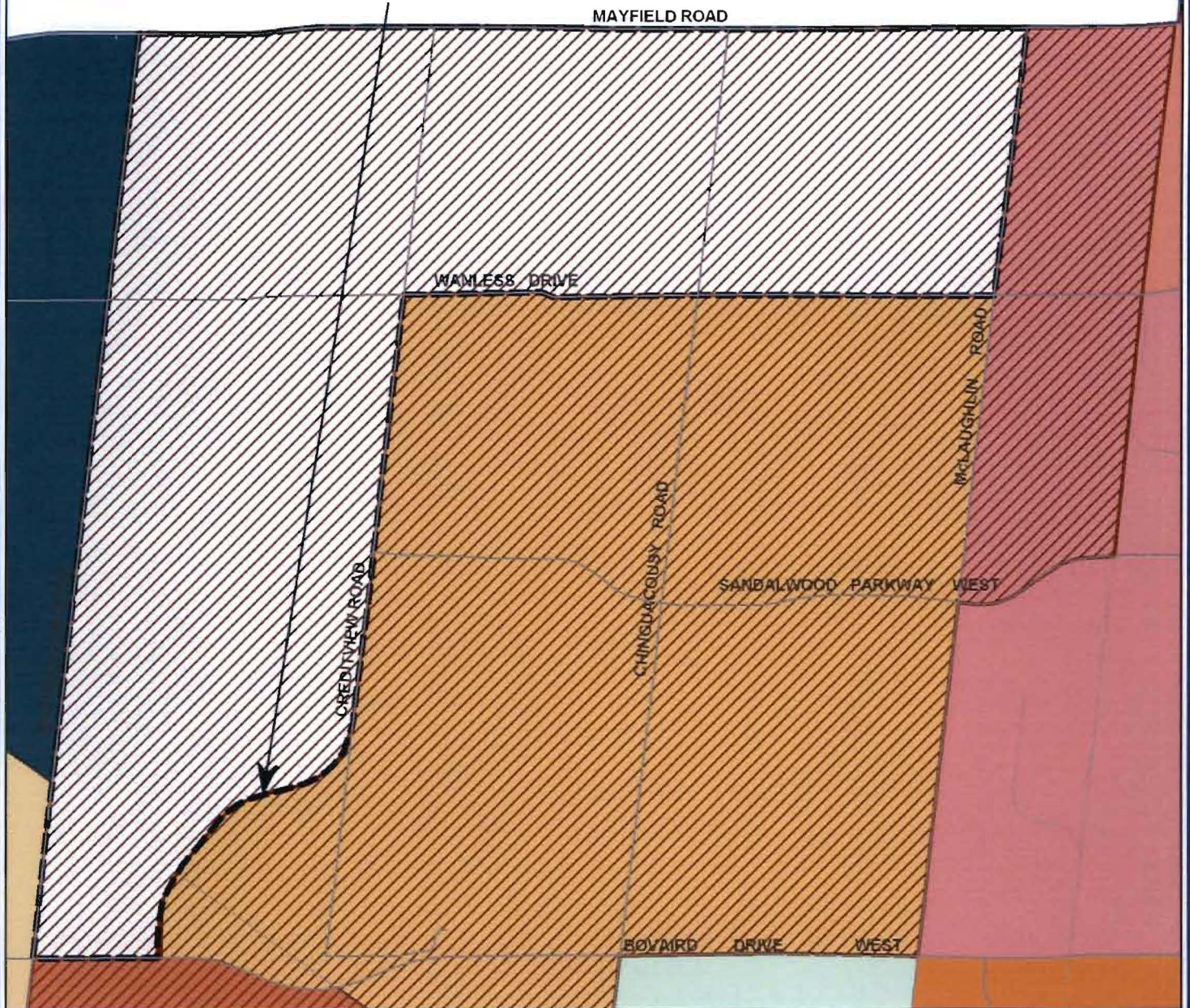




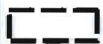
EXTRACT FROM SCHEDULE F (INFRASTRUCTURE, UTILITIES AND RESOURCES) OF THE DOCUMENT KNOWN AS THE 2006 CITY OF BRAMPTON OFFICIAL PLAN



BOUNDARY SHARED BETWEEN SECONDARY PLAN AREA 51 AND SECONDARY PLAN AREA 44 TO CORRECTLY PORTRAY THE EXTENSION OF JAMES POTTER ROAD NORTH OF BOVAIRD DRIVE AS SHOWN



EXTRACT FROM SCHEDULE G (SECONDARY PLAN AREAS) OF THE DOCUMENT KNOWN AS THE 2006 CITY OF BRAMPTON OFFICIAL PLAN

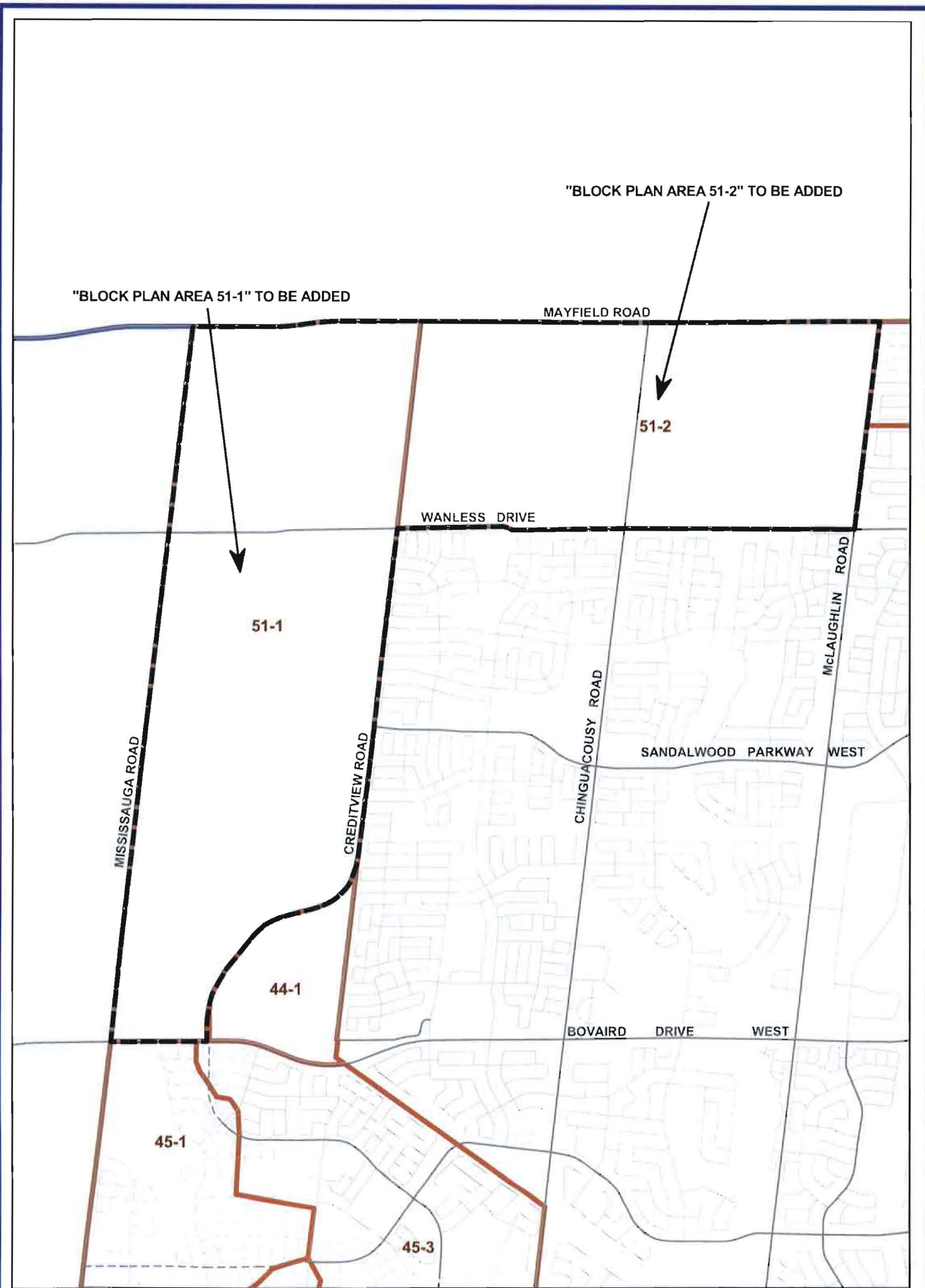


LANDS SUBJECT TO THIS AMENDMENT





NEWER SECONDARY PLAN AREAS OR PORTIONS THEREOF SUBJECT TO THE NEW HOUSING MIX AND DENSITY CATEGORIES OF THE OFFICIAL PLAN





EXTRACT FROM SCHEDULE H (COMMUNITY BLOCK PLAN AREAS) OF THE DOCUMENT KNOWN AS THE 2006 CITY OF BRAMPTON OFFICIAL PLAN

-  LANDS SUBJECT TO THIS AMENDMENT
-  BLOCK PLAN AREA



**SCHEDULE L TO OFFICIAL PLAN
AMENDMENT OP2006# 038**





LEGEND

ROAD NETWORK

- Arterial Road
- - - Transit Spine Collector Road
- Collector Road
- ↔ Potential Connection

NATURAL HERITAGE SYSTEM

- Natural Heritage System Area

RESIDENTIAL

- Low/Medium Density
- Medium Density

INFRASTRUCTURE

- TransCanada Gas Pipeline
- CNR Rail Line
- ◇ Grade Separation
- LF GO Layover Facility
- ⊙ Stormwater Management Facility

INSTITUTIONAL

- ⊙ K-5 Public Junior Elementary School Site
- ⊙ 6-8 Public Senior Elementary School Site
- ⊙ SE Separate Elementary School Site
- ⊙ PS Public Secondary School Site
- ⊙ SP Separate Secondary School Site
- ⊙ W Place of Worship

RECREATIONAL OPEN SPACE

- ⊙ LCP City Park
- ⊙ LP Local Park
- ⊙ P Parkette
- ⊙ T Town Square
- ⊙ V Vest Pocket

RETAIL

- ⊙ District Retail
- ⊙ CR Convenience Retail
- ⊙ NR Neighbourhood Retail
- ⊙ MVC Motor Vehicle Commercial

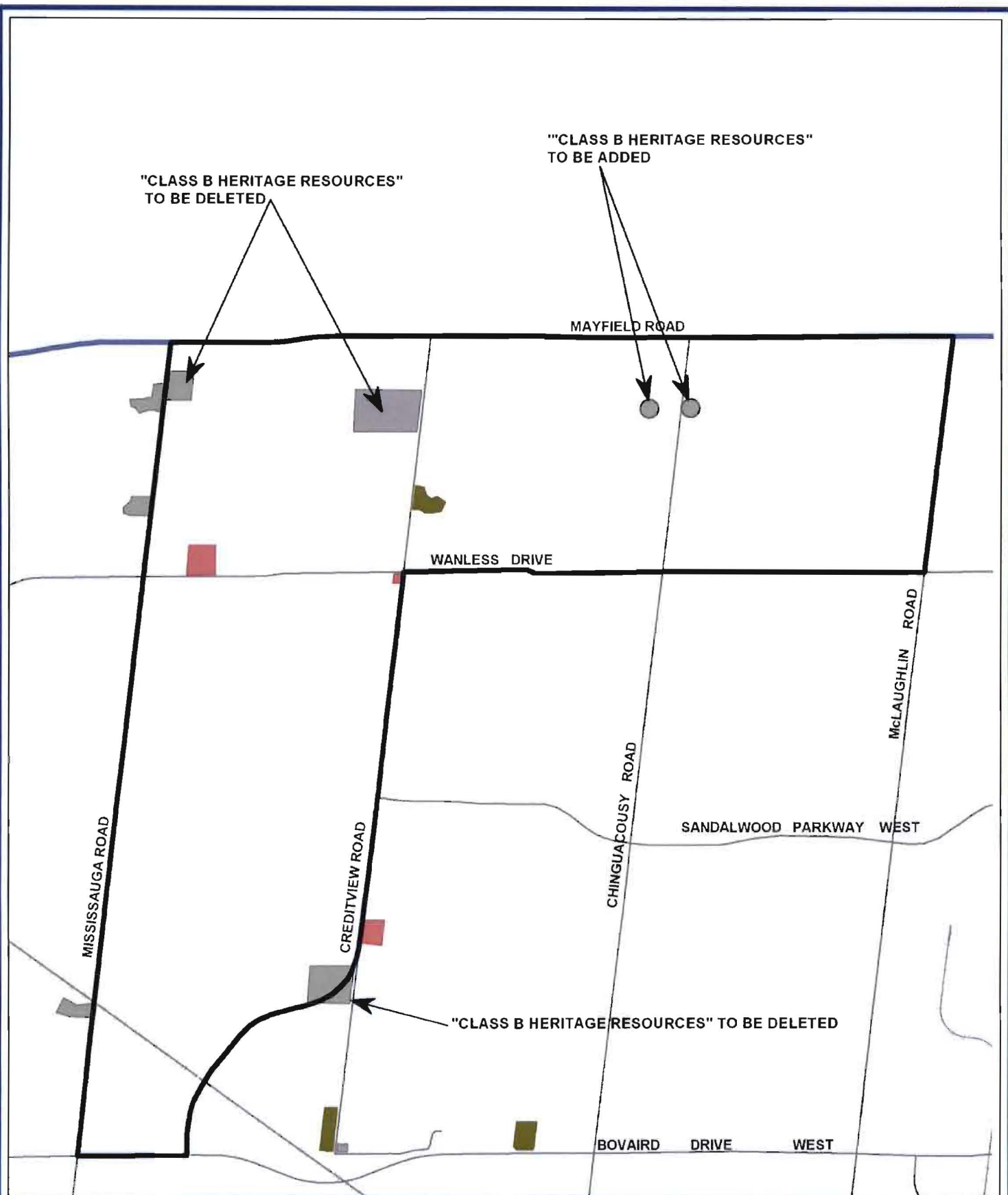
OTHER

- ⊙ HD Heritage Resource Designation under the Ontario Heritage Act
- ⊙ HL Heritage Resource Listed on the City of Brampton Register of Heritage Properties
- ⊙ Mixed Use Area
- Property Lines
- ▨ Norval Farm Supply Special Policy Area
- ▨ Peel Regional Police Association Special Policy Area
- ⊙ Area Subject to this Amendment





NOTES:

1. The land use designations are conceptual only, and will be further refined through the completion of the block plan approval process.
2. The detailed design/alignment of the collector roads, and the Transit Spine Collector Road, are to be determined through the integrated EA process as part of the block amendment and subdivision approval process.
3. The Heritage Resource Designations on this schedule may be relocated or removed without the need for an amendment.
4. The Neighbourhood Park designations represent approximate locations which will be finalized through the Block Plan approval process. The final type of Neighbourhood Park (Local, Town Square, Parkette or Vest Pocket) as reflected in the policies of this plan, shall also be determined through the block plan process.

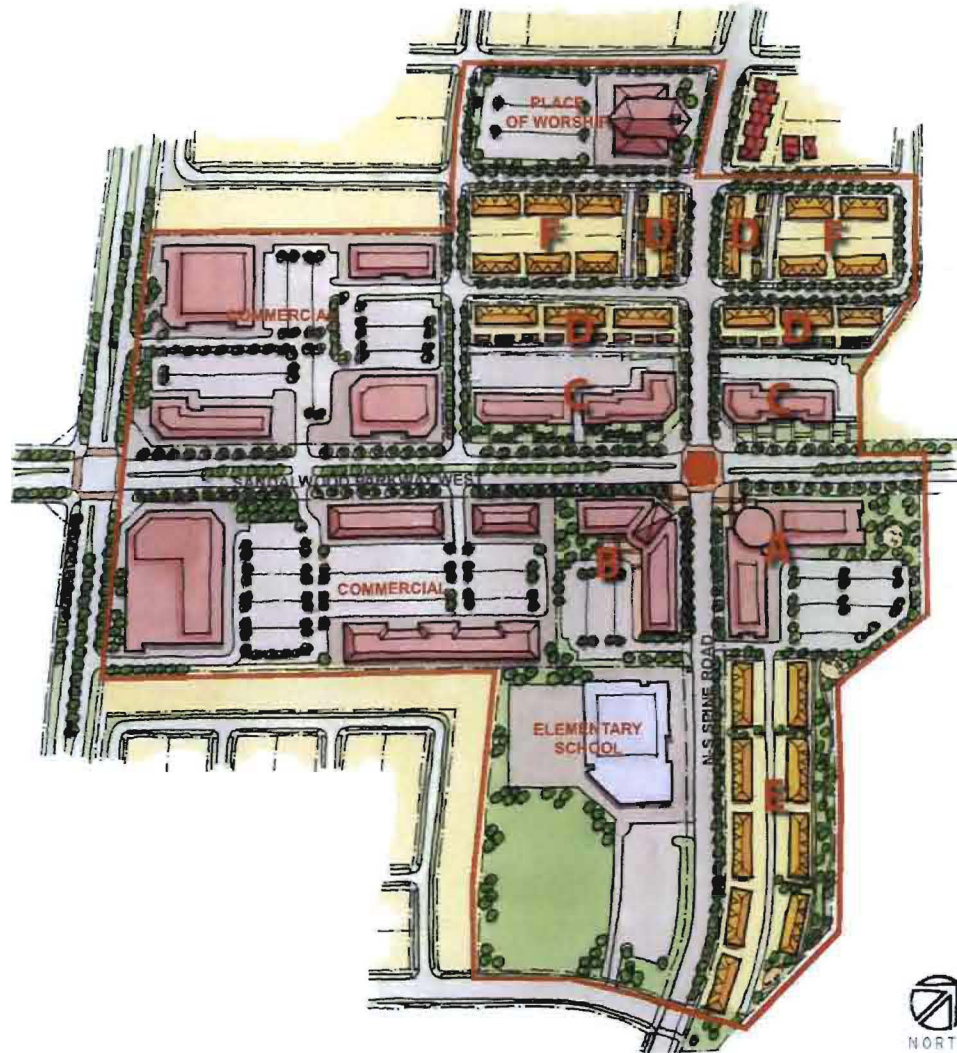




EXTRACT FROM CULTURAL HERITAGE MAP OF THE DOCUMENT KNOWN AS THE 2006 CITY OF BRAMPTON OFFICIAL PLAN

-  LANDS SUBJECT TO THIS AMENDMENT
-  CLASS A HERITAGE RESOURCES
-  CLASS B HERITAGE RESOURCES
-  DESIGNATED HERITAGE RESOURCE UNDER PART V OF THE ONTARIO ACT (HERITAGE CONSERVATION DISTRICT)

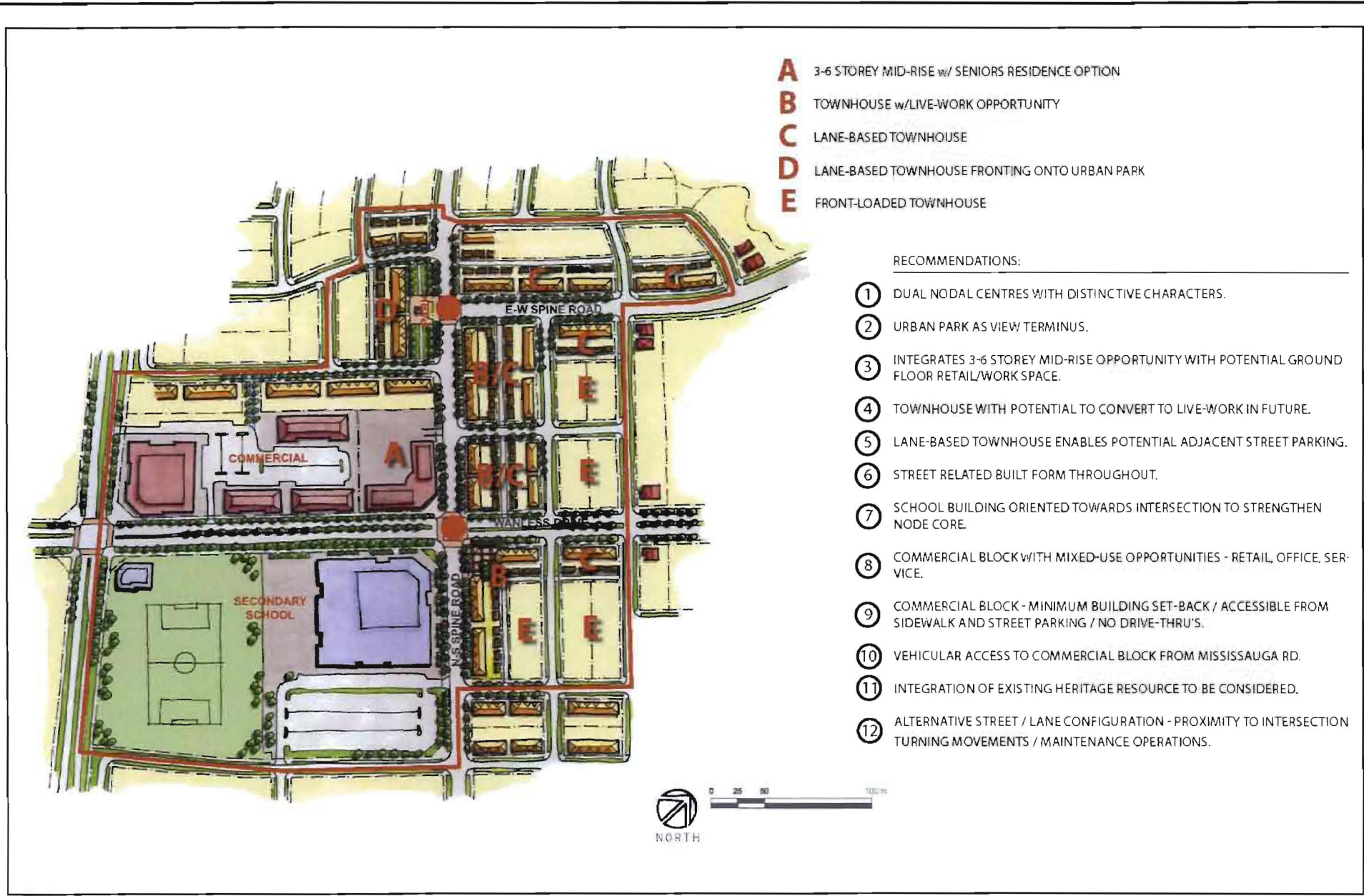




- A** 3-6 STOREY MID-RISE
- B** 3-6 STOREY MID-RISE w/SENIORS RESIDENCE OPTION
- C** 3-6 STOREY MID-RISE w/ POTENTIAL TO INCREASE TO 12-15 ST. w/ 3-4 ST. PODIUM
- D** LANE-BASED TOWNHOUSE
- E** CONDO BLOCK REAR LANE TOWNHOUSES w/ AMENITY OPEN SPACE
- F** FRONT-LOADED TOWNHOUSE

RECOMMENDATIONS:

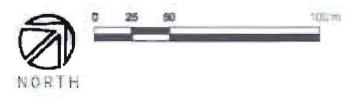
- ① INTEGRATES 3-6 STOREY MID-RISE OPPORTUNITY WITH POTENTIAL FOR GREATER DENSITY AND GROUND FLOOR RETAIL/WORK SPACE.
- ② PUBLICLY ACCESSIBLE / PRIVATELY OWNED URBAN OPEN SPACE AS A FORECOURT TO MID-RISE BUILT FORM.
- ③ LANE-BASED TOWNHOUSE ENABLES POTENTIAL ADJACENT STREET PARKING.
- ④ ESTABLISH 'VILLAGE' CHARACTER FOR COMMERCIAL BLOCKS - MINIMUM BUILDING SETBACK / ACCESSIBLE FROM SIDEWALK AND STREET PARKING / NO DRIVE-THRU'S.
- ⑤ COMMERCIAL BLOCKS WITH MIXED-USE OPPORTUNITIES - RETAIL, OFFICE, SERVICE.
- ⑥ VEHICULAR ACCESS TO COMMERCIAL BLOCKS FROM MISSISSAUGA RD. AND SANDALWOOD PKWY.
- ⑦ SCHOOL BUILDING ORIENTED TOWARDS NODE CORE, FOR CONTINUOUS BUILT FORM AT STREET EDGE.
- ⑧ INTEGRATE PLACE OF WORSHIP WITH STREET ORIENTED BUILT FORM.
- ⑨ ALTERNATIVE STREET / LANE CONFIGURATION - PROXIMITY TO INTERSECTION / TURNING MOVEMENTS / MAINTENANCE OPERATIONS.

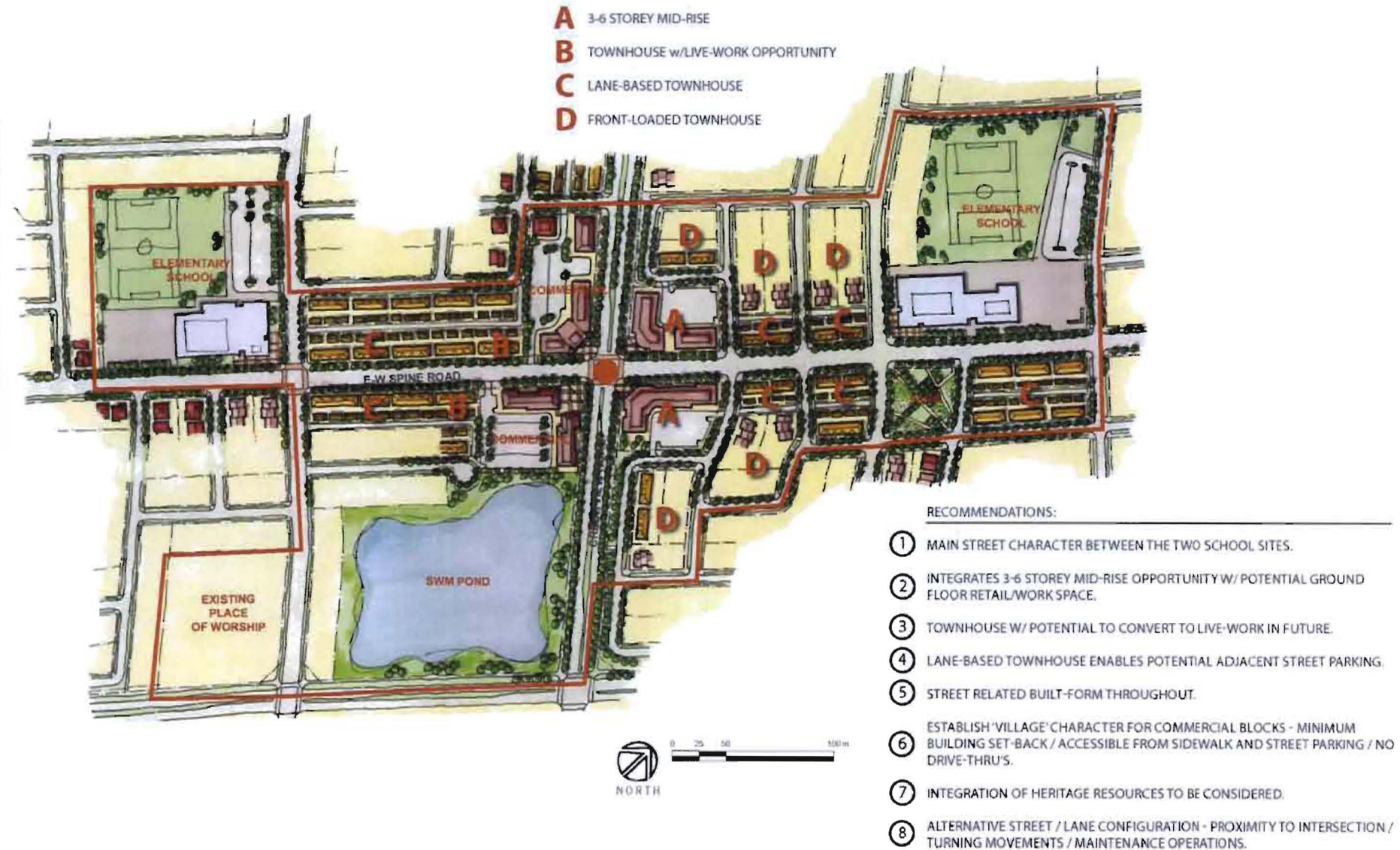


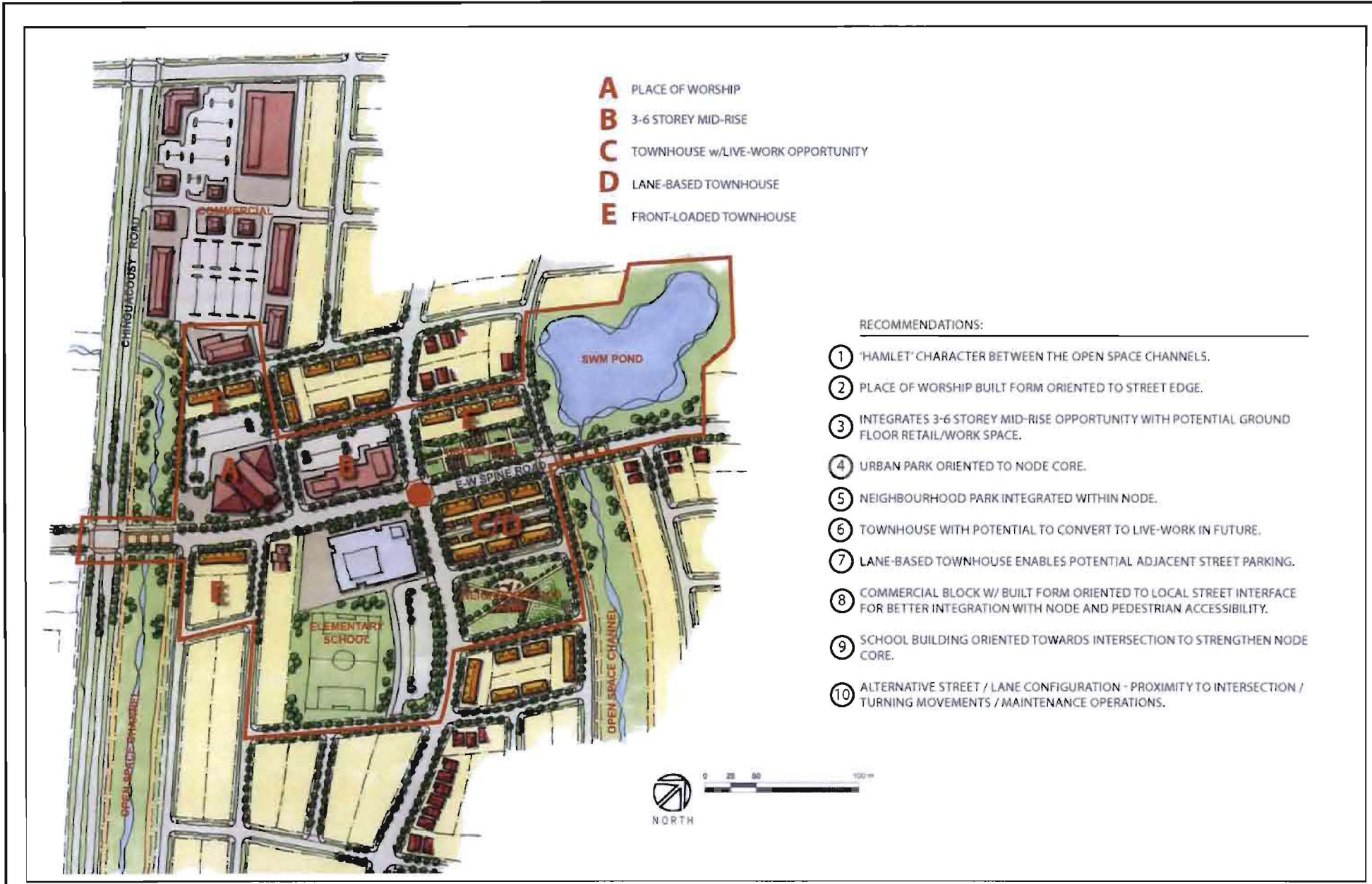
- A** 3-6 STOREY MID-RISE w/ SENIORS RESIDENCE OPTION
- B** TOWNHOUSE w/LIVE-WORK OPPORTUNITY
- C** LANE-BASED TOWNHOUSE
- D** LANE-BASED TOWNHOUSE FRONTING ONTO URBAN PARK
- E** FRONT-LOADED TOWNHOUSE

RECOMMENDATIONS:

- ① DUAL NODAL CENTRES WITH DISTINCTIVE CHARACTERS.
- ② URBAN PARK AS VIEW TERMINUS.
- ③ INTEGRATES 3-6 STOREY MID-RISE OPPORTUNITY WITH POTENTIAL GROUND FLOOR RETAIL/WORK SPACE.
- ④ TOWNHOUSE WITH POTENTIAL TO CONVERT TO LIVE-WORK IN FUTURE.
- ⑤ LANE-BASED TOWNHOUSE ENABLES POTENTIAL ADJACENT STREET PARKING.
- ⑥ STREET RELATED BUILT FORM THROUGHOUT.
- ⑦ SCHOOL BUILDING ORIENTED TOWARDS INTERSECTION TO STRENGTHEN NODE CORE.
- ⑧ COMMERCIAL BLOCK WITH MIXED-USE OPPORTUNITIES - RETAIL, OFFICE, SERVICE.
- ⑨ COMMERCIAL BLOCK - MINIMUM BUILDING SET-BACK / ACCESSIBLE FROM SIDEWALK AND STREET PARKING / NO DRIVE-THRU'S.
- ⑩ VEHICULAR ACCESS TO COMMERCIAL BLOCK FROM MISSISSAUGA RD.
- ⑪ INTEGRATION OF EXISTING HERITAGE RESOURCE TO BE CONSIDERED.
- ⑫ ALTERNATIVE STREET / LANE CONFIGURATION - PROXIMITY TO INTERSECTION TURNING MOVEMENTS / MAINTENANCE OPERATIONS.







- A** PLACE OF WORSHIP
- B** 3-6 STOREY MID-RISE
- C** TOWNHOUSE w/LIVE-WORK OPPORTUNITY
- D** LANE-BASED TOWNHOUSE
- E** FRONT-LOADED TOWNHOUSE

RECOMMENDATIONS:

- ① 'HAMLET' CHARACTER BETWEEN THE OPEN SPACE CHANNELS.
- ② PLACE OF WORSHIP BUILT FORM ORIENTED TO STREET EDGE.
- ③ INTEGRATES 3-6 STOREY MID-RISE OPPORTUNITY WITH POTENTIAL GROUND FLOOR RETAIL/WORK SPACE.
- ④ URBAN PARK ORIENTED TO NODE CORE.
- ⑤ NEIGHBOURHOOD PARK INTEGRATED WITHIN NODE.
- ⑥ TOWNHOUSE WITH POTENTIAL TO CONVERT TO LIVE-WORK IN FUTURE.
- ⑦ LANE-BASED TOWNHOUSE ENABLES POTENTIAL ADJACENT STREET PARKING.
- ⑧ COMMERCIAL BLOCK W/ BUILT FORM ORIENTED TO LOCAL STREET INTERFACE FOR BETTER INTEGRATION WITH NODE AND PEDESTRIAN ACCESSIBILITY.
- ⑨ SCHOOL BUILDING ORIENTED TOWARDS INTERSECTION TO STRENGTHEN NODE CORE.
- ⑩ ALTERNATIVE STREET / LANE CONFIGURATION - PROXIMITY TO INTERSECTION / TURNING MOVEMENTS / MAINTENANCE OPERATIONS.

**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.

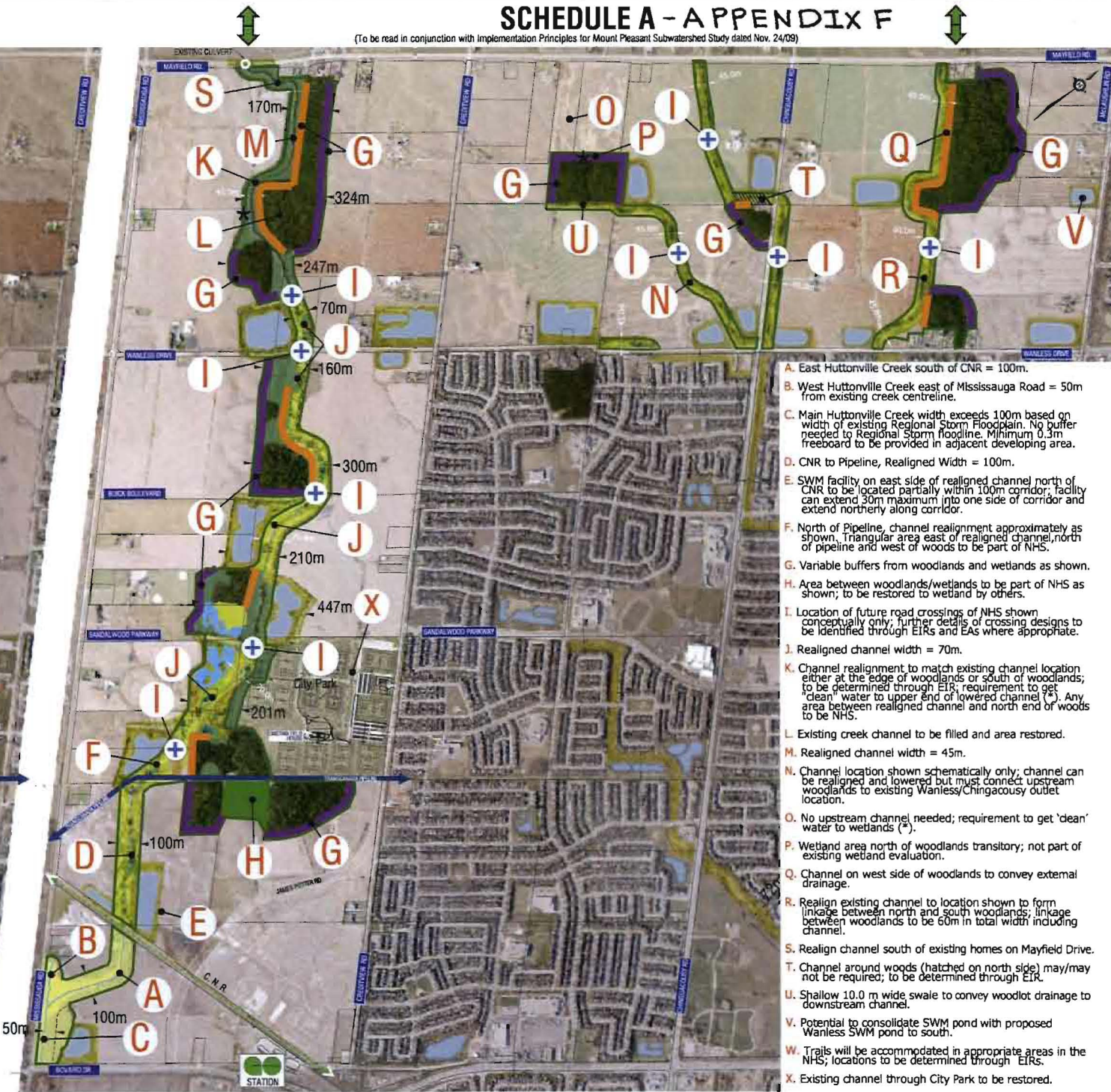
f:\draft and final opa (mount pleasant secondary plan)\planning reports\091124 final appendix argenia cob land owners cvc mnr nov 24 09.doc

EXISTING CONDITIONS

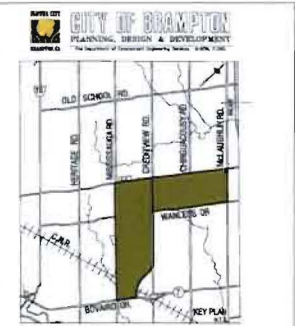


SCHEDULE A - APPENDIX F

(To be read in conjunction with Implementation Principles for Mount Pleasant Subwatershed Study dated Nov. 24/09)



- A. East Huttonville Creek south of CNR = 100m.
- B. West Huttonville Creek east of Mississauga Road = 50m from existing creek centreline.
- C. Main Huttonville Creek width exceeds 100m based on width of existing Regional Storm Floodplain. No buffer needed to Regional Storm Floodline. Minimum 0.3m freeboard to be provided in adjacent developing area.
- D. CNR to Pipeline, Realigned Width = 100m.
- E. SWM facility on east side of realigned channel north of CNR to be located partially within 100m corridor; facility can extend 30m maximum into one side of corridor and extend northerly along corridor.
- F. North of Pipeline, channel realignment approximately as shown. Triangular area east of realigned channel, north of pipeline and west of woods to be part of NHS.
- G. Variable buffers from woodlands and wetlands as shown.
- H. Area between woodlands/wetlands to be part of NHS as shown; to be restored to wetland by others.
- I. Location of future road crossings of NHS shown conceptually only; further details of crossing designs to be identified through EIRs and EAs where appropriate.
- J. Realigned channel width = 70m.
- K. Channel realignment to match existing channel location either at the edge of woodlands or south of woodlands; to be determined through EIR; requirement to get "clean" water to upper end of lowered channel (*). Any area between realigned channel and north end of woods to be NHS.
- L. Existing creek channel to be filled and area restored.
- M. Realigned channel width = 45m.
- N. Channel location shown schematically only; channel can be realigned and lowered but must connect upstream woodlands to existing Wanless/Chingacousy outlet location.
- O. No upstream channel needed; requirement to get 'clean' water to wetlands (*).
- P. Wetland area north of woodlands transitory; not part of existing wetland evaluation.
- Q. Channel on west side of woodlands to convey external drainage.
- R. Realign existing channel to location shown to form linkage between north and south woodlands; linkage between woodlands to be 60m in total width including channel.
- S. Realign channel south of existing homes on Mayfield Drive.
- T. Channel around woods (hatched on north side) may/may not be required; to be determined through EIR.
- U. Shallow 10.0 m wide swale to convey woodlot drainage to downstream channel.
- V. Potential to consolidate SWM pond with proposed Wanless SWM pond to south.
- W. Trails will be accommodated in appropriate areas in the NHS; locations to be determined through EIRs.
- X. Existing channel through City Park to be restored.



- LEGEND:**
- LINKAGE TO NORTH AS PER LSA
 - BUFFERS TO BE GREATER OF 10m FROM THE STAKED DRIFLINE OF WOODLANDS OR 20m FROM STAKED WETLAND BOUNDARY
 - 5m FROM WOODLANDS / WETLANDS TO CHANNEL BLOCK
 - SWM PONDS
 - NONFOREST NATURAL AND CULTURAL VEGETATION COMMUNITIES THESE COMMUNITIES CAN INCLUDE WETLAND AND UPLAND SYSTEMS
 - OPEN WATER WETLAND
 - WOODLAND RESTORATION
 - EXISTING WOODLAND
 - GRASSLAND RESTORATION
 - ROAD CROSSING
 - NHS RESTORATION BY OTHERS
- BLOCK 51-1 NHS DEPICTS VIGNETTES OATED MARCH 2009

CITY OF BRAMPTON
PLANNING, DESIGN & DEVELOPMENT

PROJECT NO.	DATE	SCALE
U0-114	NOV. 24, 2009	N.T.S.

Mount Pleasant

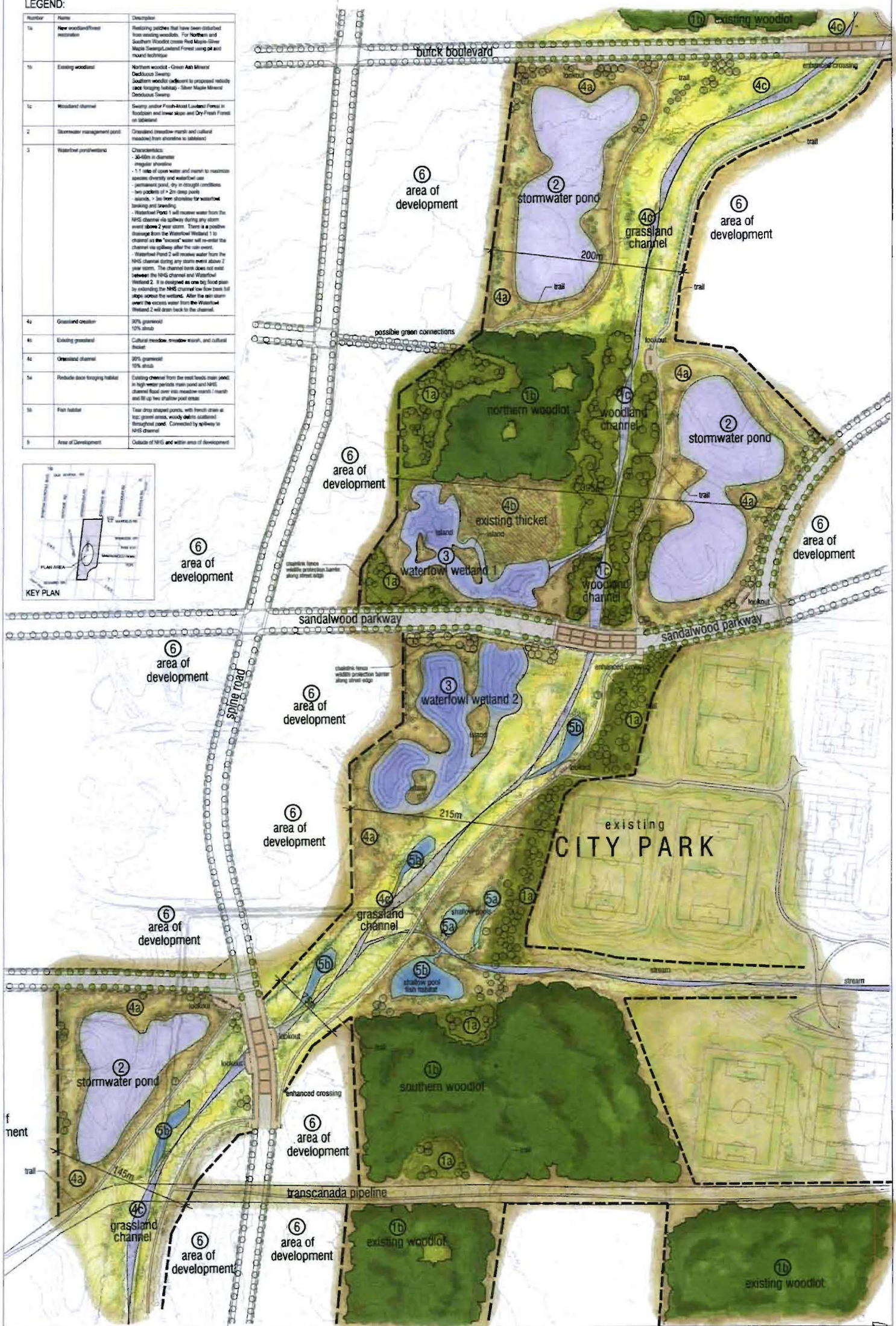
SECONDARY PLAN NATURAL HERITAGE SYSTEM

Schedule A

Schedule B - Appendix F

LEGEND:

Number	Name	Description
1a	New woodland/forest restoration	Restoring patches that have been disturbed from existing woodlots. For Northern and Southern Woodlot create Red Maple-Silver Maple Swamp, Central Forest using 2a and 4a and 4b.
1b	Existing woodlot	Northern woodlot - Green Ash-Minor Deciduous Swamp Southern woodlot (adjacent to proposed wetlands) - Silver Maple Swamp Deciduous Swamp
1c	Woodland channel	Swampy under Forest-Adjacent Landed Forest in floodplain and lower slope and Dry Fresh Forest on plateau
2	Stormwater management pond	Overland (meadow marsh and cultural meadow) from stormwater to adjacent
3	Waterfowl pond/wetland	Characteristics: - 30-40m in diameter - irregular shoreline - 1:1 ratio of open water and marsh to maximize species diversity and waterfowl use - permanent pond, dry in drought conditions - any ponds of > 2m deep pools - islands, > 1m from shoreline for waterfowl nesting and landing - Waterfowl Pond 1 will receive water from the NHS channel via spillway during any storm event above 2 year storm. There is a positive drainage from the Waterfowl Wetland 1 to channel as the "success" water will re-enter the channel via spillway after the rain event. - Waterfowl Pond 2 will receive water from the NHS channel during any storm event above 2 year storm. The channel bank does not exist between the NHS channel and Waterfowl Wetland 2. It is designed as one big flood plain by extending the NHS channel low flow bank fill slope across the wetland. After the rain storm over the excess water from the Waterfowl Wetland 2 will drain back to the channel.
4a	Grassland creation	30% grassland 10% shrub
4b	Existing grassland	Cultural meadow, meadow marsh, and cultural forest
4c	Overland channel	30% grassland 10% shrub
5a	Reduce deer trampling habitat	Existing channel from the road leads drain pond in high water periods runs pond and NHS channel flood over into meadow marsh - marsh and fill up two smaller pond areas
5b	Fish habitat	Two dry stream ponds, with french drain at top; green areas, woody debris scattered throughout pond. Connected by spillway to NHS channel
6	Area of Development	Outside of NHS and within area of development



Channel Alignment with NHS Restoration Preliminary Conceptual Plan - Vignette Area 1 Mount Pleasant Landowners Group - Northwest Brampton

Date: Mar 19, 2009
 Scale: 1:1500
 Job No: 1-09106

urbantech
 STONYBROOK
 SAVANTA
 sba

Schedule B - Appendix F



LEGEND:

Number	Name	Description
1a	New woodlot/forest restoration	Reconnect woodlots to increase total woodlot length and area by restoring areas that were historically logged and converted to agricultural uses. Geotechnical and post-development drainage studies to determine whether Fresh-Moist Forest or Dry-Fresh Forest supported. Use pit and mound technique to create complex microtopography with upland species on mounds and wetland species in pits. Tree planting and natural seed dispersal from adjacent woodlots and areas of high squirrel populations (Mayfield woodlot).
1b	Existing woodlot	Wanless woodlot (small) - Located just south of Wanless Drive is a Fresh-Moist Ash Lowland Deciduous Forest. Wanless woodlot (large) - Disconnected from woodlot above and to the south is a Dry-Fresh Oak-Hardwood Deciduous Forest with a Green Ash Mixed Deciduous Swamp in the northeast corner.
4c	Grassland channel	90% grassland 10% shrub
5b	Fish habitat	Tear drop shaped ponds, with french drains at top, gravel areas, woody debris scattered throughout pond. Connected by spillway to NHS channel.
6	Area of Development	Outside of NHS and within area of development.



Channel Alignment with NHS Restoration Preliminary Conceptual Plan - Vignette Area 2 Mount Pleasant Landowners Group - Northwest Brampton

Date: Mar. 19, 2009
Scale: 1:1500
Job No: 1-08106



Schedule B - Appendix F



Channel Alignment with NHS Restoration Preliminary Conceptual Plan - Vignette Area 3 Mount Pleasant Landowners Group - Northwest Brampton

Date: Mar. 18, 2009
Scale: 1:1500
Job No: 1-08106



APPENDIX F - SCHEDULE C

MOUNT PLEASANT SECONDARY PLAN AREA



WORK PLAN AND SCHEDULE
November 10, 2009

■ Draft Submission Date
 ■ Task Completion Date
 ■ Key Date
 ■ Milestone Complete

MGP Project: 08-1867

MILESTONE/DETAILED TASKS	Target Date	2007		2008				2009				2010				2011			
		Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
01-00 Mount Pleasant Subwatershed Study																			
01-01 Landscape Scale Analysis																			
Draft Report Submission	September 2007																		
Commenting and Revision Period	Fall 07 - 08																		
Finalize Report	June 2010																		
01-02 SWS Phase 1 : Characterization																			
Draft Report Submission	Dec 2007																		
01-03 SWS Phase 2: Impact Analysis and Testing																			
Setting of Targets	May - July 2008																		
1 st Round Testing	Feb - June 2009																		
1st Draft Report - Testing Results	June 2009																		
Review and Comment Period	May - Sept 2009																		
Workshop 1: MNR, CVC, DFO, CITY and LANDOWNERS	September 15 2009																		
Workshop 2: MNR, CVC, DFO, CITY and LANDOWNERS	Oct 6 - 7, 2009																		
NHS Proposed by MNR/CVC	October 7 2009																		
Review and refinement to Mount Pleasant Land Use Schedule	November 2009																		
2 nd Round Testing	Nov - Jan 2010																		
Review of 2nd Round Testing Results	Jan - Feb 2009																		
01-04 SWS Phase 3: Management Strategy and Implementation																			
Prepare Draft Phase 3 Report	Feb - April 2010																		
Review Period	May - June 2010																		
01-05 Prepare and Review SWS Final Report	June - Aug 2010																		
01-06 Approval of Final SWS	Aug - Sept 2010																		
APPROVAL OF MOUNT PLEASANT SUBWATERSHED STUDY	September 2010																		
02-00 Mount Pleasant Secondary Planning (OPA)																			
02-01 Community Design Study	January 2009																		
02-02 Transportation Master Plan (Municipal EA)	June 2009																		
02-03 Master Open Space Study	August 2009																		
02-04 Retail/Commercial and Institutional Needs and Opportunities	October 2009																		
02-05 Infrastructure and Servicing Study	August 2009																		
02-06 Cultural Heritage Resource Study	October 2009																		
02-07 Alternative Development Standards Terms of Reference Document	July 2009																		
02-08 Fiscal and Economic Impact Analysis	October 2009																		
02-09 Land Use Schedule Preparations																			
Brampton Point of Departure	January 2009																		
Draft Land Use Schedule	June 2009																		
Revised Final Land Use Schedule	October 2009																		
02-10 Prepare Draft Official Plan Amendment	June 2009																		
02-11 Report to Committee / Council on Draft OPA	June 2009																		
02-12 Statutory Public Meeting	June 2009																		
02-13 Review and Commenting Period on OPA and Secondary Plan	May - Oct 2009																		
02-14 Revisions to Draft OPA and Land Use Schedule	Sept - Nov 2009																		
02-15 Final Land Use Plan and OPA	November 2009																		
02-16 Recommendation to Planning and Development Committee	December 7 2009																		
02-17 Recommendation to City of Brampton Council	January 27 2010																		
APPROVAL OF SECONDARY PLAN AND OPA	January 27 2010																		
03-00 Conceptual Fisheries Compensation Plan (CFCP)																			
03-01 Prepare Draft CFCP concurrent w SWS Ph3 and EIR	Dec - March 2010																		
03-02 Submit Draft CFCP	March 2010																		
03-03 Review and Commenting Period	April - May 2010																		
03-04 Prepare Final CFCP	June - Aug 2010																		
03-05 Approval of CFCP	Aug - Sept 2010																		
APPROVAL OF CONCEPTUAL FISHERIES COMPENSATION PLAN	September 2010																		
04-00 Block Plan Approval and EIR (OPA)																			
04-01 Environmental Impact Report																			
Submit Draft EIR	May 2010																		
Review Period	June - July 2010																		
Final Draft EIR	Aug - Sept 2010																		
Review Period	Oct - Nov 2010																		
Approval of Final EIR	December 2010																		
04-02 Transportation Study/The Spine Road & Collector Road Phases 3 and 4 EA	March 2010																		
04-03 Urban Design Guidelines / Conceptual Trail Plan	March 2010																		
04-04 Growth Management Staging and Sequencing/Core Servicing Agreement	March 2010																		
04-05 Prepare Block Plan and Official Plan Amendment	May - March 2010																		
04-06 Submit Block Plan and OPA Applications	March 2010																		
04-07 Consultation & Review with City, Agencies, Stakeholders and Public	Feb - Oct 2010																		
04-08 Informal Public Open House	May 2010																		
04-09 Statutory Public Meeting / EA PIC	September 2010																		
04-10 Planning Committee	November 2010																		
04-11 Council Approval of Block Plan and OPA	December 2010																		
APPROVAL OF BLOCK PLAN AND EIR	December 2010																		
05-00 Draft Plan of Subdivision and Zoning																			
05-01 Functional Servicing and Stormwater Management Report	March 2010																		
05-02 Tree Inventory	March 2010																		
05-03 ADS Implementation Study (*if applicable)	March 2010																		
05-04 Cultural Heritage Report (*if applicable)	March 2010																		
05-05 Archaeological Study	March 2010																		
05-06 Acoustic Noise Report	March 2010																		
05-07 Preparation of Draft Plans	March 2010																		
05-08 Preparation of Zoning Bylaw	March 2010																		
05-09 Submit Draft Plans and ZBA Applications	March 2010																		
05-10 Consultation & Review with City, Agencies, Stakeholders and Public	Feb - Oct 2010																		
05-11 Preparation of Conditions for Draft Approval	May - Oct 2010																		
05-12 Statutory Public Meeting / EA PIC	September 2010																		
05-13 Planning Committee	November 2010																		
05-14 Council Approval of Draft Plans of Subdivisions and Zoning	December 2010																		
05-15 Satisfaction of Conditions	Jan - Nov 2011																		
05-16 Finalization of Subdivision Agreement	Fall 2011																		
05-17 Plan Registration	Fall 2011																		
APPROVAL OF DRAFT PLANS OF SUBDIVISION AND ZONING	December 2010																		
06-00 Municipal Class 1 Environmental Assessment																			
06-01 Transportation Master Plan (Phase 1 and 2 Municipal EA)																			
PIC #3	September 2008																		
Draft Master Plan	January 2009																		
Notice of Completion	June 2009																		
COMPLETION OF PHASE 1 AND 2 EA FOR ALL OF MOUNT PLEASANT	July 2009																		
06-02 James Potter Road ESR (Re-aligned Creditview) ESR																			
Notice of Completion	September 2009																		
COMPLETION OF PHASE 3 & 4 EA REQUIREMENTS FOR JAMES POTTER RD	November 2009																		
06-03 Sandalwood Pkwy Extension & Creditview Rd Widening ESR																			
Notice of Completion	December 2009																		
COMPLETION OF PHASE 3 & 4 EA REQUIREMENT SANDALWOOD & CREDITVIEW	January 2010																		
06-04 The Spine Road and Other Collector Road ESR																			
Terms of Reference	October 2009																		
PIC #4	June 2010																		
Draft Transportation Study	March 2010																		
Notice of Completion	August 2010																		
COMPLETION OF PHASE 3 AND 4 EA REQUIREMENT SPINE AND COLLECTORS	September 2010																		

APPENDIX G

INFRASTRUCTURE FUNDING STRATEGY MEMORANDUM OF UNDERSTANDING

Recitals:

- A. Development within the Mount Pleasant Village, being Block Plan 44-1 (the "Mount Pleasant Village") and the Mount Pleasant Community Secondary Plan ("Area 51") which is comprised of Block Plan 51-1 and Block Plan 51-2, is dependent upon the timely construction of public infrastructure and community facilities, the dedication of land for community purposes and the provision of public transportation services within the Mount Pleasant Village and Area 51.
- B. A portion of the construction costs associated with the required public infrastructure and community facilities within the Mount Pleasant Village and Area 51 are to be funded through the Infrastructure Stimulus Fund ("ISF") established by the Government of Canada and the Province of Ontario, which funding source requires contributions by the City of Brampton (the "City"). The ISF funding arrangements among the Government of Canada, the Province of Ontario and the City of Brampton are the subject of an Infrastructure Stimulus Fund Contribution Agreement (the "ISF Agreement").
- C. The ISF funding and construction arrangements are outlined in a Recommendation Report dated October 7, 2009 that was prepared by City staff and approved by the City's Council on November 9, 2009 (the "Staff Report"), a copy of which is attached as Schedule "A". The Staff Report confirms that the ISF program and related infrastructure will include improvements referred to as the Mount Pleasant Village Mobility Hub, Civic Square, CPR Heritage Station, Cultural Amenity Space and the Library Project (the "ISF Project") as well as the acquisition of three City buses. The Staff Report outlines the obligations of the owners within the Mount Pleasant Village and Area 51 to contribute to the ISF Project costs as well as the acquisition of three City buses.
- D. In order to ensure the completion of the ISF Project as well as the acquisition of three City buses, the City and the participating landowners within the Mount Pleasant Village and Area 51 who are the signatories to this Memorandum of Understanding (the "Participating Owners") wish to confirm the following prior to the approval of the Mount Pleasant Community Secondary Plan (the "Secondary Plan"):
- (1) The legal and funding arrangements for the ISF Project and related recoveries as well as the acquisition of three City buses;
 - (2) The legal and funding arrangements for additional public land and infrastructure that are required in order for the Mount Pleasant Village and Area 51 to develop as well as related recoveries; and
 - (3) Additional arrangements regarding the development of the Mount Pleasant Village and Area 51 to be addressed in the Secondary Plan or in separate legal arrangements to be entered into subsequent to the approval of the Secondary Plan.
- E. In order for the Participating Owners to make the financial commitments that are described in Part I of this Memorandum of Understanding, it is necessary for the Participating Owners to also confirm the manner in which these costs will be shared among themselves. It is the express understanding of the Participating Owners that the City's only role in relation to the cost sharing obligations of the Participating Owners, as well as other landowners within Area 51 who seek to develop their land at a

later date, is the imposition of a cost sharing agreement condition for development approvals in accordance with the cost sharing policies to be included in the Secondary Plan, as is set out in Part I of this Memorandum of Understanding. Part II of this Memorandum of Understanding confirms the manner in which the Participating Owners and other landowners within Area 51 will share the costs described in this Memorandum of Understanding. The City is not bound by, nor is it a party to any of the cost sharing provisions set out in Part II of this Memorandum of Understanding.

- F. Confirmation that the developer cost sharing agreements for Block 51-1 and Block 51-2 contain appropriate provisions shall be provided by the trustee appointed by the Participating Owners for purposes of implementing this Memorandum of Understanding (the "MOU Trustee") as a condition of each block plan approval. Until the Participating Owners notify the City of a replacement individual or firm, the MOU Trustee shall be the law firm of Davies Howe Partners. After the MOU Trustee has provided this confirmation of compliance, the City shall impose a singular cost sharing agreement condition on development approvals requiring that landowners be in good standing pursuant to the applicable developer cost sharing agreement, as evidenced by a letter of confirmation issued by the trustee named in each of the Block 51-1 and Block 51-2 cost sharing agreements (the "CSA Trustee"), as required pursuant to the Secondary Plan. Until the Participating Owners notify the City of a replacement individual or firm, the CSA Trustee for each of Block 51-1 and Block 51-2 shall be the law firm of Davies Howe Partners.

The parties agree to be bound to the provisions contained in this Memorandum of Understanding as follows:

PART I

The terms contained in Part I of this Memorandum of Understanding will bind the City and the Participating Owners.

1. The ISF Project and Related Expenditures
 - (a) The Mount Pleasant Village Mobility Hub, Civic Square, Public Library and CPR Heritage Station, Cultural Amenity Space and Related Improvements as described in the Staff Report
 - (i) Description of the ISF Works

The completion of the Mount Pleasant Village Mobility Hub and Civic Square and the completion and/or restoration of the interior and façade of the CPR heritage station, cultural amenity space and public library to be constructed within the Mount Pleasant Village in connection with the ISF Project and as more particularly described in the Staff Report (the "ISF Works").
 - (ii) MPV Owner's commitments and landowner cost sharing –
 - (A) Hub Infrastructure Master Agreement

Mattamy (Credit River) Ltd., the owner of all land within the Mount Pleasant Village (the "MPV Owner") will enter into a Hub Infrastructure Master Agreement (the "Master Agreement") with the City following the approval of the Secondary Plan which details the MPV Owner's obligations respecting the ISF Project's front funding and construction, as well as the construction of related work that may be outside the scope of the ISF Project. The Master

Agreement will reflect the terms of the Staff Report and this Memorandum of Understanding and will include a mechanism by which the MPV Owner will be reimbursed by the City for all front-ended ISF Project-related works that are eligible for ISF reimbursement/funding or other recovery.

(B) MPV Owner funding of the ISF Works and Related Projects

The MPV Owner will contribute the following financial contributions to the City towards the ISF Project costs:

- (1) \$6,000,000.00 of the ISF Works costs that is attributable to the City pursuant to the ISF Agreement, which amount is fully eligible for development charge credits (i.e., on a dollar for dollar basis);
- (2) \$666,667.00 for the CPR rail track feature wall and buffer planting which forms part of the ISF Project, none of which is eligible for a recovery of any kind;
- (3) \$1,000,000.00 as an initial payment towards the non-recoverable component of ISF Works that the MPV Owner will deliver to the City towards improvements to the CPR heritage station and cultural amenity space improvements, which amount shall be the subject of cost sharing among the MPV Owner and landowners within Block 51-1 and Block 51-2; and
- (4) \$1,800,000.00 as a further payment towards the cost of cultural amenity space improvements that are outside the scope of the ISF Project, as further described in the Staff Report. The MPV Owner will deliver to the City on or before the earlier of September 1, 2011 or the date the first plan of subdivision within Block 51-1 is registered, which amount shall be the subject of cost sharing among the MPV Owner and landowners within Block 51-1 and Block 51-2.

The timing of the payments contemplated in items (1), (2) and (3) above to be finally determined in accordance with the Master Agreement.

(C) Landowner cost sharing of ISF Works costs and related expenditures

Each landowner within Block 51-1 and Block 51-2 will reimburse the MPV Owner in accordance with a distinct cost sharing agreement between the landowners and the MPV Owner.

(b) Transfer of land within the Mount Pleasant Village to City for ISF Project and related Public Elementary School site

- (i) Description of the land and related credits –

(A) The ISF Lands

The land to be transferred by the MPV Owner to the City for the Cultural Block, being Part 4 on a draft plan of survey attached as Schedule "C-1" (the "Reference Plan") has an estimated area of .7737 acres which will be the subject of a \$386,850.00 development charge credit based upon a \$500,000.00 per acre land value. The Transit Hub lands, being Parts 7 and 8 on the Reference Plan, has an estimated area of 1.2832 acres and will be the subject of a \$641,600.00 development charge credit based upon a \$500,000.00 per acre land value. The land to be transferred for the Civic Square, being Part 5 on the Reference Plan, has an estimated area of 1.7409 acres which will be the subject of a credit towards the MPV Owner's parkland dedication requirements pursuant to the *Planning Act* at the rate of \$290,000.00 per acre for a total credit of \$504,861.00. Parts 4, 5, 7 and 8 on the Reference Plan are collectively referred to as the "ISF Lands".

(B) The public elementary school site lands

The land to be transferred by the MPV Owner to the City for the joint use facility that will include a public elementary school and cultural amenity space that will house a public library, being Part 4 on a draft plan of survey attached as Schedule "C-2", has an estimated area of 4.77 acres. The public elementary school site will be transferred to the City based upon a value established pursuant to negotiations between the MPV Owner, the Peel District School Board and the City. The MPV Owner's obligation to transfer the public elementary school site to the City and the payment mechanism will be addressed in the Master Agreement. A distinct agreement will be entered into among the City, the Peel District School Board and the Brampton Library after the date of this Memorandum of Understanding that will address the principles related to the land assembly/ownership, design, development, construction, operations and maintenance agreements pertaining to the joint use building which will include the public elementary school.

(iii) MPV Owner's commitment to transfer

At the City's election, the MPV Owner will transfer the ISF Lands and related Public Elementary School site to the City either,

- (A) within ten (10) business days of the City's request to do so, or
- (B) coincident with the registration of a plan of subdivision for the Mount Pleasant Village,

but subject to the City's provision of pre-transfer confirmation to the MPV Owner as to the MPV Owner's entitlement to the credits set out in paragraph 1(b)(i) above.

(iv) Landowners' commitment to cost share partial value of ISF Lands

Each landowner within Block 51-1 and Block 51-2 will reimburse the MPV Owner in accordance with a

distinct cost sharing agreement between the landowners and the MPV Owner.

(c) Public transportation buses

(i) Description of the buses

Three (3) 30-foot diesel-electric hybrid buses with bicycle racks, or similar buses as may be deemed appropriate by the Commissioner of Works and Transportation.

(ii) Landowner funding commitment

The MPV Owner and the landowners within each of Block 51-1 and 51-2 will provide funding to the City for the three (3) buses through a fixed total contribution of \$2,000,000.00 according to the payment schedule described further in this paragraph. The cost will be shared among the Mount Pleasant Village, Block 51-1 and Block 51-2 based upon a distinct cost sharing agreement with the MPV Owner. Payment obligations will be triggered based upon registration of plans of subdivisions within Area 51 in the following stages;

(A) \$666,667.00 – 3000 units,

(B) \$666,667.00 – 6000units, and

(C) \$666,667.00 – 9000 units.

The Participating Owners agree to the inclusion of this cost in the cost sharing agreements applicable within Block 51-1 and Block 51-2 which will incorporate the contribution to be made by the MPV Owner. The Participating Owners agree that the cost sharing agreements to be entered into for each of Block 51-1 and Block 51-2 will provide for the CSA Trustee to make the bus contribution payment to the City, inclusive of the MPV Owner's contribution, pursuant to provisions to be included in the Block 51-1 and 51-2 cost sharing agreements.

(d) City's commitments

(i) The City will provide the MPV Owner with a full development charge credit for:

(A) the \$6,000,000.00 contributed towards the ISF Works pursuant to paragraph 1(a)(ii)(B)(1);

(B) the development charge credits available for ISF Land pursuant to paragraph 1(b)(i) which are estimated as \$1,028,450.00 and will be subject to final adjustment based upon the land area of the ISF Lands actually transferred, multiplied by the fixed credit per acre, as applicable; and

The development charge credit will be applicable firstly to all components of the development charge excepting the roads component applicable to the Mount Pleasant Village, and any credit in excess of these components shall be applied secondly to the roads component of the development charge applicable in the Mount Pleasant Village as well as any additional credits available for James Potter Road pursuant to paragraph 2(c). A sample calculation regarding the application of development charge credits for the

contributions described in this subparagraph 1(d)(i) is attached as Schedule "H". The development charge credits available pursuant to this paragraph shall be confirmed by the City prior to the registration of the MPV Owner's plan of subdivision.

- (ii) the City will provide the MPV owner with a cash in lieu of parkland credit for the civic square component of the ISF Lands pursuant to paragraph 1(b)(i).
- (iii) The City will require the funding for each bus at the time the City issues plan of subdivision registrations according to the thresholds set out in paragraph 1(c)(ii).
- (iv) The City will require, as a condition of approval for the Block 51-2 block plan and all plans of subdivision or other land divisions or site plans within Block 51-1 and Block 51-2 that the CSA Trustee confirms that satisfactory arrangements have been made for the reimbursement of the MPV Owner for the costs described in paragraph 1(b)(iv).

2. James Potter Road and Underpass

(a) Description of the undertaking

The transfer of land and the construction of James Potter Road to the City's standards for an arterial road having generally a right of way width of 36 metres, inclusive of the underpass beneath the CPR tracks, adjacent to and extending beyond the Mount Pleasant Village in the location depicted on Schedule "D". The land to be transferred is referred to as the "James Potter Land" and the construction component is referred to as the "James Potter Works".

(b) Landowner commitments –

(i) MPV Owner – Transfer of James Potter Land to City and Construction of James Potter Works

The MPV Owner will transfer the James Potter Land to the City and will construct the James Potter Works in accordance with the Single Source Delivery Agreement to be entered into with the City after the date of this Memorandum of Understanding. The James Potter Land will be transferred to the City at no charge and, at the City's election, either,

- (A) within thirty (30) business days of the City's request to do so, or
- (B) coincident with the registration of a plan of subdivision for the Mount Pleasant Village,

but subject to the City's provision of pre-transfer confirmation to the MPV Owner as to the MPV Owner's entitlement to the credits set out in paragraph 2(c) below.

(ii) MPV Owner and Area 51 owners' funding obligations

(A) James Potter Land

The landowners within Area 51 will compensate the MPV Owner for their proportionate share of the James Potter Land at a fixed value of \$6,450,496.00.

The Participating Owners agree to the inclusion of this cost in the cost sharing agreements applicable within Block 51-1 and Block 51-2, being a distinct cost sharing agreement with the MPV Owner. The cost will be apportioned among each of the Mount Pleasant Village, Block 51-1 and Block 51-2. Payments shall be made by landowners in Block 51-1 and Block 51-2 to the MPV Owner on or before each plan of subdivision, site plan or other land division is finally approved and a release is sought from the CSA Trustee prior to the registration of a plan of subdivision or other land division or site plan approval.

(B) James Potter Works

Non-recoverable costs

The landowners within Area 51 will share in the cost to construct the James Potter Works by contributing to the portion of the cost that is not subject to a development charge credit or recovery from the City.

The non-recoverable component of the James Potter Works costs will be apportioned among each of the Mount Pleasant Village, Block 51-1 and Block 51-2 in accordance with a distinct cost sharing agreement with the MPV Owner. Payments shall be owing by all landowners within Block 51-1 and Block 51-2 on or before each plan of subdivision or other land division is finally approved and a release is sought from the CSA Trustee. The Participating Owners agree to the inclusion of this cost in the cost sharing agreements applicable within Block 51-1 and Block 51-2 being a distinct cost sharing agreement with the MPV Owner.

Front-ending of recoverable costs

All landowners within Area 51 who proceed with development before the James Potter Works have been completed or all of the available development charge credits or recoveries are available, shall be entitled to assist in the front-ending of the costs associated with the James Potter Works. The Single Source Delivery Agreement that the MPV Owner enters into with the City will allow for the pooling of development charge credits and recoveries among the MPV Owner and any other landowners within Area 51 who contribute to the funding of the James Potter Works, and any such assignments will be provided to the City by the CSA Trustee.

(c) City's commitment –

(i) Eligible development charge credits and recoveries

One hundred percent (100%) of the total cost of the underpass and 50% of the James Potter Road construction costs shall be subject to a development charge credit or recovery. With regard to the MPV Owner, any portion of the James Potter Works that is also part of the ISF Project and is eligible for development charge credits or recoveries will be implemented in conjunction with the recovery

provisions contained in paragraph 1(d). A sample calculation regarding the application of development charge credits pursuant to paragraphs 1(d) and 2(c) are set out at Schedule "H". The City acknowledges that the recoverable portion of the James Potter Works is currently included in its 2011 capital forecast.

The total cost of the underpass and the James Potter Road construction costs shall be subject to development charge credit or recovery in accordance with the City's "*Corporate Guideline Regarding Arrangements to Allow Developers to Provide Single Source Delivery of Development Charge Funded Road Infrastructure*" as may be amended by City Council, including as amended by recommendation PDD142-2009 of the Planning, Design and Development Committee Meeting of June 15, 2009 approved by Council on June 24, 2009, prior to execution of the Single Source Delivery Agreement to be entered into with the City after the date of this Memorandum of Understanding (the Single Source Delivery Agreement).

- (ii) Development charge credits and recoveries applicable to roads component of development charge

The MPV Owner and any Area 51 landowner that has contributed to the cost of the James Potter Works that is eligible for a development charge credit shall be entitled to the apply the credit towards the roads component of the development charge owing within the Mount Pleasant Village and Area 51, as applicable, until the credit entitlement is retired. Any such assignments of credits will be provided to the City by the CSA Trustee.

- (iii) The City will require a condition of approval for the Block 51-2 block plan and all plans of subdivision or other land divisions or site plans within Block 51-1 and Block 51-2, that the CSA Trustee confirms that the developing owner(s) has/have made satisfactory arrangements in conjunction with the cost sharing of the James Potter Land and James Potter Works in compliance with the cost sharing policy contained in the Secondary Plan.

- (iv) Security and Performance Bonds

The cost of all required works will be financially secured to the City's satisfaction, prior to the commencement of the works.

Details of the amount and form of security (letters of credit and/or performance bonds) will be set out in the Single Source Delivery Agreement to be entered into with the City after the date of this Memorandum of Understanding, and will include:

1. For the underpass component of the James Potter Works– A letter of credit for 10% of the value of the work and a performance bond (posted by either or a combination of the developer or contractor directly or through an assignment of a

bond to the City, the particulars of which will be confirmed in the Single Source Delivery Agreement) for 100% of the work which will be held until the construction of the James Potter Works is complete. Once the James Potter Works are complete, the City will retain a performance bond/Letter of Credit until the maintenance period (and amount), as determined by the City's Commissioner of Works and Transportation, has expired.

2. For the road component of the James Potter Works - A letter of credit for 10% of the value of the work and a performance bond (posted by either/or a combination of the developer or contractor directly or through an assignment of a bond to the City, the particulars of which will be confirmed in the Single Source Delivery Agreement) for 50% of the work which will be held until the construction of the construction of the James Potter Works is complete. Once work the James Potter Works are complete, the City will retain a performance bond/Letter of Credit until the maintenance period (and amount), as determined by the Commissioner of Works and Transportation, has expired.

3. Sandalwood Parkway and the Spine Road

- a. Description of the undertaking – The transfer of land and the construction of,
 - (i) Sandalwood Parkway within Block 51-1 to the City's standards for an arterial road having a right of way width of 36 metres, and
 - (ii) the Spine Road within Area 51 to the City's standard for a major collector road.
- b. Landowner commitments – The Participating Owners within Area 51 and the MPV Owner will transfer and construct Sandalwood Parkway and the Spine Road in accordance with the required Municipal Class Environmental Assessment.
- c. City's commitment – The City acknowledges that its capital budget forecast provides for development charge recoveries for Sandalwood Parkway in 2016 and the Spine Road in 2019. The City may, at its sole discretion, consider advancing the timing for the payment of recoveries to the Participating Owners within Area 51. Development charge recoveries will be available for 50% of the cost to construct Sandalwood Parkway within Block 51-1 and the Spine Road within Area 51.

4. Secondary Plan Provisions and Implementation Issues

- a. Payment of cash-in-lieu of parkland obligations by the MPV Owner

The City will defer the obligation of the MPV Owner to remit any cash-in-lieu of parkland payments that are owing in relation to development within the Mount Pleasant Village until the earlier of December 31, 2013 or the date the MPV Owner and any other front-ending owner within Area 51 are in receipt of all development charge credits and recoveries attributable to the James Potter Works.

- b. Adherence to work program from implementation principles for the Mount Pleasant Subwatershed Study in the Secondary Plan

The City will exert its reasonable efforts to adhere to the work program appended to the implementation principles for the Mount Pleasant Subwatershed Study that have been agreed to among representatives of the City, the Credit Valley Conservation Authority and the Ministry of Natural Resources dated November 24, 2009, a copy of which is attached as Schedule "E". Accordingly, the City will exert its reasonable efforts to process and approve all draft plans of subdivision that are filed within the Mount Pleasant Village and Area 51 simultaneously with the applicable block plans and in accordance with the work program referenced above.

- c. Allocation and final approvals prior to completion of James Potter Works

The City confirms that land within the Mount Pleasant Village and Area 51 will receive allocation or exemption in accordance with the City's Growth Management and Development Allocation Program. In this regard, approximately 3000 units may be developed before the James Potter Works are fully operational, however, final approval of these units will be granted only if supported by monitoring of the road network, and the construction progress of the James Potter Works, to the satisfaction of the City.

Subject to the development charge credit provisions that are applicable to the MPV Owner pursuant to Section 1(d) (i), any permits released in advance of the construction of the James Potter Works will require the payment of all non-road components of the development charge for such permits. In addition, payment of, or security for, the road portion of the development charges shall then be payable, subject to a reduction for security or payment provided by the MPV Owner and/or any landowner within Area 51 for the James Potter Works prior to that date pursuant to Section 2(c) (iii) or otherwise in accordance with the Single Source Delivery Agreement. In the case of security provided for the roads component of the development charges payable, such security will only be released when the entitlement for equivalent credits for the James Potter Works has been confirmed by the City pursuant to the terms of the Single Source Delivery Agreement.

- d. Heritage strategy

The City will include within the Secondary Plan a policy that requires the completion of a heritage resource assessment and a strategic implementation plan. Subject to Council approval of the heritage policy, as a component of the first block plan approval within Area 51, the policy will encompass the whole of Area 51 and may identify the cultural heritage resource having the highest priority. Landowners within Area 51 will participate in the cost of the assessment and implementation strategy.

- e. Potential Reconfiguration of Creditview/ Sandalwood (Creditview) Park

In accordance with the implementation principles for the Mount Pleasant Subwatershed Study that have been agreed to among the Credit Valley Conservation Authority, the Ministry of Natural Resources and the City, the landowners within Block 51-1 will gratuitously transfer approximately 250 acres of natural heritage system land to the City. In addition, landowners within Block 51-1 will complete improvements to the natural heritage system and

associated channel work which will result in the reduction of flooding and improved hydrogeology within the Creditview Park.

The transfer of natural heritage system land within Block 51-1 may result in the reduction of the Creditview Park area by approximately 2.8 hectares and, potentially, the loss of a lit soccer/lacrosse field. If it is necessary to relocate a lit soccer/lacrosse field, the landowners within Block 51-1 will gratuitously transfer land to the City having an approximate area of 1.3 hectares between the realigned Sandalwood Parkway and the northerly limit of Creditview Park as depicted on Schedule "F" to accommodate the redesign/redevelopment or relocation of the lost field to the satisfaction of the Commissioner of Community Services.

The Participating Owners in Block 51-1 agree that, if required, they will complete and at no cost to the City the reconfiguration/relocation of the lit soccer/lacrosse field or other alternative arrangement in a location and form to be determined pursuant to the City's standards existing as of the date of this Memorandum of Understanding, as well as a work plan and schedule approved by the City that will include the re-engineering of the swale feature within the Creditview Park.

Alternately, and at the City's election if the relocation of a lit soccer/lacrosse field is required, the Participating Owners in Block 51-1 will provide financial compensation to the City upon the receipt of a demand and in an amount stipulated by the City to allow for the relocation or loss of the lit soccer/lacrosse field and the re-engineering of the swale within the Creditview Park, in accordance with the City's larger redevelopment plan for the park.

Should the relocation of a lit soccer/lacrosse field not be required but the City determines to acquire the 1.3 hectare parcel depicted on Schedule "F", the Participating Owners in Block 51-1 agree to transfer the land to the City which the City agrees will be eligible for a parkland credit pursuant to the *Planning Act*.

g. Local and collector road standard and sidewalk policy

In accordance with the Alternative Development Standard policies in the Mount Pleasant Secondary Plan, the City agrees to apply the alternative development standards for roads within Area 51. Within Area 51, the City will impose a local road cross section with a minimum 16.5 metre right of way and a requirement for one (1) sidewalk only adjacent to local roads, the locations of which will be determined at the block plan stage. The City will impose a minor collector road cross section with a 21.5 metres right of way which will require the construction of two (2) sidewalks. Based on additional secondary plan transportation work and a Municipal Class Environmental Assessment to be completed through the Block Planning process, the role and function of the Spine Road will be confirmed. The City acknowledges that the Participating Owners support a 24 metre right of way for the Spine Road within Area 51. The City will consider an alternative standard to the Spine Road, and may adopt and/or adapt its existing Spine Collector Alternative Development Standard that has been applied elsewhere in the City.

h. Storm pond standards

The City will consider alternative storm pond standards and will endeavour to adopt innovative storm pond standards, subject to the City's review and acceptance of the submission made by the professional engineering firm retained by the Participating Owners in Area 51, a copy of which is attached as Schedule "G".

g. Cost sharing policy

The City will include within the cost sharing policy of the Secondary Plan a reference to this Memorandum of Understanding and the requirement that all landowners within Area 51 comply with its terms and any subsequent agreements that are entered into to implement the provisions of the Memorandum of Understanding, in accordance with the cost sharing policy provisions of the Secondary Plan.

5. Execution Arrangements for Memorandum of Understanding

This Memorandum of Understanding may be executed by the City and the Participating Owners in counterpart and such counterpart execution shall have the same force and effect as if all parties hereto executed the same document.

6. The following schedules Form part of, this Memorandum of Understanding. These schedules have not been attached to Appendix G, however, copies of schedules are available from the City of Brampton (Legal Services Department, Planning, Design and Development Department and City Clerk’s Department) and can be viewed on the City website as part of Schedule C to a report dated February 9, 2010 entitled “Official Plan Amendment and Mount Pleasant Village Mobility Hub Infrastructure Funding Strategy Memorandum of Understanding” that was approved at the February 10, 2010 meeting of Brampton City Council (refer to Item I8-6-1 on the Council agenda):

Schedule "A"	Staff Recommendation Report
Schedule "B"	Intentionally Deleted
Schedule "C-1"	Reference Plan Depicting ISF Lands
Schedule "C-2"	Reference Plan Depicting Joint Use Facility Block within ISF Lands
Schedule "D"	James Potter Road Plan
Schedule "E"	Implementation principles for the Mount Pleasant Subwatershed Study
Schedule "F"	Creditview/Sandalwood Park – Land Configuration Plan
Schedule "G"	Participating Owners' Storm Pond Design Submission
Schedule "H"	Sample Development Charge Credit Calculation Applicable to MPV Owner

PART II

The terms contained in Part II of this Memorandum of Understanding will bind only the Participating Owners. The City is not party to, nor has it expressed any opinion regarding any term contained in Part II of this Memorandum of Understanding or Schedule thereto.

1. Landowner cost sharing of ISF Works costs and related expenditures

\$2,800,000.00 of the MPV Owner's contribution towards the non-recoverable component of the ISF Works costs (\$1,000,000.00) and costs for related works that are outside the scope of the ISF Project (\$1,800,000.00) will be shared among the MPV Owner, Block 51-1 and Block 51-2 based upon the net developable area within each of these three

areas, as set out at Schedule "I", which sharing ratios shall not be subject to future adjustment.

On or before the date the first plan of subdivision is registered within Block 51-1, the Participating Owners in Block 51-1 will address the repayment of the proportionate sharing obligation of the \$2,800,000.00 attributable to Block 51-1 as set out at Schedule "I", as well as any front-ending of the cost attributable to Block 51-2, in a distinct cost sharing agreement with the MPV Owner.

On or before the date the block plan for Block 51-2 is approved, the Participating Owners within Block 51-2 will remit to the MPV Owner the portion of the ISF Works contribution of \$2,800,000.00 that is attributable to Block 51-2, as set out at Schedule "I".

The Participating Owners agree to the inclusion of the \$2,800,000.00 ISF Works contribution on the basis of the cost sharing ratios set out above and in any other cost sharing arrangements or agreements applicable within Block 51-1 and Block 51-2 as set out at Schedule "I".

2. Landowner cost sharing of partial value of ISF Lands

Each landowner within Block 51-1 and Block 51-2 will reimburse the MPV Owner for its proportionate share of the difference between the credits made available by the City and the fair market value of the ISF Lands. The difference in value shall be fixed in the amount of \$1,080,558.00 based upon the calculation set out at Schedule "I". The cost will be apportioned based upon the net developable area within each of the Mount Pleasant Village, Block 51-1 and Block 51-2 in accordance with Schedule "I" and the distribution among these three planning areas shall be fixed.

On or before the registration of the first plan of subdivision within Block 51-1, the Participating Owners in Block 51-1 will address the payment of Block 51-1's proportionate sharing obligation for the \$1,080,558.00 in non-recoverable ISF Land value, as set out at Schedule "I" as well as any front-ending obligations for the portion of the cost attributable to Block 51-2, in a distinct cost sharing agreement with the MPV Owner.

On or before the block plan for Block 51-2 is approved, the Participating Owners within Block 51-2 will remit to the MPV Owner the portion of the non-recoverable ISF Land value of \$1,080,558.00 that is attributable to Block 51-2, as set out at Schedule "I".

The Participating Owners agree to the inclusion of this cost in the cost sharing agreements applicable within Block 51-1 and Block 51-2.

3. Landowner cost sharing of contribution to public transportation buses

The MPV Owner and all landowners within each of Block 51-1 and 51-2 will share in the fixed contribution of \$2,000,000.00 towards the cost of three (3) City buses. The cost will be shared among the Mount Pleasant Village, Block 51-1 and Block 51-2 based upon the net developable area within each of these three planning areas, as set out at Schedule "I", which sharing ratios shall not be subject to future adjustment. Payment obligations will be triggered based upon the registration of plans of subdivision within Area 51 in the following stages;

- (A) \$666,667.00 – registration of 3000 residential units,
- (B) \$666,667.00 – registration of 6000 residential units,
and
- (C) \$666,667.00 – registration of 9000 residential units.

Payment shall be owing by the MPV Owner and Participating Owners within each of Block 51-1 and Block 51-2 in the order of plan of subdivision registration and to the extent plans of subdivision have been registered within each planning area, it being the intention that the Participating Owners who develop land first will retire their obligation for all land within their respective planning areas, in total, before the obligation to contribute is triggered for Participating Owners within each planning area who develop subsequently. The Participating Owners agree to the inclusion of this cost in the cost sharing agreements applicable within Block 51-1 and Block 51-2.

4. Landowner cost sharing of James Potter Road land costs and James Potter Works

(A) James Potter Land

The landowners within Area 51 will compensate the MPV Owner for their proportionate share of the James Potter Land at a fixed value of \$6,450,496.00. The cost will be apportioned among each of the Mount Pleasant Village, Block 51-1 and Block 51-2 in accordance with Schedule "I" and the distribution among these three planning areas shall be fixed.

Payments shall be made by landowners in Block 51-1 and Block 51-2 to the MPV Owner on or before each plan of subdivision, site plan or other land division is finally approved and a release is sought from the CSA Trustee for the subject cost sharing agreement. The Participating Owners agree to the inclusion of this cost in the cost sharing agreements applicable within Block 51-1 and Block 51-2.

Among landowners within each of Block 51-1 and Block 51-2, the James Potter land cost will be apportioned based upon the net developable area within each Participating Owner's land ownership, as compared to the total net developable area within the applicable planning area. Payments shall be made by landowners in Block 51-1 and Block 51-2 to the MPV Owner on or before each plan of subdivision, site plan or other land division is finally approved and a release is sought from the CSA Trustee for the subject cost sharing agreement. The Participating Owners agree to the inclusion of this cost in the cost sharing agreements applicable within Block 51-1 and Block 51-2.

(B) James Potter Works

Non-recoverable costs

The landowners within Area 51 will share in the cost to construct the James Potter Works by contributing to the portion of the cost that is not subject to a development charge credit or recovery from the City. The non-recoverable component of the cost will be fixed in the amount of \$1,692,277.00 and apportioned among each of the Mount Pleasant Village, Block 51-1 and Block 51-2 in accordance with Schedule "B". The distribution percentages among these three planning areas shall also be fixed.

Among landowners within each of Block 51-1 and Block 51-2, the non-recoverable portion of the James Potter Works cost will be apportioned based upon the net developable acreage within each land ownership as compared to the total net developable area with the applicable planning area. Payments shall be owing by all landowners within Block 51-1 and Block 51-2 on or before each plan of subdivision or other land division is finally approved and a release is sought from the CSA Trustee for the subject cost sharing agreement. The Participating Owners agree to the inclusion of this cost in the cost sharing agreements applicable within Block 51-1 and Block 51-2.

Front-ending of recoverable costs

All landowners within Area 51 who proceed with development before the James Potter Works have been completed or all of the available development charge credits or recoveries are available, shall be entitled to assist in the front-ending of the costs associated with the James Potter Works. The Single Source Delivery Agreement that the MPV Owner enters into with the City will allow for the pooling of development charge credits and recoveries among the MPV Owner and any other landowners within Area 51 who contribute to the funding of the James Potter Works.

Dated this 10th day of February, 2010.

-----END OF DOCUMENT-----

1367933 ONTARIO INC.

Per:

Per:

I/we have authority to bind the corporation

2044831 ONTARIO INC.

Per:

Per:

I/we have authority to bind the corporation

**NORTHWEST BRAMPTON
INVESTMENTS INC.**

Per:

Per:

I/we have authority to bind the corporation

**NORTHWEST BRAMPTON
DEVELOPMENTS INC.**

Per:

Per:

I/we have authority to bind the corporation

WALNESS DEVELOPMENTS INC.

Per:

Per:

I/we have authority to bind the corporation

AMBER FIELDS LTD.

Per: _____

Per: _____

I/we have authority to bind the corporation

ASHWID DEVELOPMENTS INC.

Per: _____

Per: _____

I/we have authority to bind the corporation

CREDITVIEWMAYFIELD CORP.

Per: _____

Per: _____

I/we have authority to bind the corporation

FANSHORE INVESTMENTS INC.

Per: _____

Per: _____

I/we have authority to bind the corporation

**GOLD PARK ROUNTREE
DEVELOPERS INC.**

Per: _____

Per: _____

I/we have authority to bind the corporation

MATTAMY (CREDIT RIVER) LTD.

Per: _____

Per: _____

I/we have authority to bind the corporation

MATTAMY (WANLESS) LIMITED

Per: _____

Per: _____

I/we have authority to bind the corporation

**PARADISE HOMES NORTH WEST
INC.**

Per: _____

Per: _____

I/we have authority to bind the corporation

PARADISE HOMES NW INC.

Per: _____

Per: _____

I/we have authority to bind the corporation

PL VENTURES INC.

Per: _____

Per: _____

I/we have authority to bind the corporation

**PRIMONT HOMES
(MOUNT PLEASANT I) INC.**

Per: _____

Per: _____

I/we have authority to bind the corporation

**PRIMONT HOMES
(MOUNT PLEASANT II) INC.**

Per: _____

Per: _____

I/we have authority to bind the corporation

ROSSMA DEVELOPMENTS INC.

Per: _____

Per: _____

I/we have authority to bind the corporation

SABRO DEVELOPMENTS INC.

Per: _____

Per: _____

I/we have authority to bind the corporation

**EMPIRE COMMUNITIES (MOUNT
PLEASANT) INC.**

Per: _____

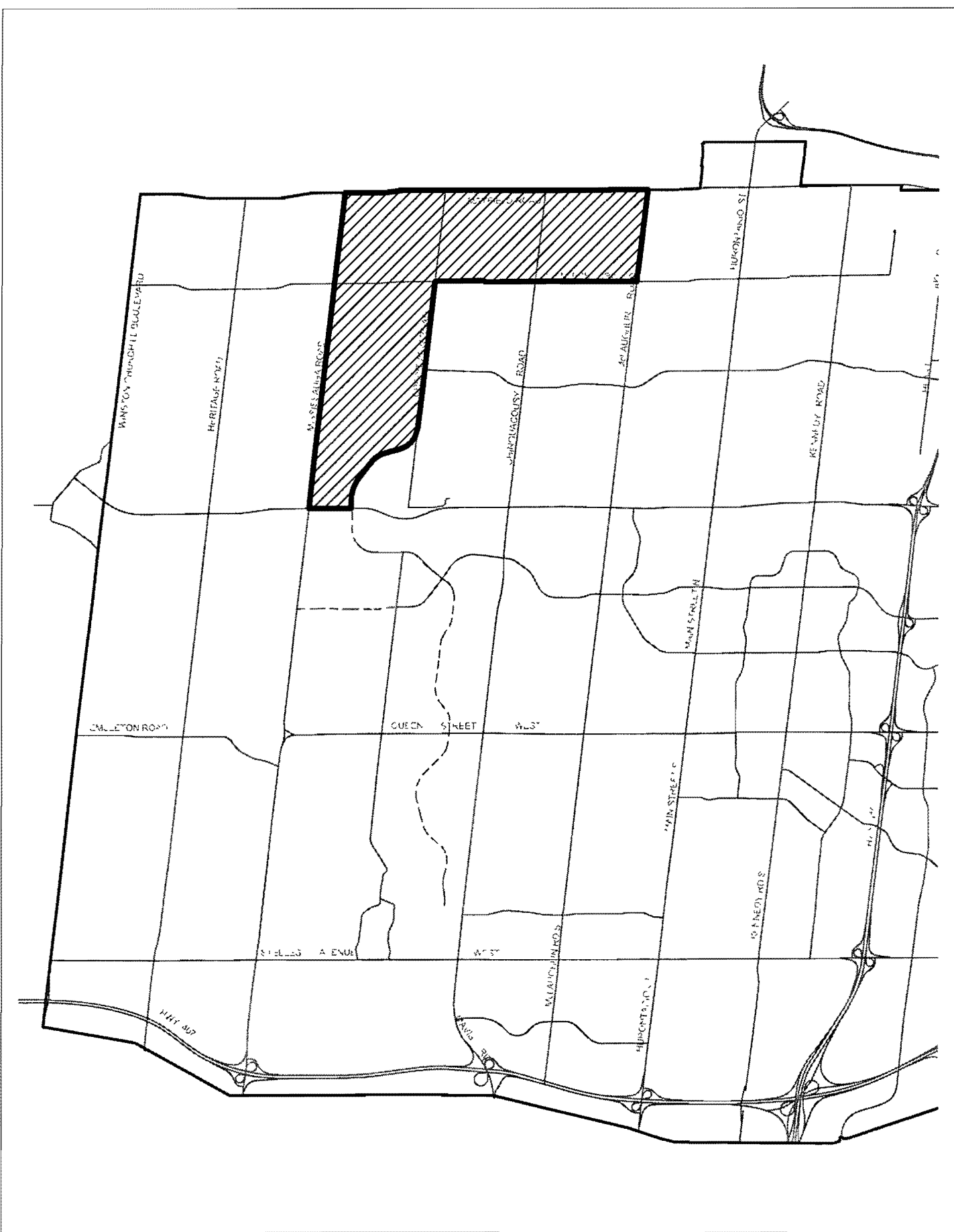
Per: _____

I/we have authority to bind the corporation

**CORPORATION OF THE CITY OF
BRAMPTON**

Per: _____
City Manager

Per: _____
Commissioner of Finance and Treasurer



LEGEND



Mount Pleasant Secondary Plan Area Boundary

BRAMPTON
 Flower City
 PLANNING, DESIGN & DEVELOPMENT

0 500 1000 1500 2000 2500
 Metres

File SP51.A.06032009 Date 2010/01/08

KEY MAP
MOUNT PLEASANT SECONDARY PLAN AREA No. 51