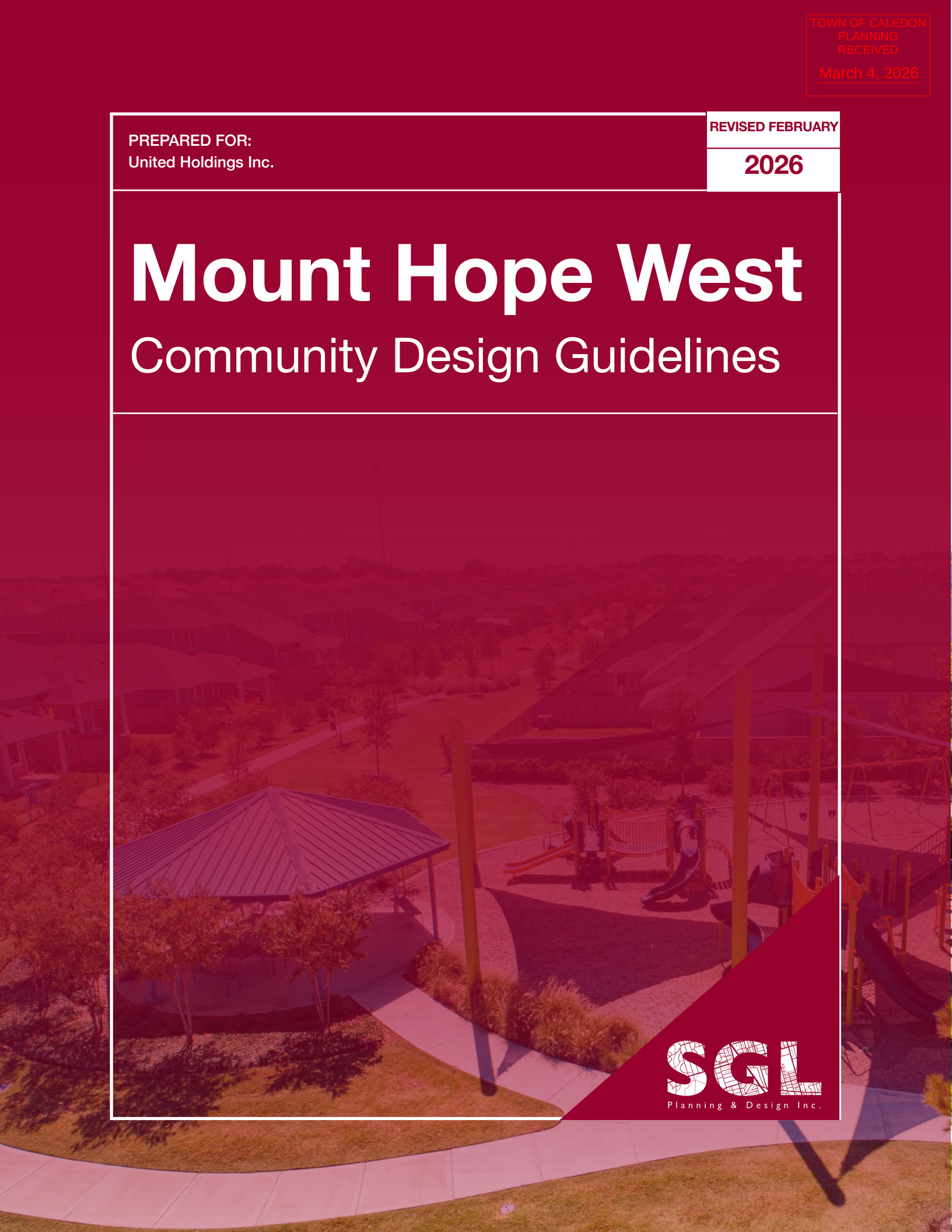
PREPARED FOR:
United Holdings Inc.

REVISED FEBRUARY
2026

Mount Hope West

Community Design Guidelines



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Note: All the images and illustrations found in this document are conceptual representations of the intended design and should not be construed or interpreted literally as what will be constructed.

1 Introduction & Community Design Vision

1.1 Purpose of the Guidelines

The Mount Hope West community is being planned as part of Caledon's New Community Area and is envisioned to develop as a compact, connected neighbourhood with a variety of housing options and access to a central neighbourhood park.

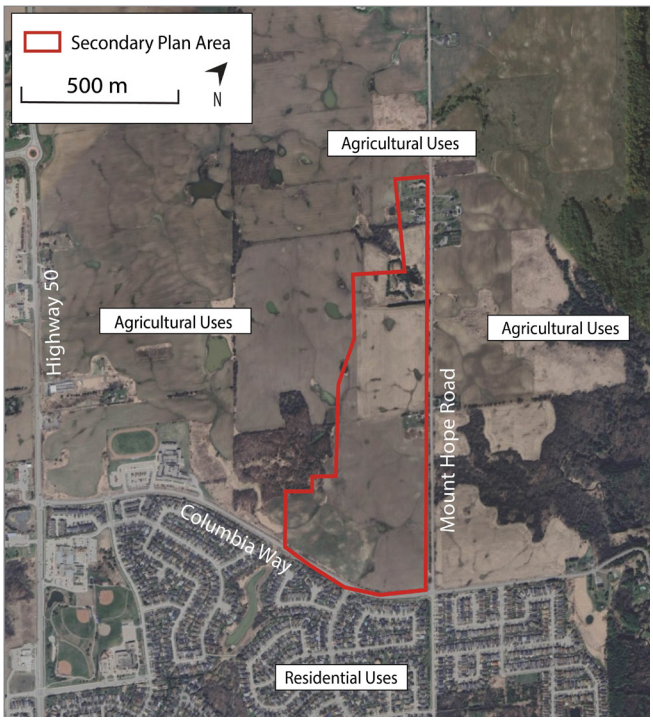
The **Mount Hope West Community Design Guidelines** (Design Guidelines) build on the policies of the Mount Hope West Secondary Plan and establish a cohesive framework for the design and development of the new community. The Design Guidelines provide direction for the design of the public and private realm, including built form and sustainable development, in support of creating a complete community.

The Design Guidelines reflect best practices in community design, as well as direction from the **Future Caledon Official Plan** and the **Comprehensive Town-Wide Design Guidelines**. The Design Guidelines support the implementation of the Secondary Plan and future Draft Plan of Subdivision and are to be read in conjunction with the Official Plan and Comprehensive Zoning By-law.

Creativity and context sensitivity is encouraged to achieve the intent of this document and alternative approaches may be considered where it can be demonstrated that overall objectives are being met. Implementation and detailed design will be informed by practical site constraints, technical studies, servicing requirements and overall feasibility.

1.2 Community Area and Context

1.2.1 Mount Hope West Area

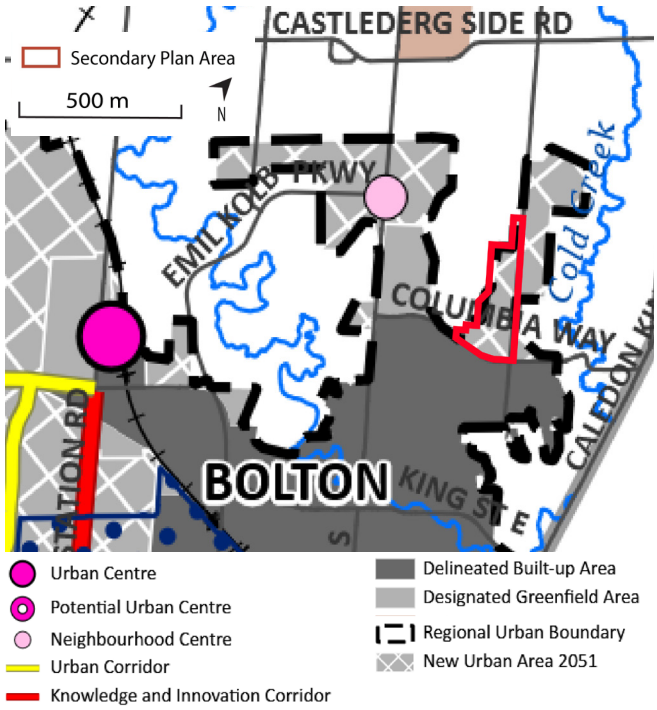


Aerial Context Map

The Mount Hope West Area comprises of approximately 33.5 gross hectares of land and is bordered by Mount Hope Road to the east, Columbia Way to the south and the Greenbelt Plan Area to the north and west. The majority of the Mount Hope West Area consists of agricultural fields, with only three residential dwellings fronting onto Mount Hope Road.

The Mount Hope West community is located immediately north of the existing Bolton Settlement Area, which currently accommodates a wide range of residential, commercial, office and industrial uses. Development of the Mount Hope West Area will form part of the overall Bolton Community as envisioned by the Future Caledon Official Plan.

1.2.1 Future Caledon Land Use



Future Caledon Official Plan Schedule B2 - Growth Management

The Region of Peel Official Plan and Future Caledon Official Plan both designate Mount Hope West Area as New Community Area. The lands designated New Community Area to the east of Mount Hope Road will be planned through a separate secondary planning process.

Mount Hope Road and Columbia Way are identified as Collector Roads. Columbia Way connects the Mount Hope West Area to the broader Arterial Road network to the east and west. The Town's Future Caledon Official Plan identifies a proposed east-west Collector Road connecting the Bolton North Hill Secondary Plan to Mount Hope Road, north of the Mount Hope West Secondary Plan Area.

1.4 Community Vision

The Mount Hope West community will form part of Bolton's residential communities to the north and will offer a range of **new housing types**, **densities** and **sizes**, as well as **community-oriented commercial uses** and **open spaces** to meet the day-to-day needs of residents.

1.5 Guiding Principles

Provide a wide range and mix of housing types, densities, sizes and tenures that will provide families and individuals options throughout the community.

Prioritize high-quality urban design and built form throughout the community;

Create a well-connected and walkable community with a centralized neighbourhood park space.

Focus higher densities and a commercial node to the south of the Secondary Plan Area, prioritizing the creation of a gateway into the community from Columbia Way.

Ensure the protection of Caledon's natural features and areas.

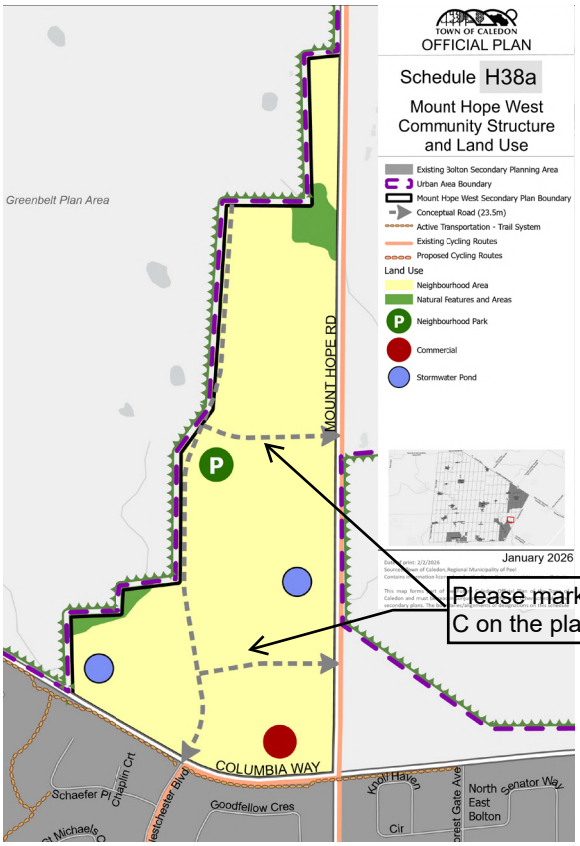
Support the creation of a sustainable community through compact and resilient community design,built form and site design.

2 Community Design Framework Plan

2.1 Overview

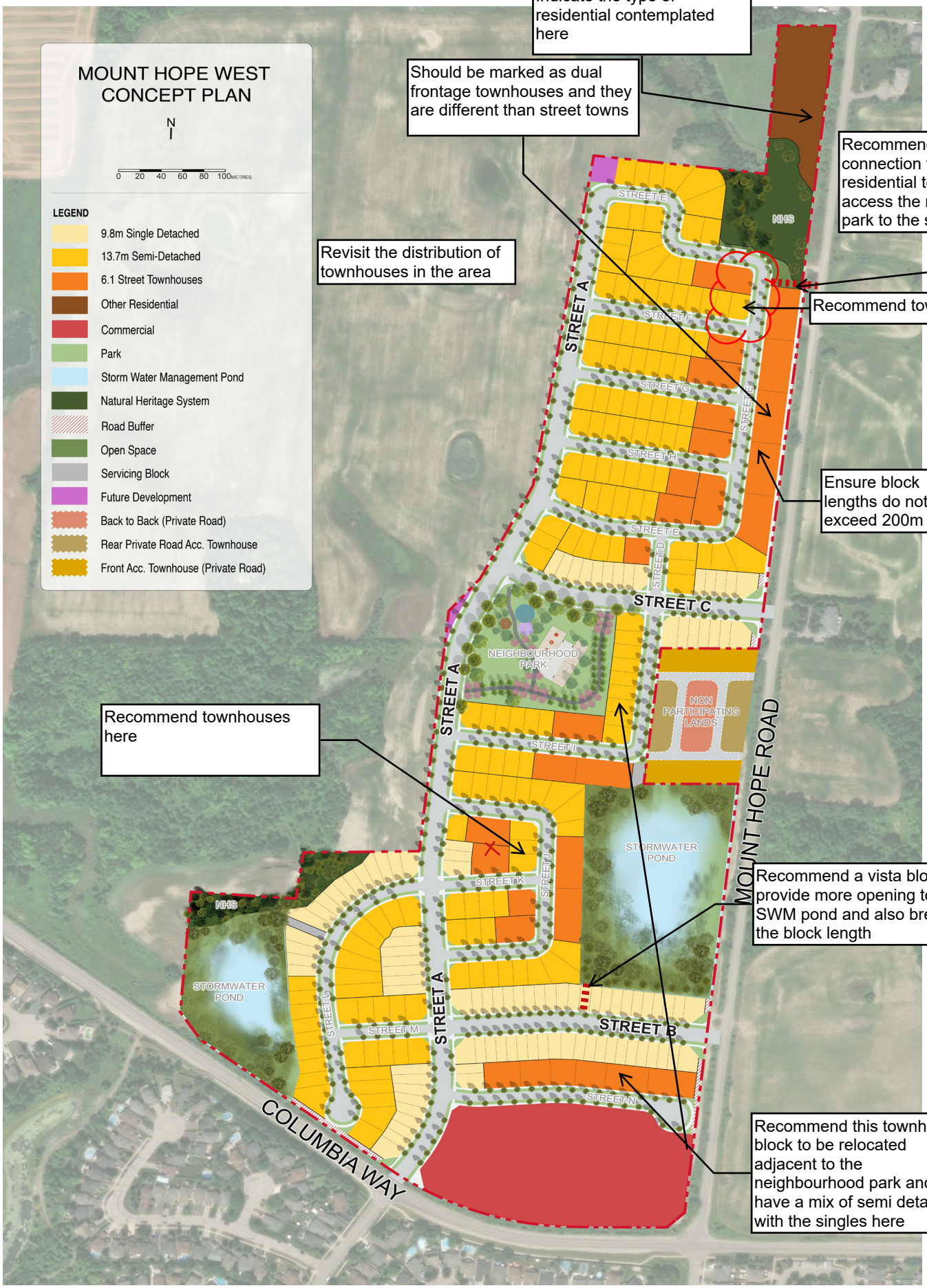
The Mount Hope West Secondary Plan proposes to designate the entire community as **Neighbourhood Area**, allowing for a wide range of housing types alongside parks and neighbourhood-scale commercial uses. The Mount Hope West community integrates a mix of single detached, semi-detached and townhouse dwellings, oriented around a central 1.42 hectare neighbourhood park. A neighbourhood-scale commercial block is located along Columbia Way, which will serve as the gateway into the new community.

As delineated on the adjacent **Land Use Plan** and further detailed on the **Community Concept Plan** below, a new road is proposed to connect north-south through the community from Columbia Way to the south, opposite Westchester Boulevard (Street A). Street B and Street C will connect east-west, providing connections to Mount Hope Road. Local roads will service the residential blocks.



Mount Hope West Land Use Plan

Community Concept Plan

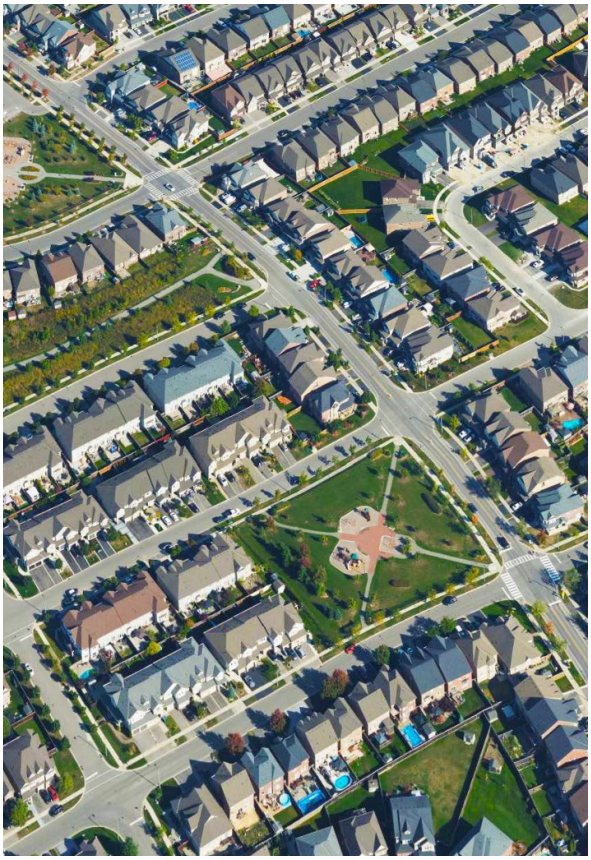


3 Public Realm and Streetscape

3.1 Streets and Blocks

Section 4.2 of the Comprehensive Town-Wide Guidelines, March 2025 provides general guidance on the design of streets and blocks in Caledon. In accordance with the Town-Wide Design Guidelines, the Mount Hope West community will develop based on a well-defined, modified grid network of streets. The street and block network will be planned to balance the needs of pedestrians, cyclists and motorists while ensuring the natural edges of the community are well-defined.

Block depths have been designed to maximize pedestrian activity and density while allowing for a compact mix of built form typologies and accommodating adequate setbacks. A variety of distinct streetscape elements will be incorporated into the design of the community streets. Where possible, the street network has been designed to create views and provide public access into the central neighbourhood park, eastern stormwater management pond and commercial block.



Example grid network providing views/access to parks

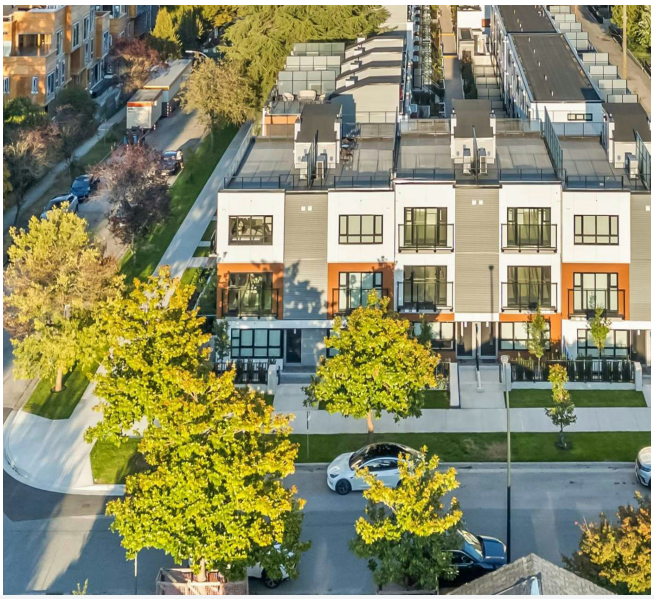
3.2 Streetscape Design

Well-designed streets are important to create vibrant and pedestrian-supportive streetscapes. Streetscape elements form an important part of the open space system and include components such as sidewalks, street trees and planting, street furniture, lighting and utility placement. Where possible, green infrastructure should be considered in the boulevard.

Clear sidewalk and safe, viable crossing

Streets throughout the community will be designed to be accessible, minimize speeds, provide access throughout the neighbourhood and foster a comfortable pedestrian environment. The majority of new streets within the community will include sidewalks on both sides, buffered from the travel portion of the street by street trees, as well as street furnishings in high pedestrian activity areas.

In addition to **Section 8** of the Town-wide Design Guidelines, the guidelines below set out specific streetscape design criteria for to be used in the development of the Mount Hope West community.



Streetscape design integrating trees, landscape and sidewalks

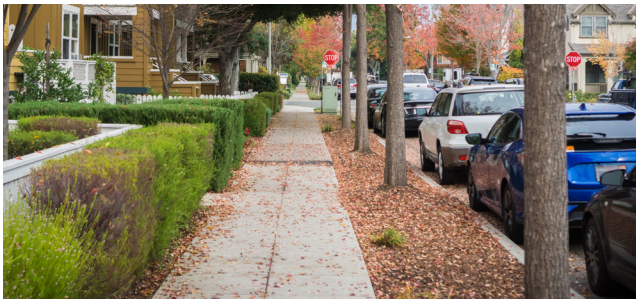
3.2.1 Sidewalk Guidelines

1. Construct all sidewalks to municipal standards, with their width responding to land use context and accessibility requirements, in compliance with the AODA.

2. Sidewalks should be direct, continuous, and generally located on both sides of the street.

3. Sidewalks should be designed to connect to other public realm components such as parks and open spaces and tie directly with any future trails and multi-use paths.

4. Design crosswalks to be highly visible to motorists and include clear, visible signage.



Continuous, accessible sidewalks within a landscaped streetscape

Highly visible crosswalk enhancing pedestrian safety

3.2.2 Street Furniture Guidelines

1. Coordinate street furniture in accordance with Town standards, including benches, lighting, waste and recycling bins, bollards, planters, bicycle parking and transit shelters, to establish a unified streetscape appearance.

2. Select street furniture to establish a distinct character for the residential areas of the community, as well as the mid-rise block and commercial block.

3. Locate street furniture in areas with the highest pedestrian traffic, including the central neighbourhood park, commercial block and mid-rise block.

4. Ensure street furniture is clustered for safety, provided at all future transit stops and located to minimize conflicts with pedestrian travel routes.

5. Ensure all street furniture is accessible to a variety of users, including different heights and configurations.

Coordinated and accessible street furniture

Benches and bins clustered to support pedestrian activity

3.2.3 Lighting Guidelines

1. Ensure the selection and placement of lighting fixtures is in compliance with Town standards.

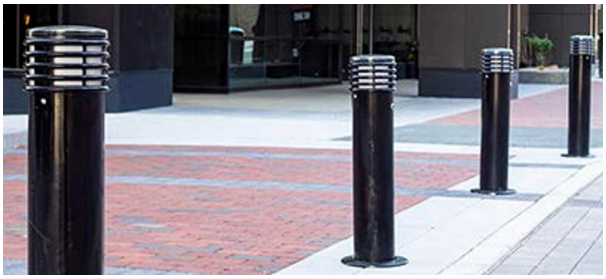
2. Design light fixtures to address functional requirements while supporting and enhancing the identity of the community.

3. Provide pedestrian lighting in areas with high pedestrian activity including the central neighbourhood park, commercial block and mid-rise block and along trails.

4. Select and place lighting fixtures to ensure “night sky” compliance as a component of sustainable design, with illumination directed downwards.

5. Consider opportunities for renewable energy use, such as solar-powered lighting along pedestrian paths and within parks.

Down-directed pedestrian lighting along trails and open spaces



Pedestrian-scaled lighting in high-activity areas

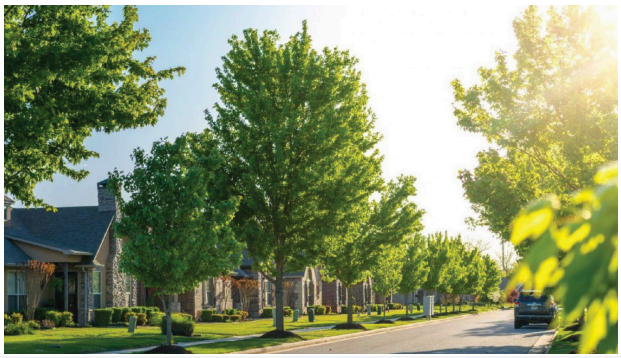
3.2.4 Street Trees, Planting and Low Impact Development Guidelines

1. Plant a variety of native street tree species in accordance with the Town's approved tree species list to enhance biodiversity and select species to support the character of distinct areas, including the neighbourhoods, central neighbourhood park, mid-rise block and commercial block.

2. Ensure tree species are tolerant to pollution, salt, drought and compaction.

3. Choose shade tree varieties in accordance with the Caledon Landscape Guidelines and ensure maximum soil volume is provided to maximize growth.

4. Consider incorporating low impact development strategies in boulevards, such as rain gardens, to help minimize overall stormwater management infrastructure, subject to the discretion of the Town.



Native street trees enhancing neighbourhood character

Boulevard rain gardens supporting low impact development

Street trees with adequate soil volume and plantings

3.2.5 Utility Guidelines

1. Ensure utilities within privately owned property are consolidated and screened from view.

2. Coordinate the location of street trees, landscaping and street furniture with underground and above-ground utilities.

3. Ensure utilities are strategically placed to mitigate visual impacts and avoid physical barriers to pedestrian flow, particularly within the mid-rise block and commercial block.

Screened and consolidated utilities integrated into design

4 Parks and Open Space

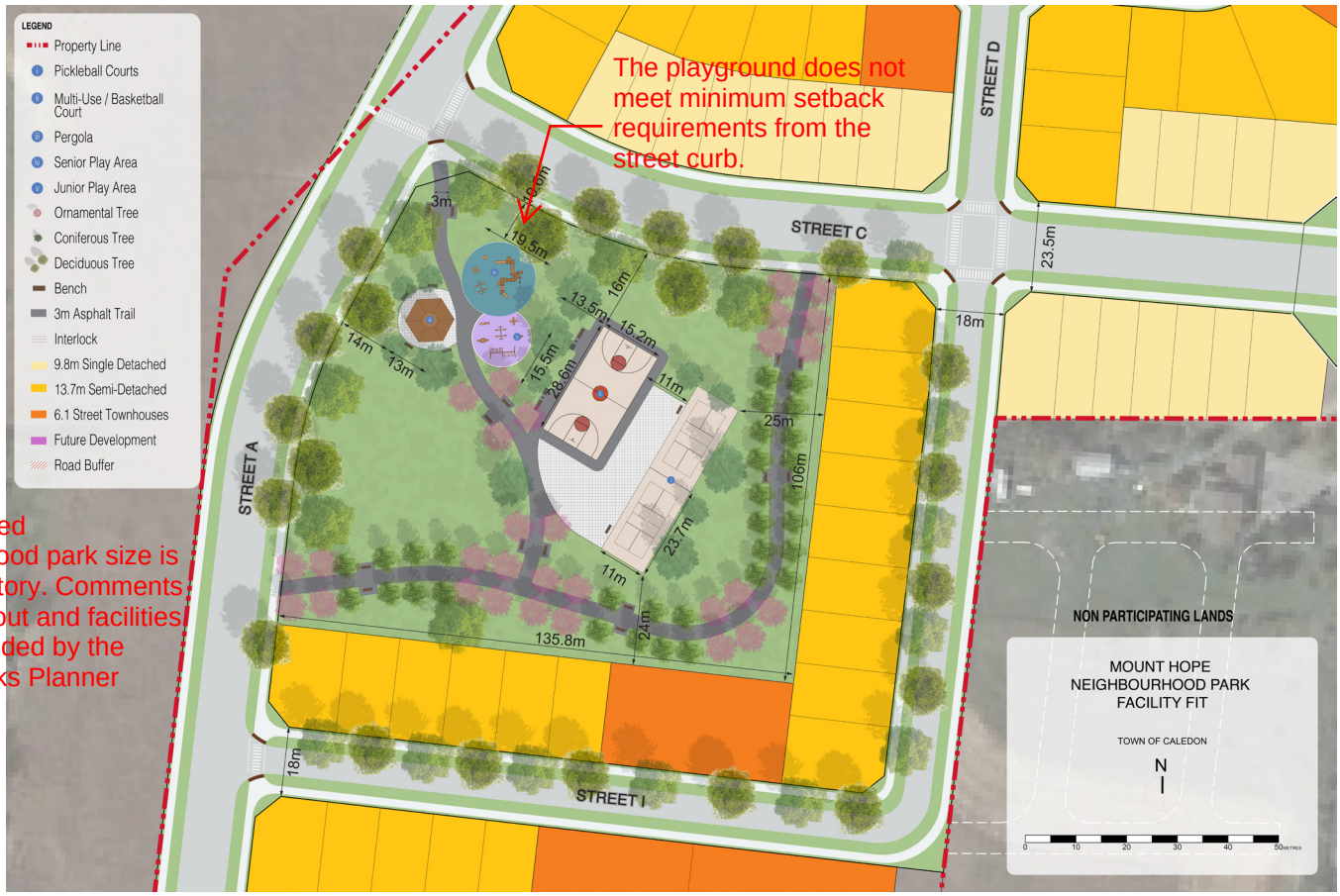
4.1 Overview and Facility Fit Plan

A 1.42 hectare neighbourhood park is proposed in the centre of the community, where all new residential units will be located within a 600 metre radius. The park's central location and size ensures all residents will be less than a 10-minute walk away.

The overall open space character of the community is complimented by two stormwater management ponds and the natural Greenbelt Area edges of the community. Parks, stormwater management ponds and interaction with the natural environment shall be planned and developed in accordance with the Town-wide Design Guidelines and the Caledon Landscape Design Guidelines. **Section 5.2** of the Town-wide Design Guidelines provides direction on the placement and design of parks and amenities across the Town. **Section 5.3** provides guidance for stormwater management facilities. The following provides specific design criteria for to be used in the development of the Mount Hope West community.

Mount Hope West Concept Plan

Facility Fit Plan



The proposed neighbourhood park size is not satisfactory. Comments on park layout and facilities will be provided by the Town's Parks Planner

A Facility Fit Plan was prepared for the 1.42 hectare neighbourhood park, illustrating the ability to accommodate a mix of active and passive recreation uses, as well as multiple connections into and out of the park and wide open spaces while maintaining required setbacks to each facility.

Connected open spaces, walkways, plantings and play areas

The Facility Fit Plan comprises of:

- Separate junior and senior play areas;
- Two pickleball courts;
- One multi-use/basketball court;
- Seating areas, shade structures and landscaping; and
- An asphalt trail through the park.

Junior and senior play areas with seating and shade structures

4.2 Park Design Guidelines

1. Integrate parks into the fabric of the surrounding community using walkways or open space connections to adjacent facilities, neighbourhoods, natural areas, trails and cycling routes.

2. Contribute to a healthy urban forest canopy by planting hardy, native tree species, shrubs, grasses and ground covers. Plant shade trees and structures to provide relief from the elements.

3. Provide high quality public amenities that enhance the user experience and provide opportunities for year-round use.

4. Provide accessible and visible bicycle parking.

5. Provide adequate lighting per the Town's Outdoor Lighting Standard Manual to ensure safe use throughout the seasons.

6. Consider proximity to natural areas and include the planting of native trees and buffer vegetation.

7. Maximize the urban forest and integrate green infrastructure through features such as shade trees and structures, permeable surfaces, flood protection, cooling stations, and water fountains.

8. Minimize back lotting and maximize exposure to surrounding public streets through single loaded roads. Design Neighbourhood Parks with a minimum 50% public road frontage.

9. Provide a variety of recreational amenities for people of all ages, including low to intermediate sports facilities, children's play equipment, seating and potable water fountains where feasible.

Neighbourhood park with play areas, sports court, seating and connected pathways

4.3 Stormwater Management Pond Guidelines

1. Ensure appropriate native planting is be used along the slopes of stormwater management ponds to help achieve a natural pond appearance.

2. Plant fast growing wetland species of trees and shrubs along the edge of stormwater management ponds to encourage rapid naturalization.

3. Ensure any utilities located within a stormwater management facility are screened from public view using planting, fencing or other built form features as appropriate.

4. Incorporate public walkways or trails alongside stormwater management ponds and where possible, integrate walkways into the wider pedestrian network of sidewalks and trails. Maintenance/access roads may double as public walkways.

Naturalized stormwater pond with native shoreline planting

Integrated walkway and viewing area along stormwater pond

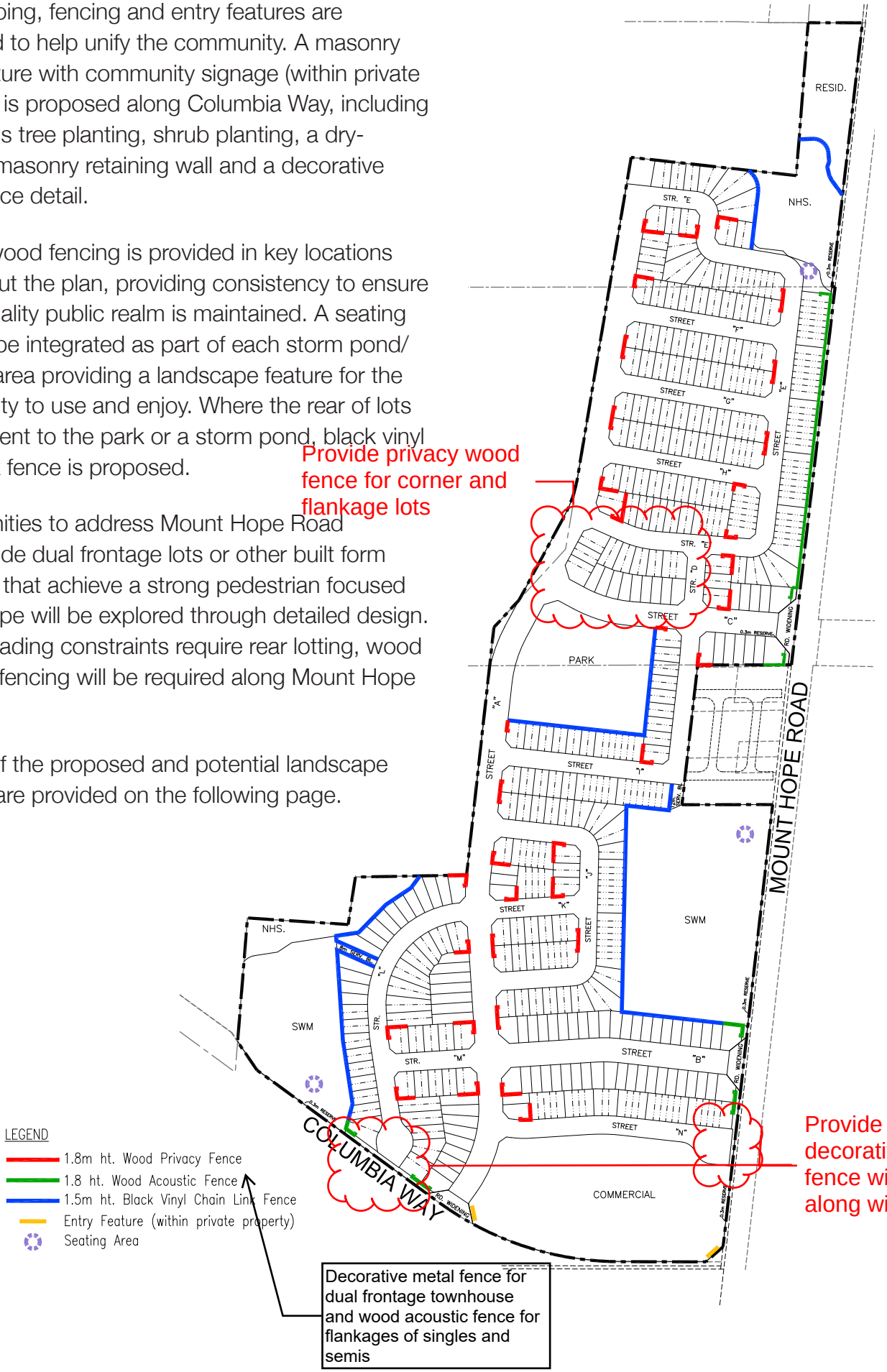
4.4 Landscape Design Elements

Landscaping, fencing and entry features are proposed to help unify the community. A masonry entry feature with community signage (within private property) is proposed along Columbia Way, including deciduous tree planting, shrub planting, a dry-stacked masonry retaining wall and a decorative metal fence detail.

Privacy wood fencing is provided in key locations throughout the plan, providing consistency to ensure a high quality public realm is maintained. A seating area will be integrated as part of each storm pond/ channel area providing a landscape feature for the community to use and enjoy. Where the rear of lots are adjacent to the park or a storm pond, black vinyl chain link fence is proposed.

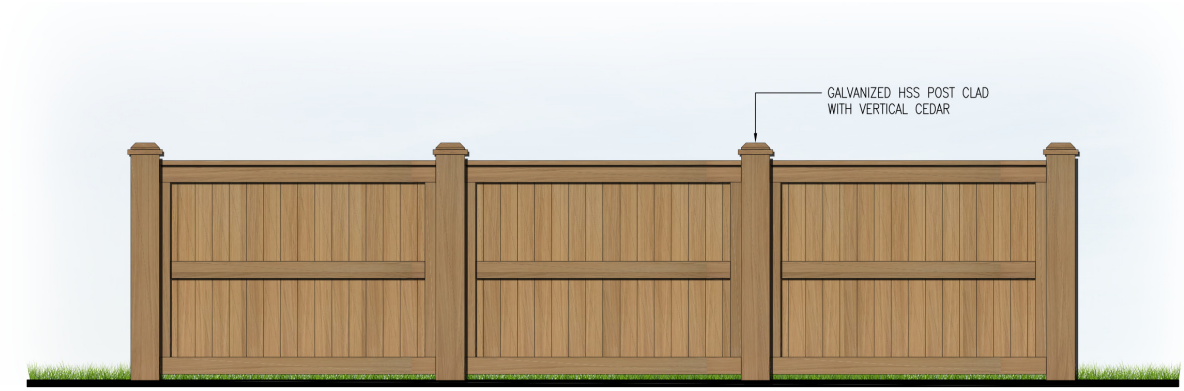
Opportunities to address Mount Hope Road and provide dual frontage lots or other built form solutions that achieve a strong pedestrian focused streetscape will be explored through detailed design. Where grading constraints require rear lotting, wood acoustic fencing will be required along Mount Hope Road.

Images of the proposed and potential landscape features are provided on the following page.



Entry Feature at Columbia Way and Street A

Wood Acoustic Fence Elevation Facing Mount Hope Road



WOOD ACOUSTIC FENCE ELEVATION
SCALE 1:50

Wood Privacy Fence Elevation

WOOD PRIVACY FENCE ELEVATION
SCALE 1:50

5 Built Form Guidelines

Site design and built form shapes the quality of the public realm and helps to define the character of community areas. Good design should be demonstrated through high-quality architectural and landscape elements. Sites and buildings in the Mount Hope West community should be designed with high-quality architectural and landscape elements, as well as an emphasis on the integration of sustainable development practices that support energy and water conservation and active transportation.

The majority of the new community accommodates a mix of single detached, semi-detached and townhouse dwellings. Mid-rise buildings up to 6-storeys may be considered in appropriate locations at the edges of the community. Housing mix will ensure there are options for a variety of groups, ages and income levels. There is also a commercial block along Columbia Way.

Section 9 of the Town-wide Design Guidelines provides direction on residential built form and sites. **Section 10** provides direction applicable to the proposed commercial block. The following provides design guidance to be used in the development of the Mount Hope West community.

A priority lot plan should be included in the CDG that can be further refined in the ACG for the draft plan of subdivison

Residential built form within a compact neighbourhood

Townhouse built form contributing to diverse housing

5.1 General Site Design and Built Form Guidelines

The following guidelines are intended to inform subdivision design, zoning implementation, and future detailed design, while encouraging high-quality and sustainable outcomes. They are to be applied in consideration of the current legislative framework and in recognition of applicable legislation, municipal standards and limits of the Town's authority.

1. Develop architectural styles and themes across the community in a coordinated manner that creates a vibrant streetscape appearance.

2. Create a sense of distinct identity, particularly through building scale, rhythm, fenestration patterns and architectural expression.

3. Encourage the design of buildings to utilize high quality, environmentally responsible materials chosen for their functional and aesthetic qualities, compatibility and energy efficiency.

4. Integrate a mix of unit types and variation in elevations across neighbourhood blocks.

5. Orient buildings and entrances to the street or adjacent park/open space where possible to establish an active streetwall.

6. Ensure corner lots have a high level of design detail. Provide equal and prominent design consideration for both building elevations. Main entries are encouraged to be oriented to the flanking lot line.

7. Define views and vistas through the appropriate placement of built form and landscaping, fenestration and building entrances.

8. Consider designs that utilize energy efficient, low carbon technologies and maximize solar gains. Enhance the use of passive building systems through building orientation to maximize passive solar energy gain and minimize energy loss from prevailing winds.

9. Reduce the urban heat island effect of large buildings and pavement areas by increasing shade, incorporating reflective paving and rooftop materials and increasing landscaped areas.

10. Where possible, use light coloured surface materials, such as concrete, light asphalt or light coloured unit pavers to decrease heat absorption and ambient surface temperatures.

11. Encourage rain leader systems to easily accommodate rain barrels or the incorporation of water cisterns for rainwater capture for garden maintenance.

Example of coordinated residential built form and streetscape character

5.2 Single and Semi-Detached Dwelling Guidelines

Single and semi-detached dwellings are proposed throughout the new community and occupy the majority of the northern half of the plan. Single and semi-detached dwellings will be designed in accordance with **Section 9.3.1** of the Town-wide Design Guidelines, in addition to the following guidelines.

1. Design single and semi-detached dwellings to both individually and collectively contribute to the character of the community.

2. Create a consistent street wall by designing dwellings to frame the street edge with a consistent setback. Front doors, windows and entry features should face the street.

3. Ensure each individual dwelling has appropriate architectural detailing and articulation consistent with its architectural style.

4. Ensure both halves of a semi-detached dwelling are compatible in terms of design expression. Symmetrical building elevations are encouraged. Asymmetrical elevations may be permitted provided it is complementary and harmonious to the overall dwelling.

5. Give prominence to the design of porches and entrance features.

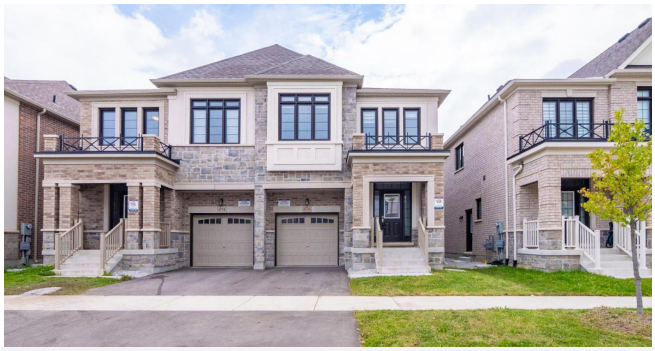
6. Generally set garages behind or flush with the main building face or accessed from a rear lane. Where a garage protrudes beyond the main front wall, it should be flush with the porch where possible.

7. Attached street-facing garages should be incorporated into the main massing of the dwelling to ensure they do not become a dominant element within the streetscape.

8. Consider the incorporation of front yard rain gardens and low maintenance yards.

Example compact built form

Example single detached built form



Example semi-detached built form

Example single detached built form

5.3 Street Townhouse Guidelines

Street townhouse dwellings are proposed to occupy the majority of the southern half of the plan. Townhouse dwellings will be designed in accordance with **Section 9.3.2** of the Town-wide Design Guidelines, in addition to the following guidelines.

1. Design the composition of the overall townhouse block to be visually compatible with surrounding streetscapes through complimentary architectural styles and features.

2. Design townhouse elevations to achieve a level of quality equal to adjacent single and semi-detached dwellings to promote visual integration.

3. Visually unite and articulate each townhouse block to provide variation between units.

4. Provide a variety of roof lines to break up the massing of the units and allow for sun penetration.

5. Provide a variety of visual elements and details, including front entries, wall articulation and bay and dormer designs to break up the roof/wall planes and provide interest to the streescape.

6. Ensure the side elevation of end units facing the street is designed to respond to their public exposure by means of articulated building faces, fenestration and detailing equal to the front elevation.

7. Where applicable, incorporate front garages into the main massing of the building designed to not become a dominant feature along the streetscape. Garages should generally not project beyond the front wall or porch of the dwelling.

8. For street-based townhouses, outdoor amenity areas may take the form of a conventional rear yard amenity space. For lane-based townhouses, outdoor amenity areas may take the form of a conventional rear yard amenity space or courtyard (with detached garages) and/or a functional raised terrace/ balcony (with integrated garages).

Townhouses with articulated façades, varied rooflines and prominent front entries contributing to an active streetscape

5.4 Stacked and Back-to-Back Townhouse Guidelines

Stacked and back-to-back townhouses are permitted within the mid-rise block located along Columbia Way in the southeast quadrant of the community and across Street A from the commercial block. Stacked and back-to-back townhouses are comprised of units that are stacked vertically and/or horizontally with at grade access. The design of stacked and back-to-back townhouses are subject to **Section 5.3** of these Guidelines, in addition to the following.

1. Ensure compatibility with existing context, height, massing and materials.

2. Design visible end units to have entrances, windows and architectural detailing to create interest and animate the elevation.

3. Provide barrier-free units that are directly accessible from grade wherever possible.

4. Below grade residential units are generally discouraged. Where unavoidable, the units should be designed to ensure sufficient sunlight is provided by combining a below grade level with an above-grade level to create a two-level unit or design units as “through-units”. Adequate setbacks and landscaped courts/amenity space should be provided in front of below grade units to enhance solar exposure.

5. Where front integral garages are proposed for back-to-back townhouses, they should be flush or recessed from the main wall of the dwelling and not occupy more than 50% of the front building width. Tandem garages are encouraged.

6. Provide shared private outdoor amenity spaces for the overall development of an appropriate size, shape, location and siting to maximize visibility and accessibility, with direct access to sunlight and sky views.

7. Common outdoor amenity spaces should be sited and designed as focal points, in the form of courtyards, children’s play areas, shared roof top terraces or plazas.

Example townhouse built form

Example townhouse built form

Example townhouse built form

5.5 Mid-Rise Building Guidelines

Mid-rise buildings up to 6-storeys may be permitted in appropriate locations at the edges of the community. Any future proposals for mid-rise buildings will be designed in accordance with **Section 9.4** of the Town-Wide Design Guidelines, in addition to the following guidelines.

1. Orient buildings to face and address public streets or intersections and locate them close to the street to main a strong street edge. Locate the greatest building heights and density towards the primary street frontage and intersections.

2. Design the base of the building to provide natural surveillance of the public realm and maximize connectivity by incorporating glazing, doors, windows, balconies and space for active at-grade uses.

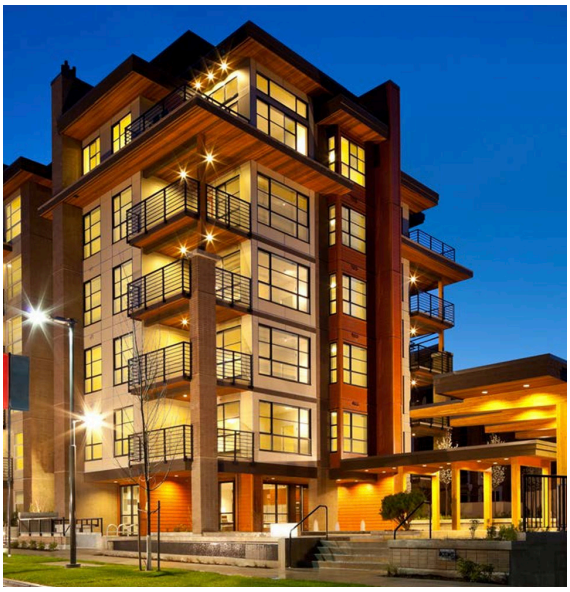
3. Break up the mass of the building through façade articulation of the base and middle and minimize massing with a maximum 60 metre length along the street.

4. Design all building sides with high quality, articulated massing and interesting architectural features that contribute to a sense of place and establish a human-scale.

5. Apply a variety of design approaches where appropriate to minimize shadow, overlook and privacy issues and achieve a compatible transition between adjacent ground-related dwellings including height transitions/step backs and increased setbacks.

6. Ensure sufficient space for pedestrian areas and walkways, landscaping and private outdoor amenity areas while relating well to adjacent streets and open spaces.

7. Where surface parking is permitted, locate parking in the side or rear yard behind the front main building wall, away from the primary street view. Underground parking structures will be prioritized.



Example mid-rise built form

Example mid-rise built form

Example mid-rise built form

Please provide a demonstration plan for the Commercial Area

5.6 Commercial Building Guidelines

A commercial block is proposed along Columbia Way, in the southwest quadrant of the community across Street A. The commercial block will be designed in accordance with **Section 10.1** of the Town-wide Design Guidelines, in addition to the following guidelines.

1. Consider the collective architectural composition of adjacent commercial buildings in terms of massing, roof lines, street relationship and visual impact.

2. Provide active at grade uses such as cafes seating and patios or spill out retail to encourage pedestrian activity.

3. Accentuate all public entrances by integrating intuitive signage, effective architectural features and hard and soft landscaping elements.

4. Provide expansive storefront windows for views to activities inside where possible, creating interest for pedestrians along the street.

5. Ensure main building entrances are grade-related, accessible and barrier-free, face the street/sidewalk where feasible and be given design emphasis.

6. Provide individual storefront identity through signage, façade design and articulation of storefront window treatments in keeping with the physical character of the street.

7. Provide pedestrian connections with direct, convenient and safe access to building entrances, public sidewalks and streets, amenity spaces, parking areas and transit stops. Pedestrian walkways should be clearly differentiated from vehicular paths of travel using distinctive paving matters and materials and physical separation (curbs) to promote pedestrian and non-vehicular safety and contribute to site orientation.

8. Screen parking from public view through the use of edge landscaping and/or architectural elements.

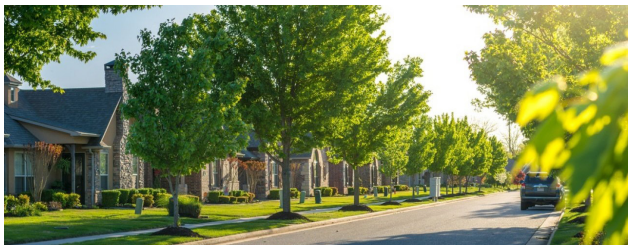
9. Where feasible, integrate low impact development techniques in site and building design.

Commercial built form with active storefronts, articulated façades and landscaped open space

6 Sustainable Design & Development

Sustainability is prioritized in the Mount Hope West community through an efficient use of land, a mix of land uses and open spaces, compact built-form and convenient pedestrian and cyclist mobility. The proposed plan creates a compact, connected and walkable community that provides transit-supportive densities closest to the Bolton Settlement Area, shorter development blocks based on a grid network, a neighbourhood commercial block for short convenience trips and an accessible and a central neighbourhood park.

A high standard of sustainable practices and techniques will be targeted through site and streetscape design, built form, infrastructure and all other parts of the built environment in accordance with **Section 6** of the Town-wide Design Guidelines.



6.1 Active Transportation and Transit Guidelines

1. Implement a pedestrian and cycling network within the community that provides safe, attractive and convenient access to focal points, open spaces and transit.
2. Design sidewalks, multi-use paths and trails to serve all ages and abilities by minimizing grading and sloping.
3. Provide accessible parking and/or storage for bicycles within the mid-rise residential and commercial blocks.
4. Design bicycle parking areas to be sheltered, well-lit and in proximity to building entrances.

Comment from the first submission remains outstanding: include a figure showing the trail network within the proposed development and connections to adjacent communities.

5. Consider the locations of future transit stops and shelters in street design.

6. Locate future transit stops in close proximity to active transportation routes and other community focal points, particularly the mid-rise residential block and commercial block.

7. Plant shade trees along sidewalks, multi-use paths and at transit stops.

Transit shelter integrated with active transportation infrastructure

6.2 Energy Conservation Guidelines

1. Where possible, ensure mid-rise residential buildings and commercial parking areas are EV ready for future integration of electric vehicle charging stations or equipment.

2. Enhance the use of passive building systems through orientation to maximize the potential for passive solar gain and natural ventilation.

3. Reduce the urban heat island effect of large buildings and pavement areas by increasing shade, incorporating reflective paving and rooftop materials and increasing landscaped areas.

4. Encourage all buildings are deigned to be solar ready.

5. Reflective, light coloured roofs are encouraged for mid-rise residential buildings in order to reduce solar heat absorption and building energy demand.

6. Reduce the urban heat island effect of large buildings and pavement areas by increasing shade, incorporating reflective paving and rooftop materials and increasing landscaped areas.

Electric vehicle charging infrastructure

Rooftop solar panels and green roof integration

Tree canopies contribute to shade and urban heat island reduction

6.3 Water Conservation and Management Guidelines

1. Where possible, utilize rainwater harvesting techniques to use stormwater resources for irrigation. Where feasible, integrate bio-retention swales as an effective technique for managing stormwater within expansive areas of runoff. These may include swales, vegetated islands or rain gardens.

2. Select paving alternatives that allow for increased permeability and infiltration while accommodating circulation and maintenance requirements. The use of permeable or porous materials, such as open joint pavers, porous concrete or asphalt, and/or precast turf/grid products is encouraged.

3. Implement roof downspout disconnection to prevent water from reaching the sewer system and allow it to be managed on site, whether through a storage device, permeable surfaces or an infiltration system.

Bio retention swale for stormwater management

Rain garden integrated within the streetscape

6.4 Softscaping Guidelines

1. Naturalized, low maintenance planting shall be provided where appropriate.

2. Plant street trees with sufficient soil volumes to reach maturity between the curb and the sidewalk, with the intent of creating a continuous canopy on both sides of the street. Provide access to appropriate soil volumes for newly planted trees or tree-specific soil volume indicated in municipal tree species guide.

3. Utilize xeriscape planting techniques and select drought-tolerant species from local climate zones wherever possible to conserve water.

4. Plant species (trees, shrubs and herbaceous plants) should be native and non-invasive, wherever possible.

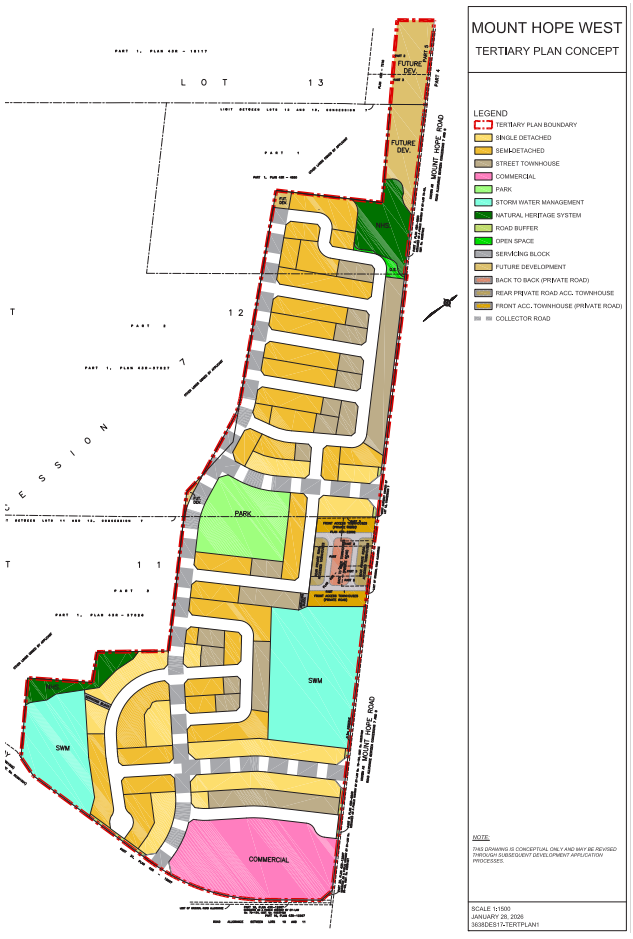
5. Landscape features, such as berms, tree and shrub groupings, and ‘green’ walls shall be utilized to screen undesirable views to adjacent or nearby uses and on-site servicing areas.

Native street tree planting with adequate soil volume

7 Implementation

The Mount Hope West Community Design Guidelines have been prepared in support of the Secondary Plan and Tertiary Plan, which was approved by Town Council in February 2026. This document is intended to guide the Draft Plan of Subdivision and future detailed design, including municipal public realm improvements within the public right-of-way.

Where refinements are required through detailed engineering and landscape design, the Design Guidelines will continue to inform implementation to ensure consistency with the overall vision and structure of the community. The recommendations and illustrations contained in this document are intended to provide guidance and are subject to detailed design, applicable legislation and regulations, including the Ontario Building Code, engineering standards and other municipal requirements. For further implementation details, refer to **Part E** of the Comprehensive Town-Wide Design Guidelines.



Approved Tertiary Plan

SGL

Planning & Design Inc.