



Corporate Report

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CD.21 - DOW

DATE: June 9, 2009

TO: Chairman and Members of the Planning and Development Committee
Public Meeting Date: June 29, 2009

FROM: Edward R. Sajecki
Commissioner of Planning and Building Department

SUBJECT: **Downtown21 – Conceptual Master Plan and Directions Report**

- RECOMMENDATION:**
1. That the report titled, “Downtown21 – Conceptual Master Plan and Directions Report”, be received for information; and
 2. That staff be directed to proceed with the Implementation phase of the Downtown21 Master Plan which will test and evolve the Plan to a point where it reflects market reality and is actionable.

BACKGROUND: The Downtown21 Master Plan process commenced in January 2009 and was publicly launched with a “Downtown21 Idea Exchange” on February 26, 2009. On March 11, 2009 the project team presented to City Council a summary of the feedback received over the course of the stakeholder interviews and a Framework Plan depicting “starter ideas” for the Master Plan. The “starter ideas” were presented to the public on the evening of March 12, 2009. The meeting attracted in excess of 250 participants who provided feedback.

Staff from across City Departments have continued to refine the “starter ideas” with input from downtown stakeholders. The result is a Conceptual Master Plan that was presented to the public on the evening of May 7, 2009. The meeting was well-attended by the public, attracting over 100 participants to listen to and provide their

feedback on the conceptual plan. At that time, attendees confirmed their general agreement with the evolution and direction of the plan.

STRATEGIC PLAN: Alignment with the Strategic Plan

Over the course of the “Our Future Mississauga – be part of the conversation” community engagement process, numerous ideas were collected from the public expressing a desire to see a more vibrant downtown. To respond to the wishes of the community, a Strategic Goal – “Creating a Vibrant Downtown” was created in the new Strategic Plan, under the Strategic Pillar for Change, Completing our Neighbourhoods. The Downtown21 Master Plan initiative (Downtown21) is in direct response to the public’s request for the creation of a vibrant downtown and is intended to develop the plan that will make it happen. Furthermore, Downtown21 has taken a comprehensive and strategic approach to developing a vibrant core for Mississauga. As a result, it crosses all five Strategic Pillars for Change of the Strategic Plan and will impact a total of 15 Strategic Actions and 10 actions listed for “future consideration” in the Action Plan.

COMMENTS: INTRODUCTION

Phase Two of the Downtown21 process is nearing completion. The process has successfully engaged City staff, politicians, key stakeholders, other levels of government (the Region of Peel and Credit Valley Conservation), and the public in the development of the plan. This Corporate Report provides a summary of the key findings of the first two phases, a summary of stakeholder input, as well as an overview of the work that will occur in Phase Three – Implementation.

MASTER PLAN DIRECTIONS

Attached as Appendix 1 to this report is the “Downtown21 Directions Report”, prepared by Glatting, Jackson, Kercher, Anglin. The report outlines the results of the extensive public engagement that took place in Phases One and Two, as well as key strategic moves required in Phase Three to make the plan a reality.

Six Key Principles Behind the Conceptual Master Plan

The key principles behind the Plan are as follows:

1. Build Multi -Modal:

A successful, vibrant and active downtown will first and foremost have to be walkable and support a range of transportation modes including walking, cycling, transit and the car.

Recommendations:

- Streets designed to encourage walking and cycling;
- Future development on small block sizes (400m perimeter) to maximize access and walking;
- Higher order transit in a five minute walk of anywhere in the downtown;
- Parking strategies that support good urban design, foster economic growth, and implement Transportation Demand Management; and
- Development patterns that put jobs, housing, and services within a walking distance of each other.

2. Create an Urban Place:

A downtown cannot be derived from a suburban built form. Developing a walkable, urban downtown is critical to re-branding the downtown as a unique GTA location with a high quality-of-place. The multi-cultural diversity of Mississauga demands a downtown that is unique, authentic and memorable.

Recommendations:

- Organize the downtown into unique districts with a specific focus and character;
- Celebrate and provide opportunities to showcase the city's cultural diversity and cultural arts initiatives;
- Continue to invest in new and existing public spaces (squares, parks and streets);
- Support a wide range of uses, scales and housing choices;
- Attract and locate post secondary educational institutions in the downtown; and
- Establish "urban" design standards and controls for streets, buildings and site design.

3. Go Green:

Downtown should showcase Mississauga's commitment to sustainability as both an economic development and resource consumption strategy.

Recommendations:

- Develop an area-wide energy approach such as District Energy and ENVAC;
- Employ LEED building practices for new development and neighbourhoods;
- Enhance and protect existing tree canopy;
- Establish new storm water management practices such as “green streets” and new storm water treatment areas; and
- Support a focused intensity of jobs and housing that is transit supportive and multi-modal.

4. Define a Development Framework:

The current policy framework that includes unlimited height and density with an “anything goes” approach to land use lacks necessary guidance, is an unpredictable planning regime, and acts as a disincentive to private investment.

Recommendations:

- Establish a Framework Plan that defines future streets, building frontage and design standards; and
- Define a new height regime that supports desired growth, establish reasonable development expectations, and assure predictable development patterns.

5. Establish a Focus:

The geography of downtown is too large to start just anywhere or everywhere. The limited resources of the City and participation of private stakeholders should be initially focused in a small, intense location.

Recommendations:

- Create a new “main street” as a vibrant example of what downtown could be;
- Establish an urban main street district with a mix of jobs, housing, retail, educational and civic uses;
- Link this district to existing public and private investment & surrounding neighbourhoods;

- “Pre-wire” to support higher order transit; and
- Focus (timing and geography) incentives, public investment and private development in this district to leverage economic development sooner rather than later.

6. Catalyze Employment:

The future of downtown has to strengthen existing office uses and catalyze new major employment to ensure long-term economic success and urban vitality.

Recommendations:

- Make downtown the “premier urban destination” for future office and creative economy employment growth in Mississauga;
- Attract and locate a “first-class” hotel and convention centre in the downtown;
- Access to higher order transit is imperative; and
- New solutions and partnerships for parking will be required.

Strategic Context/Area of Influence

Downtown21 should be considered in the context of larger city and provincial objectives. The conceptual Master Plan is aligned with the Province’s *Places to Grow Act* by setting out to manage growth by creating a predictable framework for development in a way that supports economic prosperity, sustainability, efficiency, complete communities and achieving a high quality of life for the residents of Mississauga. It also is a critical piece of the Hurontario Higher Order Transit work. Rapid transit along the corridor will provide a key city-building catalyst to the downtown and the downtown in turn will provide the greatest concentration of riders for the system. As such, Downtown21 becomes a critical piece of the business case for rapid transit along the Hurontario corridor and through the downtown.

Downtown as the Economic Engine

Downtown21 is fundamentally an economic strategy. Implementation of the Master Plan will position Downtown Mississauga as a place that embraces rich civic life, unique urban experiences and social diversity.

The Plan will provide the Downtown with a platform for long-term economic prosperity, fostering arts and culture, sustainability, tourism and serve as a catalyst for future office development.

Framework

A first stage in the development of the conceptual Master Plan is the creation of a Framework Plan. The Framework Plan envisions the downtown as a collection of districts, each with a different character, land use, function and scale. It defines a set of new streets and blocks for future development and provides a block structure at a walkable scale for the downtown and its land uses. Through the introduction of 'A' and 'B' Streets, guidance is provided to help site buildings and define where front doors and uninterrupted pedestrian streets should occur. Motor vehicle and service driveways would be restricted to 'B'-Streets, so that 'A'-Streets' sidewalks and building frontages are uninterrupted with their main pedestrian entrances and windows facing the 'A'-Street. This will create a framework of streets that create great addresses, provide pleasant walking environments and organize access for motorists and servicing needs. The framework plan envisions a balanced approach to mobility with improved pedestrian, cycling, transit and automobile connectivity as well as a new system of parks and open spaces.

Transit Downtown

Important to the success of Downtown Mississauga and how we position the downtown to meet the policy objectives as set out in *Places to Grow*, is the strategic location of any proposed Light Rail Transit (LRT) system route (and station locations) and its ability to catalyze significant development in the Downtown. Notwithstanding that the Hurontario Higher Order Transit Feasibility Study/EA process is contemplating various options for routing higher order transit, the Downtown21 study has placed six transit stations to:

- use the least length of track;
- provide convenient access (i.e., generally allowing most land uses in the downtown to be within a five minute

- walking contour) to a transit station;
- catalyze transit-oriented development in the stations' vicinities and in the downtown in general; and
- support the design intent of streets and districts.

Expanding on the third rationale for the station locations, the station locations also considered the presence of the tracks/route and the ability to:

- keep them in use by transit vehicles during special events; and
- be a better match with the streets' role and design intent when compared to parallel streets.

Focused Centre – “Main Street”

Downtown Mississauga encompasses an immense geographic territory. Toronto's Downtown Central Business District can easily be accommodated within the footprint of the Square One lands. Despite previous visions and well-intended policies, with such a large area and lack of focus, synergy between developments has been poor and the public realm weak. To rectify the situation and plant the seed for change we need to begin with a focused plan that builds upon existing assets.

A key strategy of the Conceptual Master Plan is to identify an initial focus area (six city blocks) concentrated around a Main Street. The focus area will build upon existing and planned investments – the Civic precinct (Civic Square investments), residential areas to the south, east and west, existing office buildings and Square One Mall. The role of Main Street is to provide the beating heart of the downtown or, in other words, to maximize social and economic exchange. The street will provide pedestrian-oriented, smaller scale, retail and entertainment opportunities; maximize access and walkability; have engaging, inviting and aesthetically-pleasing buildings; and be supported by higher order transit, public spaces, residences, and nearby educational, office, and mall uses. It will provide a vibrant and safe pedestrian-oriented place that attracts a

diversity of people. The Main Street focus area can be achieved in a short time frame (5-10 years) and upon completion will serve as a model for new downtown development.

A Cultural Opportunity

The Strategic Plan and the Arts and Culture Master Plan both speak to the need to create a vibrant and authentic cultural node reflective of Mississauga. In the Strategic Plan, there is discussion about the need to foreground our cultural identity in our urban form. The Arts and Culture Master Plan identifies two strategic initiatives that are of specific relevance to the main street focus area:

- a) Identify Cultural Nodes and Create an Artful Public Realm; and
- b) Attract and Support Creative Individuals - examine potential ways for the City to secure affordable live/work/performance space for artists and cultural organizations.

The Main Street can be a place for local artists, small scale entrepreneurs, restaurants, pubs etc. This will complement but not compete with Square One and will fill a cultural void that currently exists within our Downtown and city as a whole. Over the course of the Downtown21 Implementation Phase, we will explore the feasibility of making space available within the Main Street district that is desirable and affordable to artists, small-scale entrepreneurs and cultural organizations.

Affordable Housing and Community Uses

To build a vibrant, successful and equitable downtown, there must be a strong social component to the Downtown21 Master Plan. To this end, discussions are underway with the Region of Peel in an attempt to define requirements for the provision of affordable housing and a network of community uses to support the downtown. Setting targets and defining mechanisms to implement affordable housing and an

infrastructure of community support is not a simple exercise, nor is it an exact science. We will work closely with the Region of Peel over the course of the final phase of the Downtown21 plan to identify potential targets for the downtown as a whole and build a strong social component into the pro forma for the Main Street district.

Stakeholder Comments

Downtown21 has engaged a number of internal and external stakeholders. The following is a summary of key issues/concerns raised by stakeholders that will be addressed through the third phase of Downtown21:

Office Development:

- The next phase of Downtown21 should “test-fit a prototypical market driven office building on sites in the Study Area to determine the ability of the plan to support major office development; and
- Employment/population numbers for the Master Plan will need to be generated to understand implications on supporting infrastructure and community services/uses.

New Road and Street Network:

- Access issues and impacts upon car-carrying capacity in the downtown resulting from the introduction of rapid transit and a finer-grained block structure will need to be understood;
- Implications of a finer-grained block structure and the introduction of ‘A’-Streets and ‘B’-Streets should be understood to determine their impact on development and their ability to accommodate site specific situations;
- Concern about request for additional lands for roads; and
- Burnhamthorpe Road design/construction should be a first priority.

Transit:

- A solution as to how best to serve the existing 3 million sq ft. of office space on Robert Speck Parkway should be a priority;
- Implications of the Master Plan on the modal split prior to

higher order transit should be understood; and

- Public transit should be the most important priority.

Height and Land Use:

- Sound planning rationale will need to be developed to establish a new height regime in the downtown.

Parks and Open Space:

- Study is required to determine the appropriate ratio of parkland to developable land;
- The Plan should explore smaller open spaces versus large multi-acre parks; and
- Some landowners are not satisfied with the location of parkland on their lands.

Main Street:

- Significant restrictions exist on Square One lands related to tenant leases which will require extensive negotiation;
- The cost of replacement parking will be a substantial burden to making the Main Street a viable project;
- A detailed concept based on merchandising mix and a detailed pro forma will require extensive study;
- Significant challenges will exist pertaining to the planning, financing, governance and operation of the Main Street; and
- Belief that Main Street will take many years to realize given fragmented ownership.

Funding:

- Spending on transit, not creating more road network;
- What is the City going to do to invest in the plan; and
- Incentives should be based on Development Charges, tax incentives, not bonusing.

General Comments:

- Land uses should be flexible, not tied down.

NEXT STEPS - IMPLEMENTATION

The Downtown21 Directions Report packages all of the input received to date into a Conceptual Master Plan. The plan represents a sustainable picture for the future, however there are a number of questions to be answered and it does require more testing and input from key stakeholders. Phase Three of the Downtown21 process will continue to test and evolve the plan to a point where it reflects market reality and is actionable. This section of the report provides an overview of some of the issues to be explored in the next phase of the project.

Delivering the “Main Street”

The delivery of an “authentic” Main Street is an important strategic move that will act as a catalyst to the transformation of the downtown. To ensure that the Main Street happens, the following are a set of goals that will frame this portion of the implementation plan:

- Make it happen - create an effective implementation strategy;
- Landowner support - ensure the active participation of all affected owners in the realization of the project;
- Make it a priority - create strong and motivated leadership for the “Main Street” as a priority project;
- Get the right people - assemble the necessary expertise in orchestrating this kind of mixed-use development; and
- Assign accountability - identify a team and team leader

A number of challenges must be overcome to ensure delivery of the Main Street. They are as follows:

- Landowner participation - need 5 owners of individual properties which together will form this unique neighbourhood core to coordinate efforts and work together;
- A time for action - need to create a coherent attractive setting in a reasonable time frame to have a real impact;

- Retail strategy - need a coordinated retail strategy for the Main Street;
- Parking - need to provide new parking to support the Main Street District and replacement parking for existing tenants in Square One Mall;
- Role of the City - need the City to play a key role on a variety of elements including transformation of Burnhamthorpe Road, parking, public spaces, creation of new street network, expediting approvals, and necessary incentives, tools and funding mechanisms;
- Transit - need collective public/private effort to secure transit alignment which will support the concept;
- Coding the Main Street - need urban design guidelines to create the right form of buildings, address microclimate, sun exposure, mix of uses and activities which support the Main Street concept;
- Equity - need mechanisms for equitable means to distribute costs and benefits among private owners; and
- Marketing - need a coordinated marketing strategy for the creation of this exciting new place in the Downtown.

Options for Delivery of the Main Street

Main Street will not happen by simply creating a concept plan. It requires proactive leadership. There are a few options available to the City to exert the leadership that is required, namely: Private Ownership Group, Project Development Group (Development Corporation) or Third Party.

- a) Form Private Ownership Group – joint venture where the individual owners come together to take leadership, allocate responsibilities and tasks and appoint a lead team; the City supports the efforts.
- b) City Creates a Project Development Group – special purpose City-led body with responsibility for overall coordination and implementation of public elements; works with landowners individually and collectively on

various aspects of the project.

- c) Third Party – identify a development group or individual with particular expertise and track record in this kind of mixed-use street-oriented project to provide this service for the landowners and the City with a particular focus on the Main Street.

Main Street District Action Plan

The following are some of the key issues/work that will be undertaken as part of the Downtown21 Implementation Phase to assist in the refinement of the Main Street concept and to set the stage to move forward with making the Main Street district a reality:

- a) **Programming/Market Testing** – what is the program and pro forma?
- b) **Development Structure** – what structure is necessary to take action?
- c) **Green Strategy** – what opportunities exist for District Energy/LEED Neighbourhood Design?
- d) **Incentives** – what is the City willing and able to do to catalyze development?
- e) **Cultural Node** – what can the City do to support the development of a cultural node?
- f) **Affordable housing/Community uses** – what is required for the downtown and more specifically for the Main Street district?

Regulating the Master Plan

To develop the appropriate planning and policy tools to regulate the Downtown21 Master Plan, the following are some of the key issues/work that will be undertaken as part of the Downtown21 Implementation Phase:

- a) **Height/Development Regime** – explore the implications of pulling back from the current unlimited height and

density policies to achieve a more predictable planning regime.

- b) **Design Standards/Form-Based Code** – develop the guidelines that will implement the plan.
- c) **Parks and Open Space** - define our overall vision for Downtown Open Space.
- d) **Transit** - articulate the critical street/transit design issues to ensure an “urban” solution that minimizes barriers and supports walkability.

FINANCIAL IMPACT: In the 2009 Budget, City Council approved the funding for Downtown21 Master Plan implementation and for any required engineering studies. Any additional funding requirements would be identified through the annual capital and operating budget processes.

CONCLUSION: Through extensive engagement of the public and key stakeholders, Downtown21 has developed a framework for development to help order future investments in the downtown. It has identified the need to focus over the next decade to achieve a vibrant pedestrian-oriented Main Street district which could align nicely with projected completion of rapid transit within the downtown. The expert advice provided to the project identified that the combination of rapid transit, great quality of place – with the creation of a Main Street district and green initiatives, will help position Downtown Mississauga to be economically competitive in Southern Ontario. Phases One and Two of the Downtown21 Master Plan have broadly identified the necessary tools and actions for successful implementation. Phase Three will start the process for implementation and will set priorities for short, medium and long term action in the Downtown.

ATTACHMENTS: Appendix 1: Downtown21 Directions Report

Edward R. Sajecki
Commissioner of Planning and Building Department

*Prepared By: Andrew McNeill, Urban Designer, Development and
Design Division, Planning and Building Department*

21

DOWNTOWN
MASTER PLAN

Directions Report



June 15, 2009

PREPARED FOR:

The City of Mississauga

PREPARED BY:

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TABLE OF CONTENTS

1.0 Executive Summary

Introduction	1
Principles	2
Next Steps	4

2.0 Strategic Context

Role of Downtown in Mississauga	6
Area of Influence	8

3.0 Framework Plan

Existing Context	10
Overview	12
Districts	14
Building Heights	16
Transit	18
Parks & Open Space	20
New Street Network	22
A & B Streets	24
Street Design	24

4.0 Focus Area: Main Street District

The Need for Focus	26
The Main Street Vision	28
Main Street- The Place	30
Concept Plan	32
Main Street- Cross Section	34
Burnhamthorpe Road- Cross Section	36
Burnhamthorpe Road Transition	38
Burnhamthorpe West Entrance Feature	40
Burnhamthorpe East Entrance Feature	42
City Centre Drive Cross Section	44
Webb Drive Cross Section	46

1.0 EXECUTIVE SUMMARY

Introduction

Downtown21 is a bold undertaking. The goal is to create a new comprehensive plan and strategy for Mississauga's Downtown involving City staff, Council, land owners, the development community and the public. The strategy will take the form of a long term plan of action - a Master Plan - designed to achieve a particular set of place-making goals and urban objectives for Downtown Mississauga.

Why a Master Plan?

In June of 2007, the City of Mississauga launched the largest community engagement process in its history. The "Our Future Mississauga - Be Part of the Conversation" initiative was designed to set the stage for a new vision and Strategic Plan for Mississauga. Through extensive public engagement, the process was wide-spread in its reach and vast in its collection of ideas. Ways to improve the downtown were consistently at the forefront of conversations with the community, City staff and Council for the City of Mississauga. Given the importance of the downtown, a Strategic Goal - Creating a Vibrant Downtown, has been included in the City's new Strategic Plan, under the Strategic Pillar for Change - "Completing our Neighbourhoods".

Downtown21 - Making It Happen

Just as the process of building a great city should never end, a city's vision should also evolve and be revisited from time-to-time. The current vision for the downtown was established more than 25 years ago. Since then, there have been significant changes in thinking related to building places and vibrant downtowns in North America that are geared to creating memorable places and reinforcing the pedestrian experience. Recent urban planning movements such as 'Smart Growth' and 'New Urbanism' have nurtured important principles and ways in creating sustainable places by looking back to traditional settlements, towns and cities as models for place-making, new development and growth.

In Downtown Mississauga, the first generation of growth has produced an environment that's neither truly urban nor pedestrian-friendly. Consequently, residents and those who work in the downtown are not able to fully experience the benefits of authentic urban life. While so much has been accomplished in downtown Mississauga in the last 20 years in the way of amenities, parks, public buildings and streetscapes, some additional energy needs to go into the planning of the downtown in order to achieve a vibrant, character-rich, pedestrian-oriented core where people can live, work and enjoy an excellent quality-of-life.

Downtown21 Principles

The Downtown21 process has defined a set of guiding principles that will drive the development of the plan, future policy decisions, and implementation strategies.

1

Build Multi Modal

A successful, vibrant and active downtown will first and foremost have to be walkable and support a range of transportation modes including walking, cycling, transit and the car.

Recommendations:

- Streets designed to encourage walking and cycling;
- Future development on small block sizes (400m perimeter) to maximize access and walking;
- Higher order transit in a five minute walk of anywhere in the downtown;
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Create an Urban Place

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The current policy framework that includes unlimited height and density with an “anything goes” approach to land use lacks necessary guidance, is an unpredictable planning regime, and acts as a disincentive to private investment.

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- Establish a Framework Plan that defines future streets, building frontage and design standards; and
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5 Establish a Focus

The geography of downtown is too large to start just anywhere or everywhere. The limited resources of the City and participation of private stakeholders should be initially focused in a small, intense location.

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The future of downtown has to strengthen existing office uses and catalyze new major employment to ensure long-term economic success and urban vitality.

Recommendations:

- Make downtown the “premier urban destination” for future office and creative economy employment growth in Mississauga;
- Attract and locate a “first class” hotel and convention centre in the downtown;
- Access to higher order transit is imperative; and
- New solutions and partnerships for parking will be required.

Next Steps

This Directions Report documents the principles and broad recommendations of the Downtown21 Master Plan. It is just the starting point meant to instigate and direct targeted actions, projects, initiatives, partnerships, and potentially new organizational structures to implement the plan. The following identifies key next steps necessary to structure the implementation of the Master Plan.

Delivering the “Main Street”

A fundamental recommendation from this process is the identification and targeting of the Main Street District as a critical action to establish development momentum in the downtown. This is a complicated proposition that involves many players and will require a focused and coordinated effort to succeed.

Key issues that will need to be resolved include:

- Landowner participation – coordinated efforts and active participation of all affected owners in the realization of the project;
- Role of the City - play a key role on a variety of elements including: transformation of Burnhamthorpe, parking, public spaces, creation of new street network, expediting approvals, necessary incentives, tools and funding mechanisms;
- Transit - collective public/private effort to secure transit alignment which will support the concept;
- Coding the main street - codes to create form of buildings, microclimate, sun exposure, sustainable & beautiful public realm, mix of uses and activities which support the Main Street concept;
- Retail Strategy - assemble the necessary expertise in orchestrating this kind of mixed-use development;
- Parking - coordinated parking strategy to provide the right amount of parking in the right places;
- Leadership - identify a team and team leader (City or external);
- Equity - mechanisms for equitable means to distribute costs and benefits among private owners;

- Marketing - coordinated marketing strategy for the creation of this exciting new place in the Downtown;
- “Green” Policy – Testing and establishing the feasibility of District Energy, defining building design standards (LEED) and LEED for neighbourhood development, etc.;
- Clearly articulated implementation plan with planning horizons and related action items/deliverables, assignments of responsibilities between the City, partners, and private sector;
- Appropriate level of investment in the public realm for streetscape, wayfinding, interpretative features, operations and maintenance, etc.; and
- Incentives and Funding – establishing a focused zone with a time horizon to incent quick action, Community Improvement Plan (CIP) with tax increment financing, etc.

Options for Delivering the “Main Street”

This will not happen by simply creating a concept plan, it needs proactive leadership. A range of implementation options that will need further consideration include:

- **Private Ownership Group** – some form of Joint Venture where the individual owners come together to take leadership, allocate responsibilities and tasks and appoint a lead team. The City would support the efforts (Many precedents in the 905);
- **City creates a Project Development Group** – special purpose City-led body (i.e. development corporation) with responsibility for overall coordination and implementation of public elements that works with landowners individually and collectively on various aspects of the project; and
- **Third Party** – identify a development group or individual with particular expertise and track record in this kind of mixed-use, street-oriented project to provide this service for the landowners and the City with a particular focus on the Main Street.

Downtown Regulating Plan

The policies, design standards, and zoning by-laws for the downtown will need to be revised to reflect and codify the framework recommendations of the Master Plan.

Key issues will include:

- A new height regime;
- Form-based codes to guide building placement and design;
- A new approach to land use by district; and
- Regulating Plan that defines new street placement and design.

2.0 STRATEGIC CONTEXT

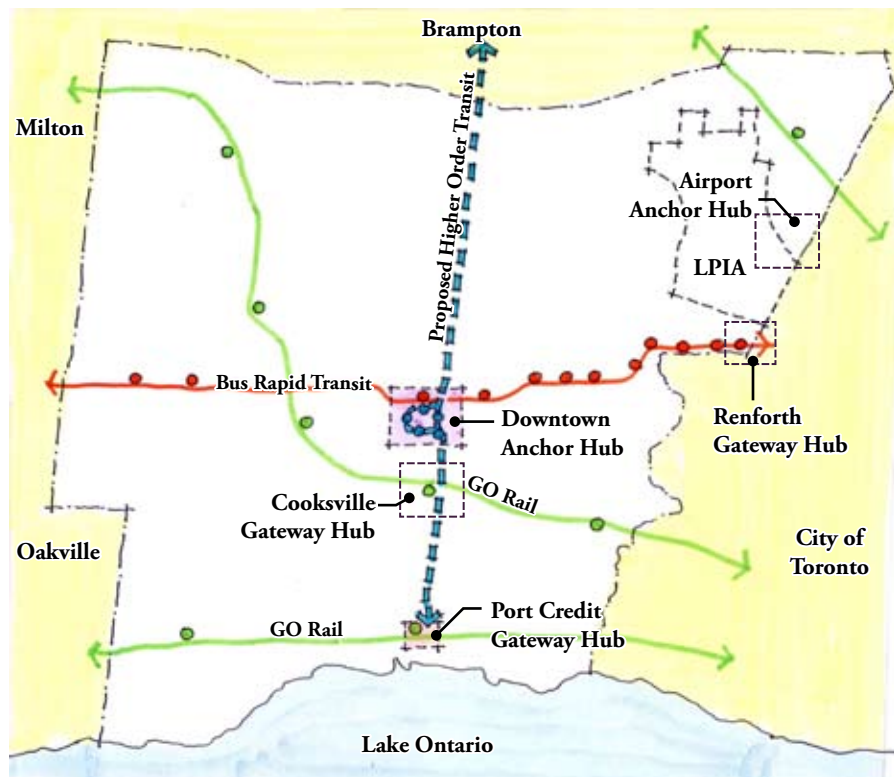
Role of Downtown in Mississauga

Mississauga's downtown is a strong economic and civic centre of the city. This role is reinforced by regional and City policy and downtown's location relative to highways, transit, and the environment.



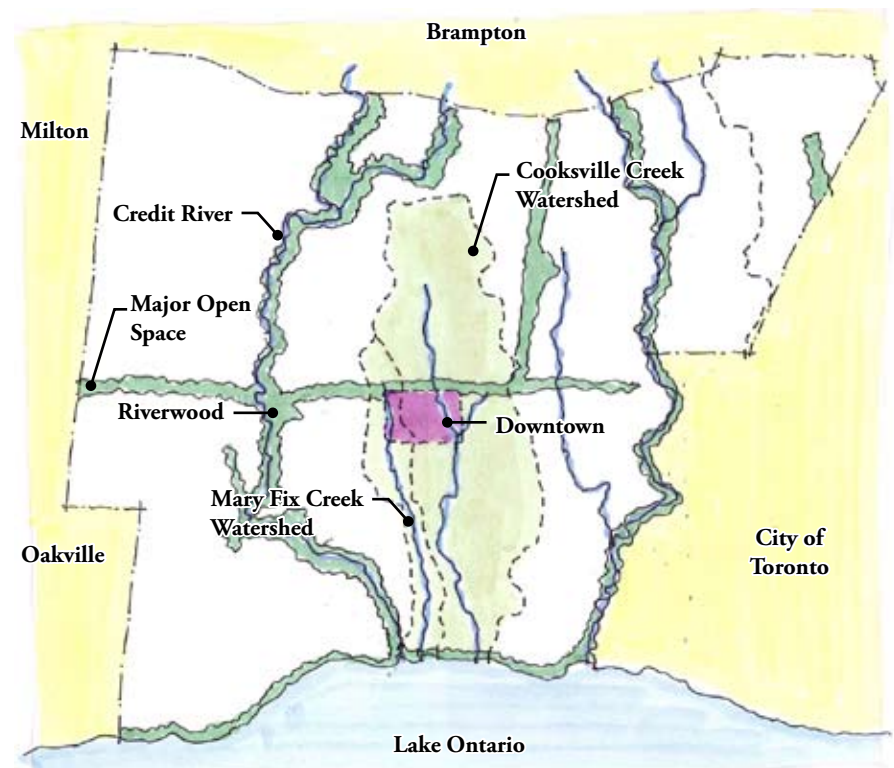
City Growth

Downtown Mississauga is identified in Ontario's "Growth Plan for the Greater Golden Horseshoe – "Places to Grow", as an Urban Growth Centre - of high density population and employment, supported by transit. Mississauga's Growth Management Strategy views the downtown as the most intense growth area in the city with supporting nodes of concentrated development.



Transit

The downtown sits as one of several Transit “Anchor Hubs” (aligning with Metrolynx Plan) of transit in the city, at the crossroads of the BRT and Hurontario Higher Order Transit corridors. The intensification of downtown will support and reinforce this transit investment. Downtown Mississauga can support the most transit-oriented pattern of development in the city and offers the greatest potential for increased development intensity.



Natural Environment

The downtown is also part of a larger environmental context. Located within the Mary Fix and Cooksville Creek Watersheds, the quantity and quality of storm water run-off in the downtown has an impact on a large portion of Mississauga, extending to the waterfront and Lake Ontario. Future development should respect this impact, protect ecosystem health, promote recreation, and link to the city-wide open space systems.

Area of Influence

The future growth of downtown Mississauga is positioned to be weaved into the context of the city through a framework of new streets, parks and greenways, and future transit.

Street Framework:

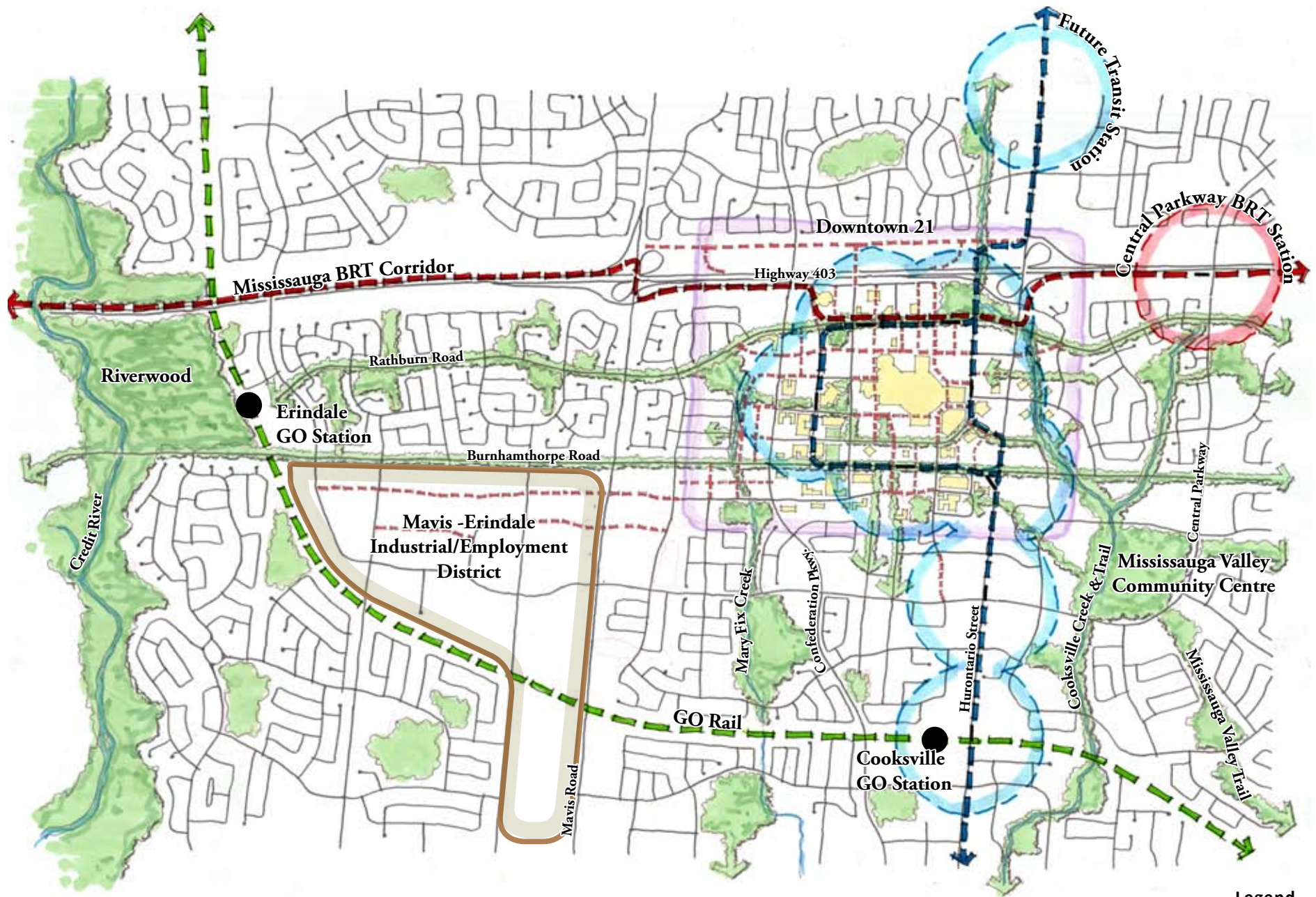
- Establishes future streets and blocks for development;
- Creates new connections to downtown (i.e. Square One Drive extension); and
- Identifies & links to new area-wide connections (extension of Webb Drive east and west, as well as the Highway 403 Parallel Road between Mavis Road and Hurontario Street).
- New bridge at the north end of Duke of York Boulevard.

Park & Greenways:

- East-west links between the Credit River (Riverwood) to Cooksville Creek via Rathburn Road, Burnhamthorpe Road and City Centre Drive;
- Green connections to surrounding neighbourhoods;
- New north-south connection across Highway 403 via future transit bridge; and
- Connection to Mary Fix Creek

Transit:

- Crossroads of the east-west BRT corridor and Hurontario Higher Order Transit Corridor; and
- “Downtown” alignment of the Hurontario Transit Corridor locates six (6) stations to put all of downtown within a 5 minute walk of higher order transit.



Centre of Gravity

- Legend**
- New Connections
 - Commuter Rail (GO Rail)
 - Proposed Higher Order Transit
 - Bus Rapid Transit
 - 5-Minute Walk
 - Station

3.0 FRAMEWORK PLAN

Existing Context

Square One Mall is currently the economic engine of the downtown, representing one of the most successful malls in Canada and generating over 20 million visitors per year. In addition, the downtown includes a dispersed collection of high-rise residential towers, mid-rise office buildings, the City Hall, Living Arts Centre and the Central Library.

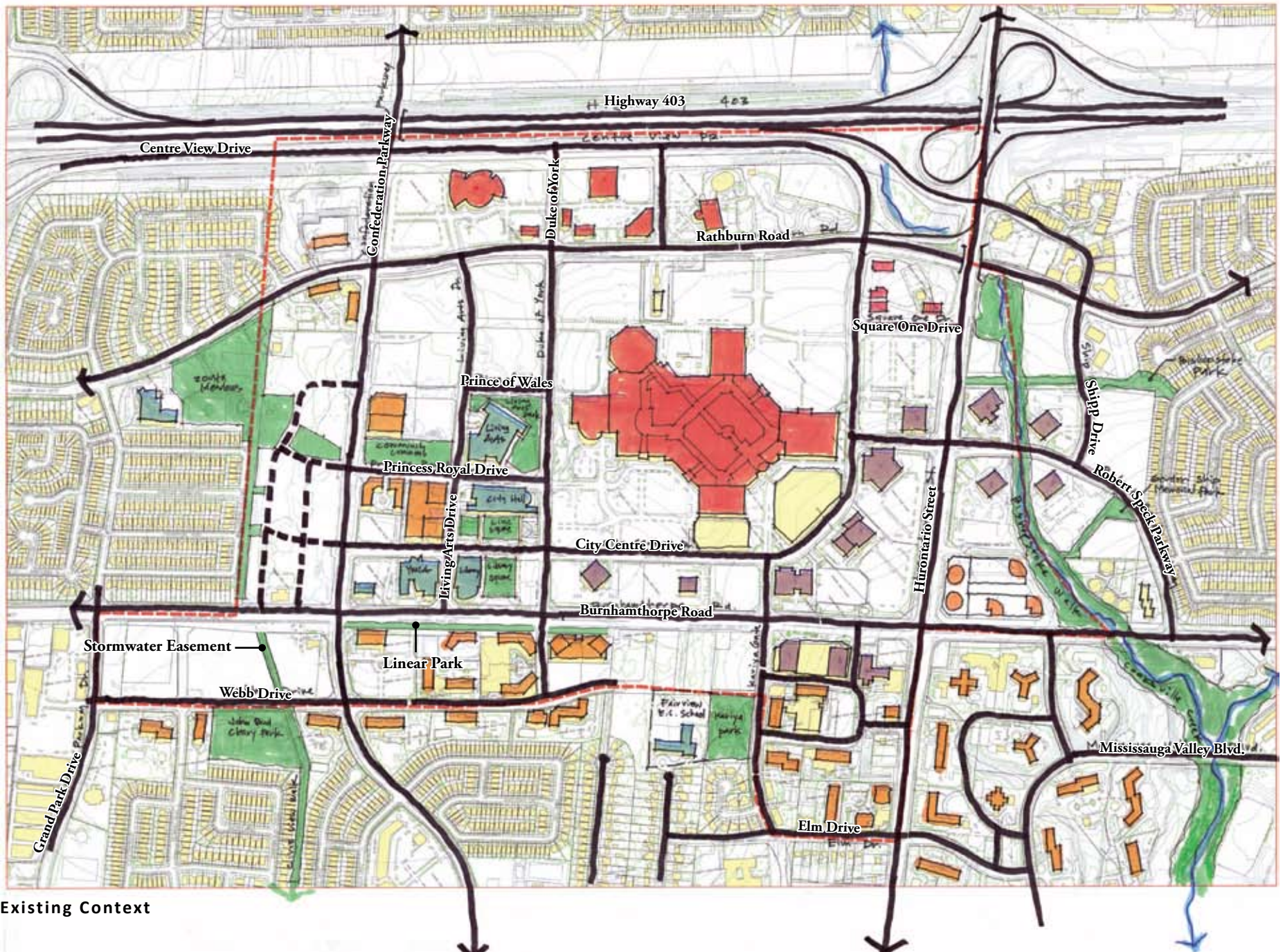
The City of Mississauga has significantly invested in the downtown civic precinct including the City Hall, Central Library, Living Arts Centre, Transit Terminal, and associated public spaces and plazas. In addition the City is currently planning to invest in a new Community Commons Park on Princess Royal Drive, and improvements to the Civic and Library Squares.

The downtown is connected to the regional transportation system via Hurontario Street, Burnhamthorpe Road, Rathburn Road, and Confederation Parkway. These limited connections are carrying both the regional traffic from the surrounding area, as well as traffic coming and going from the downtown.

The scale and pattern of development is still predominantly suburban with large surface parking lots serving office and retail development. These existing uses are located on large “super blocks” that have a block perimeter in excess of 400m/1,320 feet (a typical urban block perimeter that equates to a five minute walk).



Downtown Mississauga



Overview

The Framework Plan is the representation of a long-term build out of the downtown. It envisions a set of new streets and blocks, parks and open spaces and focused districts. The future development buildings are simply notional representations of building frontage along important streets meant to illustrate the framing of the public streets and is not intended to represent proposed floor plates, the form and footprint will vary by district and use.

This Framework Plan is the starting point for testing and refining concepts, identifying and focusing key projects and initiatives, and ultimately codifying new standards and regulations for the downtown.

The Framework Plan is described in further detail in this section covering:

- Districts & Building Height;
- Transit;
- Parks & Open Space; and
- Streets.



Framework Plan

Districts

The Framework Plan envisions the downtown as a collection of districts, each with a different character, mix of use, function and scale.

Main Street District

This district is centred on the new main street that runs perpendicular to Burnhamthorpe Road from Square One Mall to Webb Drive. This is envisioned as the most vibrant, walkable, mixed-use place in the downtown. It will include active retail uses on the street with wide sidewalks for outdoor cafes, patios for restaurants/bars and retail merchandising. This district will include a mix of residential, educational, employment, entertainment and retail uses on a scale that is limited to generally 10 storeys for future development.

Civic District

This district is centred on the civic uses located between Duke of York Boulevard and Living Arts Drive that include the Living Arts Centre, City Hall, Central Library, and the YMCA. The Civic District is envisioned as a mix of public spaces, civic uses, and related employment uses. The surrounding streets are designed to be ceremonial and multi-purpose to hold parades and festivals. The scale of future development is intended to be limited to generally 10 storeys.

Hurontario/Eastern District

This district is focused on employment/office uses that build on the existing concentration of office along Robert Speck Parkway and City Centre Drive. This district is envisioned to transform in the long term from a suburban office environment (surface parking), to a higher density urban office environment that is supported by structured parking (above or below ground) and higher order transit. The scale of future development is intended to be limited to generally 15 storeys.

Rathburn/Northern District

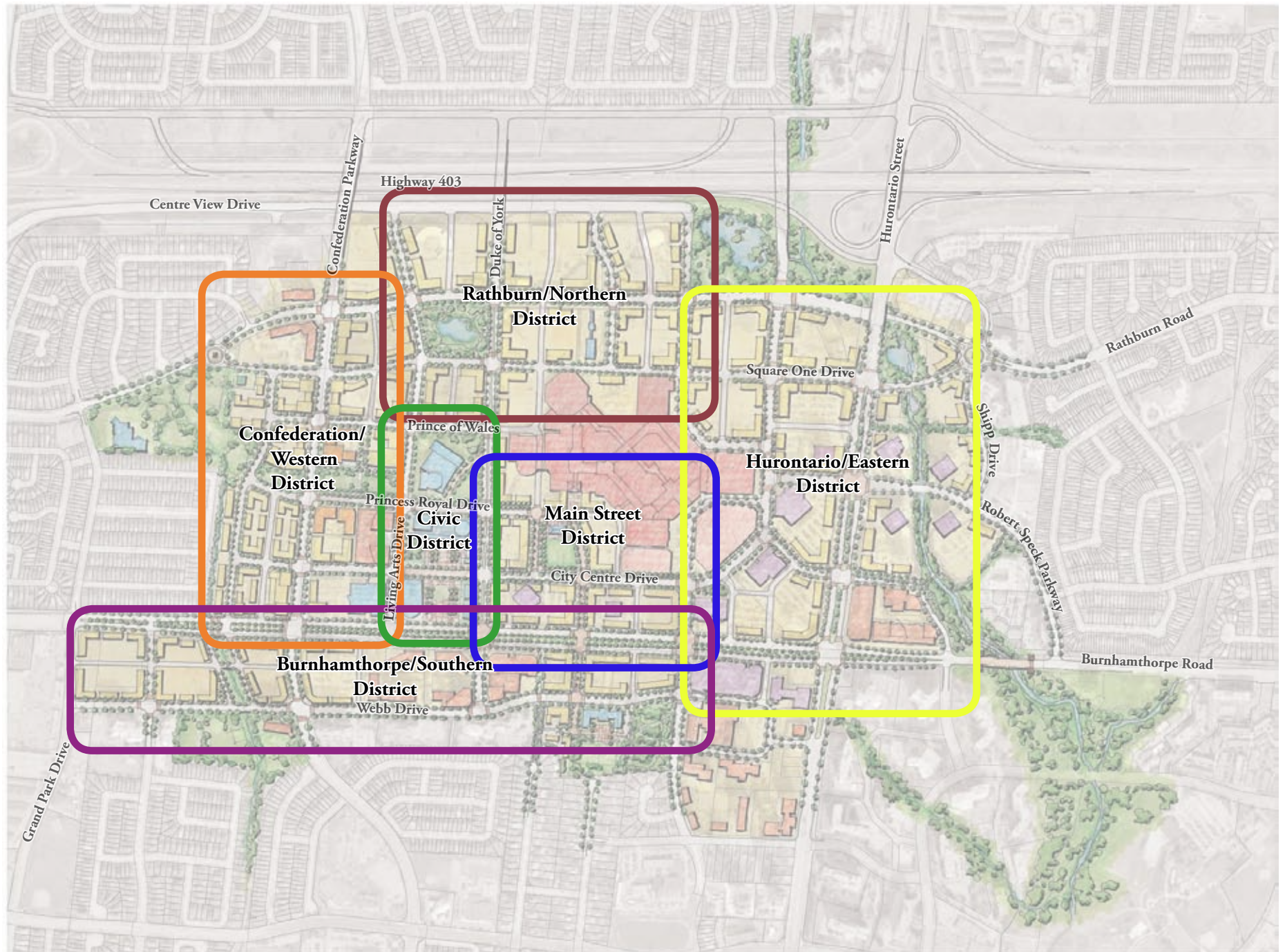
This district sits between Square One Mall and Highway 403 and is currently the location for single-storey suburban retail uses. This district will intensify over the very long term with a potential mix of office, residential and retail uses. Development will be catalyzed and oriented to Square One Drive and Rathburn Road as a future higher order transit corridor. The scale of future development is intended to be limited to generally 15 storeys.

Confederation/Western District

This district is predominantly residential, defined by several existing and planned high density residential condominium projects along Confederation Parkway. This district will include a mix of high intensity towers and low-rise residential buildings with a fine-grain residential block structure. The scale of future development is intended to be limited to generally 30 storeys.

Burnhamthorpe/Southern District

This district runs along the southern edge of Burnhamthorpe Road and includes a mix of high intensity residential and office uses. Like the Confederation/Western District, this district will include a mix of high-rise residential towers and low-rise residential buildings. The scale of future development is intended to be limited to generally 30 storeys.



Districts

Building Heights

The character and use of the districts guides the establishment of a new regime of building height limits in the downtown. The current regime of unlimited height and density has resulted in high-rise condominium towers next to single-storey retail and acres of surface parking. The lack of place that this creates is in large part a result of unlimited development entitlement.

The following outlines an initial concept of building height limits based on the character of each district and key streets. Further economic testing and stakeholder discussions will be required to define and regulate a new height regime.

Main Street & Civic Districts

Maximum 10 storeys, minimum 3 storeys. The tallest heights should not dwarf the City Hall and the shortest heights should frame the streets with ample sun exposure.

Hurontario/Eastern & Rathburn/Northern Districts

Maximum 15 storeys, with no minimum. This height limit ensures that one or two tall buildings will not absorb all of the market, leaving large areas of downtown undeveloped. This height accommodates the largest anticipated scale of office building development.

Confederation/Western & Burnhamthorpe/Southern Districts

Maximum 30 storeys, no minimum. The 30 storey buildings help frame the downtown and complete the emerging downtown skyline.

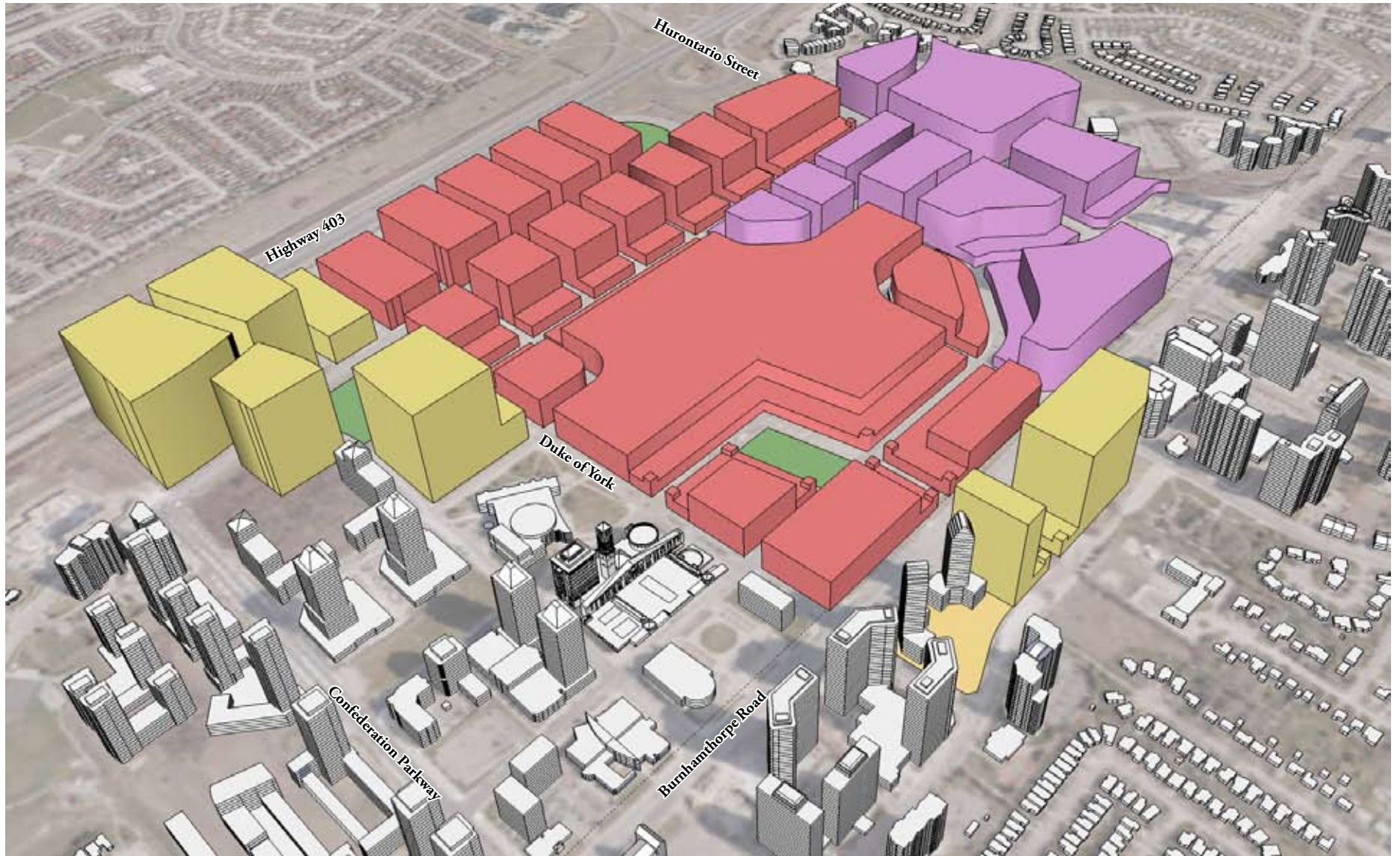
Square One Mall

Maximum 10 storeys, no minimum. For the Mall, should all or parts of it redevelop, the 10 storey heights do not dwarf the Civic District, they match the Main Street District, and they do not allow a limited number of buildings to absorb all of the market, leaving large areas undeveloped.

Key Streets:

Square One Drive, City Centre Drive, Main Street, and Princess Royal Drive and any street that fronts on a public park are special streets that need to ensure a human scale, light, and air to the street level. These streets should have the following standards:

- Maximum 4 storeys - minimum 3 storeys; extending 18.3m/60 feet back from the right-of-way line (provides human scale, light, and air to the street); and
- On the intersection corners with Main Street, buildings are allowed to have an architectural element that exceeds the height of the building.



Building Height

Transit

The long-term success and urban intensification of the downtown is tied to the ability to serve it with higher order transit. Downtown Mississauga should be viewed as the “hub” of the Hurontario and BRT Transit Corridors. Therefore, the Framework Plan envisions six new transit stations positioned to maximize walking access (five minute walk to a station) for existing and future development in the downtown.

Station Location

The six transit stations were placed to:

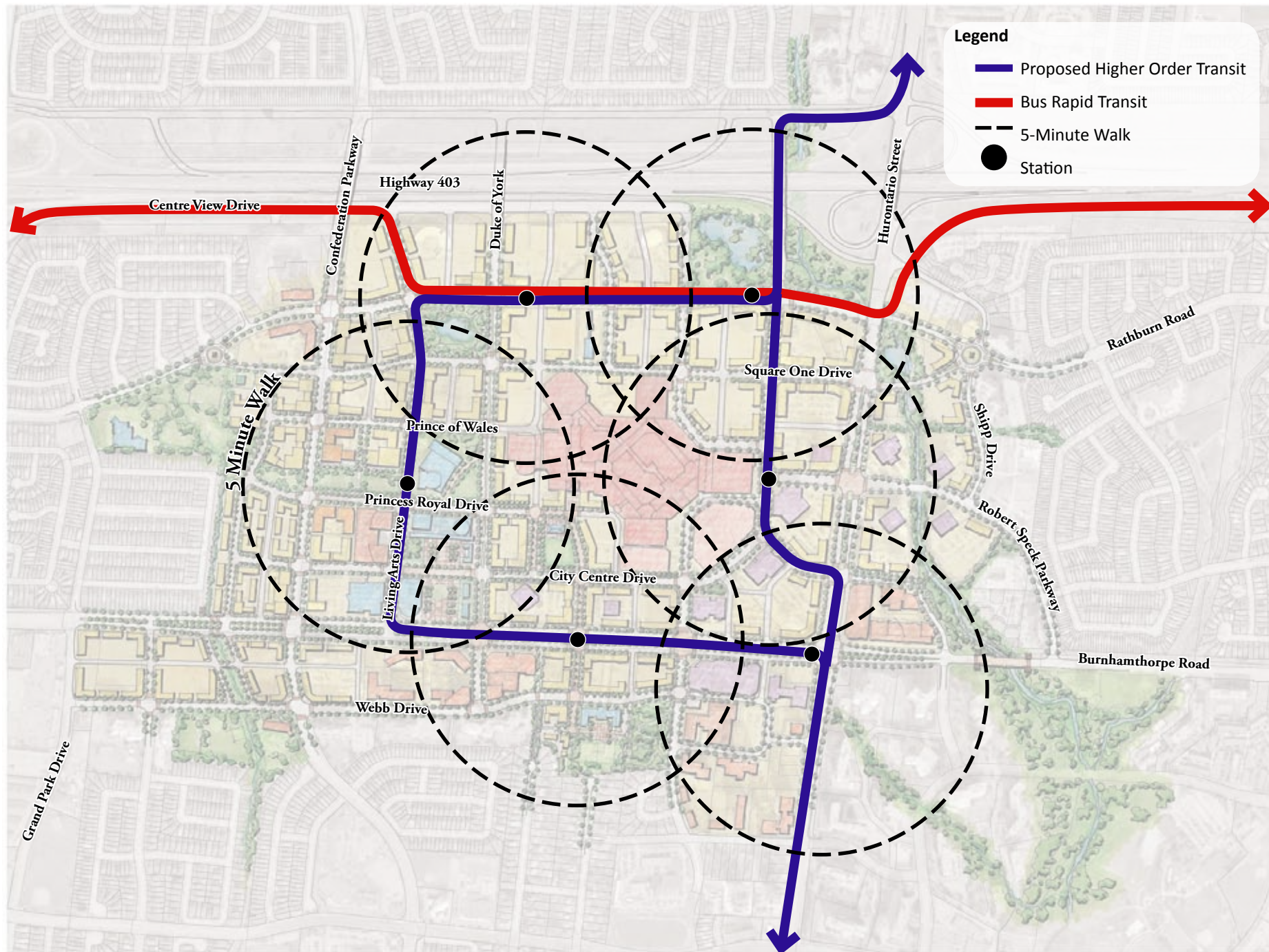
- Maximize transit access, putting most land uses in the downtown within a five minute walk to a transit station;
- Catalyze transit-oriented development in the stations’ vicinities and in the downtown in general;
- Support the design intents of the streets and districts; and
- Employ the least length of track.

Transit Alignment

- On the north, the route employs a new bridge over Highway 403 that aligns with the north-south portion of City Centre Drive. This bridge avoids the Highway 403 interchange at Hurontario Street and provides a valuable pedestrian and bicycle connection across Highway 403, connecting the north and south portions of the Cooksville Creek greenway.
- Rathburn Road – in the median, potentially shared with BRT.
- Living Arts Drive – in a median. This route specifically avoids Duke of York Boulevard to maintain its “civic and ceremonial” role in the downtown and to keep transit out of areas that serve special events and festivals.
- Burnhamthorpe Road – in a median and as part of a new street design.
- Hurontario Street – south to Port Credit and north to Brampton.
- City Centre Drive – north-south link between Rathburn Road and Burnhamthorpe Road that serves the office concentration on Robert Speck Parkway.
- The resulting “loop” in downtown creates a system with routing and operational flexibility, allowing service that can “loop” through downtown and head north or south depending on ridership.

Note:

The Hurontario/Main Street Higher Order Transit Study is currently developing and evaluating several transit alignment options in the downtown which will include the proposed option presented here. Further analysis will also be conducted as part of the Environmental Assessment (EA) Study for the Hurontario Corridor.



Transit

Parks & Open Space

The Framework Plan establishes a system of parks and open spaces that builds upon existing parks and open spaces and connects the downtown to adjacent greenway systems and neighbourhoods.

A series of new parks and greenway connections are envisioned in the downtown:

- **Main Street Common** – This park anchors the northern end of Main Street. Its role is to provide an open space along Main Street for people to congregate, eat meals, play, sit, do other passive activities and participate in any programming or events taking place in the park or in the vicinity.
- **Square One Park** - This park is on the block to the northwest of the intersection of Duke of York Boulevard and Square One Drive. Its role is to add value to the northwest corner of the downtown, the most “remote” area of the downtown. It provides an anchor space for both Duke of York Boulevard and Square One Drive. This park could include a small lake to serve and treat adjacent storm water run-off. The land is naturally conducive to a water feature and this would be an attractive element of the park.
- **Rathburn Pond** – This park is located to the northwest of the intersection of City Centre Drive and Rathburn Road. The role of this park is environmentally-oriented. It connects to Cooksville Creek to receive and help treat storm water prior to it reaching the creek. The treatment includes temperature, rate of flow, and pollutants. The park provides a pleasant setting and address for the neighbouring buildings. The space also provides flexibility with the bridge design and the confluence of every mode of transportation at this intersection.
- **Green Corridor** – Extends the planned open spaces along Princess Royal Drive to the new Main Street Common and then along City Centre Drive, east to Cooksville Creek. City Centre Drive will be narrowed and redesigned as a “green street” to include protected bicycle lanes and a linear park that functions as a natural bioswale for storm water. The Green Corridor is the main east-west bicycle corridor in the downtown.
- **Mary Fix Greenway** – Extending south of Burnhamthorpe Road, Mary Fix Creek is opened up to serve as an amenity to adjacent development and provides a connection to Bud Cleary Park and further south along the existing trail. This connection is already planned to extend north to Zonta Meadows Park.
- **Kariya Park/Fairview School** – The Framework Plan envisions the future redevelopment of the Fairview School to turn around and front on Webb Drive, eliminating its current access on the cul-de-sac of Joan Drive. This reconfiguration allows an open space connection to be made behind the school that serves as an anchor to the Main Street, provides access to the adjacent neighbourhoods and links to Kariya Park.
- **Burnhamthorpe and Rathburn Road** – These are important east-west pedestrian and recreational connections and the street sections for these roads need to create attractive and safe multi-modal corridors.



Parks & Open Space

New Street Network

The Framework Plan defines a set of new streets and blocks for future development. This street network provides the block structure and walkable scale for the downtown and its land uses, while connecting to the surrounding context.

Key Components:

- Extending Square One Drive east and west to connect to Rathburn Road as a local alternative connection to Rathburn Road into downtown;
- Extending Webb Drive east to Kariya Drive and ultimately west to Mavis Road;
- Highway 403 Parallel Road (with relocated ramp access) - connecting between Mavis Road and Hurontario Street, adding parallel connectivity to Rathburn, Burnhamthorpe, and Webb; and
- Extending Duke of York Boulevard north across Highway 403 to the new parallel road as an alternative access into downtown.

Highway 403 Parallel Road

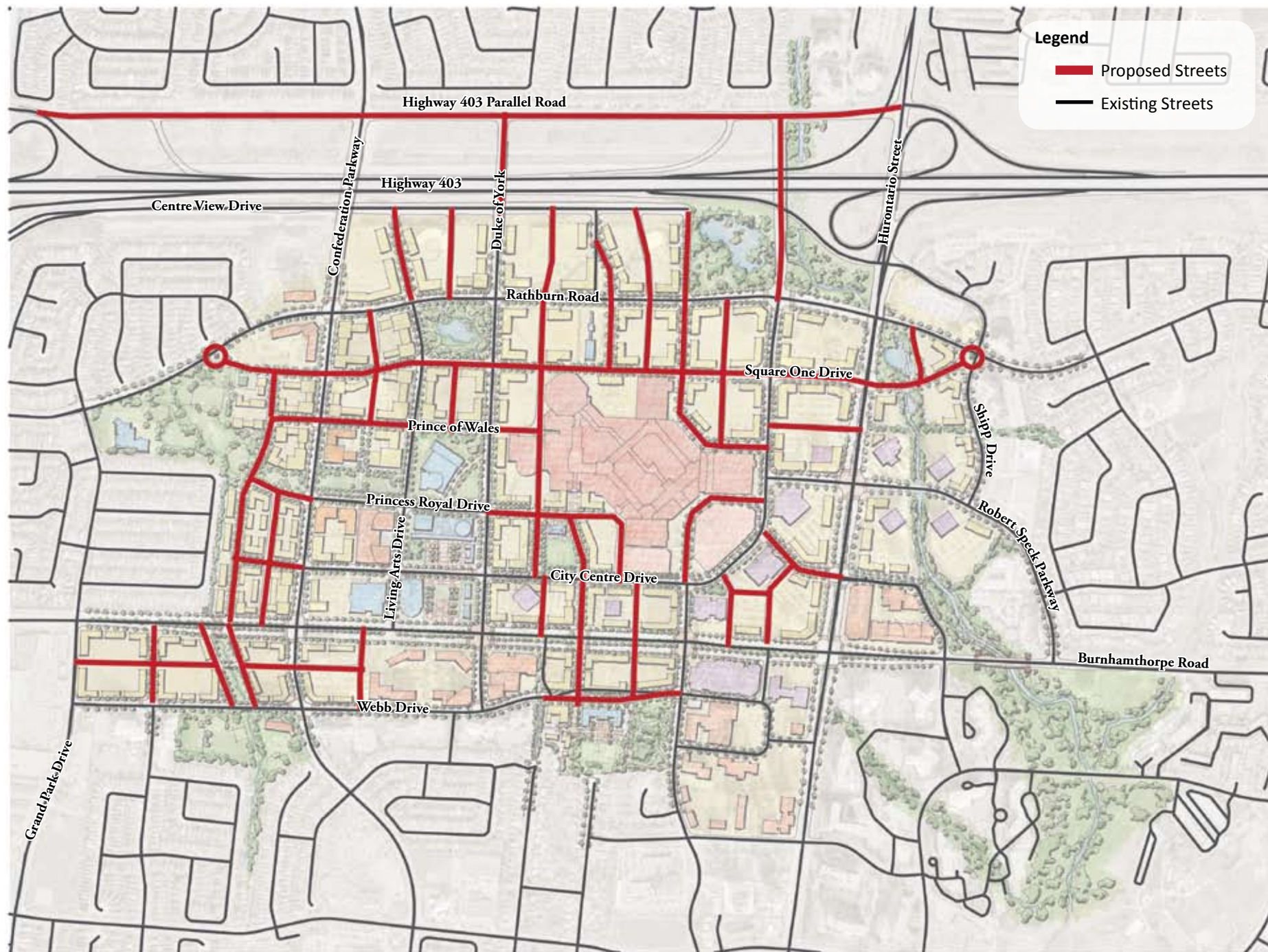
The Highway 403 Parallel Road is an east-west, two-way, street that extends from Hurontario Street to Mavis Road, north of Highway 403. It provides access to the Duke of York Boulevard Bridge and the City Centre Bridge. By relocating the ramps onto and off of Highway 403 slightly so that they can intersect the Highway 403 Parallel Road, the street provides routing options to motorists. This, in turn, allows drivers to avoid problem areas and increases capacity of the system.

The role of this street includes:

- Access to the downtown;
- Relief of the 403/Hurontario Interchange; and
- Relief of the intersection of Eglinton Avenue and Hurontario Street.

Roundabouts

Two roundabouts are located along Rathburn Road, one to the east of downtown and one to the west of downtown. The roundabouts safely and elegantly split the four lanes of traffic outside of the downtown into two, two-lane streets within the downtown, namely Rathburn Road and Square One Drive. Square One Drive is extended to the east and west to connect to the roundabouts. The western extension modifies and connects a residential driveway and hydro facility driveway, while the eastern extension reuses the bridge of the loop ramp that was removed. The splitting of the one street into two streets provides better access to the north part of the downtown than only one street, and is important for the long term economic success of the northern part of the downtown.



New Street Network

A & B Streets

The street network is divided into A-Streets and B-Streets. Motor vehicle and service driveways are restricted to B-Streets, so that the A-Streets' sidewalks and building frontages are uninterrupted. Though buildings can front any street in the downtown, buildings next to A-Streets are required to front the A-Streets, with their main pedestrian entrances and windows facing the A-Street. The combination of these factors creates a wonderful framework of streets that create great addresses for pleasing architecture and provide pleasant and engaging walking environments, while organizing and providing for access by motorists and servicing needs.

Street Design

Streets are the vantage point from which most people will see and experience the downtown, whether they are on foot, on a bike, or in a motor vehicle. Streets contribute greatly to the perception and image of the downtown as a place where people choose to be. Streets combine with the parks and squares to fill all the spaces between the buildings to create the “public realm.” Streets provide the access and support to the land uses as well as the connections between the land uses. All of these factors combine to exert huge influences over the success of the individual land uses, the various districts and corridors, and ultimately the entire downtown. A great deal of care and thought should go into the role and design of each street to ensure they contribute to the City’s vision for the downtown.

Within the network, each street is designed to suit its context with reference to its role for access, land development, parks, open space, cycling, storm water, on-street parking and transit. Each street is planned to contribute to the sense of place, uniqueness, and identity of the downtown. All the streets in the downtown are “complete streets” that accommodate pedestrians, cyclists, and motor vehicles. Detailed cross-sections for each street will be developed as part of the implementation of the Downtown21 Master Plan. The following describes the vision and role of the key streets in the downtown.

Hurontario Street

Hurontario Street is the easternmost main connection to the north and south in the downtown. Its role is to provide access to the downtown for all modes, including higher order transit, and be a grand address for the Eastern District. As a result of its proximity to the Cooksville Creek, it has an enhanced environmental role.

Duke of York Boulevard

Duke of York Boulevard is the ceremonial street that connects the Civic District to the majority of the downtown, between the architecturally beautiful bridge over Highway 403, to the north, Burnhamthorpe Road and Webb Drive, to the south. Duke of York Boulevard is part of the transition between the Civic District and the Main Street District. Consequently, its role includes being a part of parades, festivals and other large civic events.

Living Arts Drive

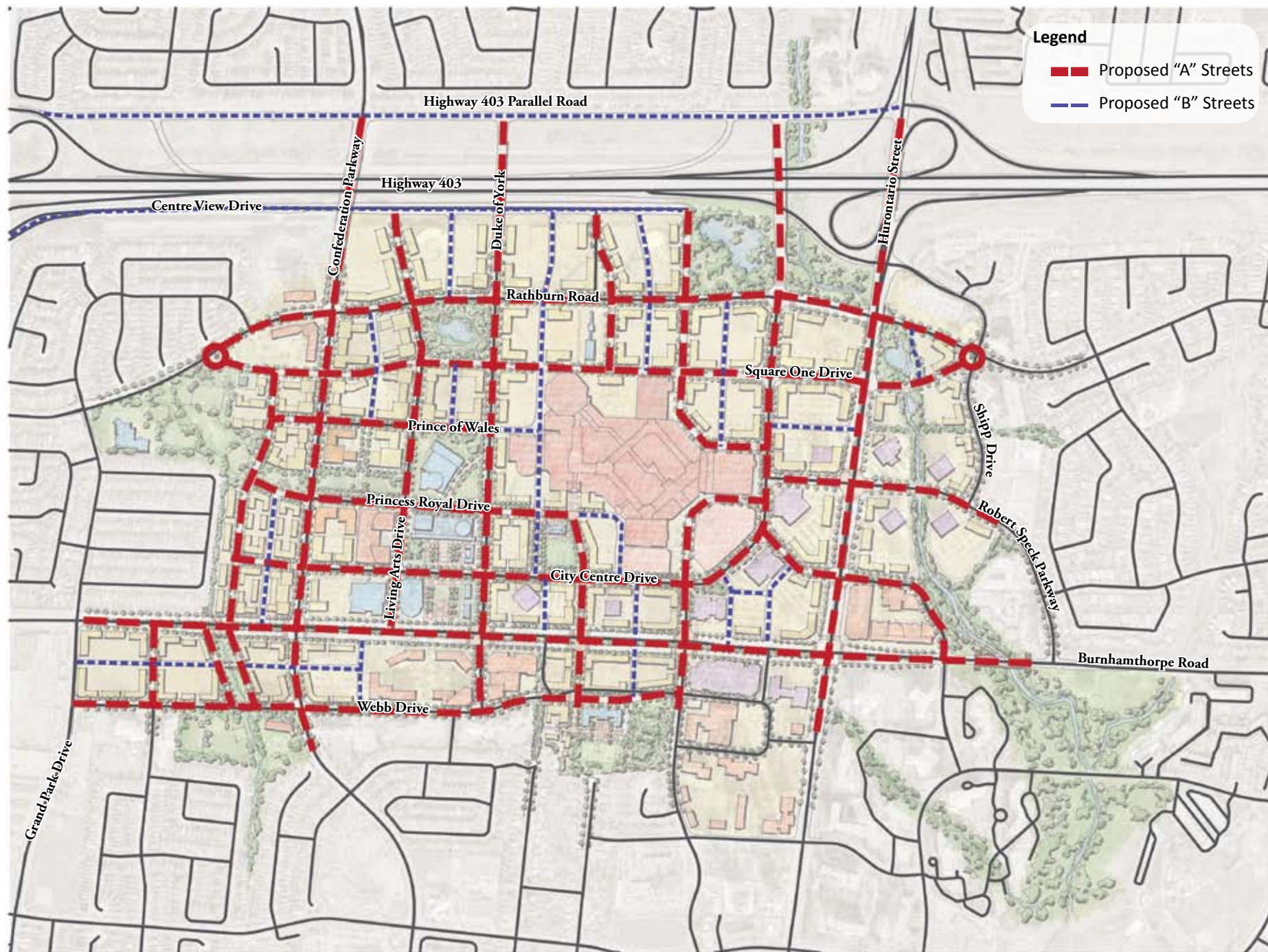
Living Arts Drive is an A-Street but with several B-street attributes resulting from the fact that many of the buildings along it were built prior to the rules governing A and B-streets. It provides access service drives, parking garages, other back-of-house functions for the Living Arts Centre and other uses. In addition, it is intended to accommodate higher order transit as part of the downtown transit route of the Hurontario corridor, and include the western most downtown transit station, located at its junction with the Green Corridor.

Rathburn Road

Rathburn Road is an east-west street that provides access to the northern part of the downtown. Outside of the downtown Rathburn Road employs four general purpose lanes plus two bicycle lanes. In the downtown, it serves a transit role with two lanes in the median for bus rapid transit that generally parallels Highway 403 and higher order transit (potentially light rail transit) from the Hurontario corridor that serves downtown. Plus, it has two general purpose lanes and two bicycle lanes. Rathburn Road is an important street for both public transit and pedestrian access and will include two transit stations located along it.

Square One Drive

Square One Drive parallels Rathburn Road and provides east-west access to the downtown. It is a mixed-use, smaller scale street with some characteristics of a main street. It is an important east-west pedestrian corridor that connects Square One Mall to new development and neighbourhoods to the east and west. The typical cross-section for this street will include two lanes and parking on both sides.



A & B Streets

4.0 FOCUS AREA: MAIN STREET DISTRICT

The Need for Focus

The geography of downtown is too large to start just anywhere or everywhere. The limited resources of the City and participation of private stakeholders should be initially focused in a small, intense location. It will take decades to build out downtown Mississauga. By comparison, most of downtown Toronto's Financial District fits within the footprint of Square One Mall. In order to create a cohesive and complete example of its urban future, public and private resources should be targeted to a limited geography that has the greatest potential for success.

Where to focus? - Centre of Gravity

The pattern of existing development and investment in downtown suggests a logical location to begin. Centred on Burnhamthorpe Road and south of Square One Mall, there is an underdeveloped area that is surrounded by many of the downtown's valuable assets. This "centre of gravity" touches Square One Mall, the City Hall and Living Arts Centre, a concentration of office, new residential and neighbourhoods to the south.

This location is important for a number of reasons:

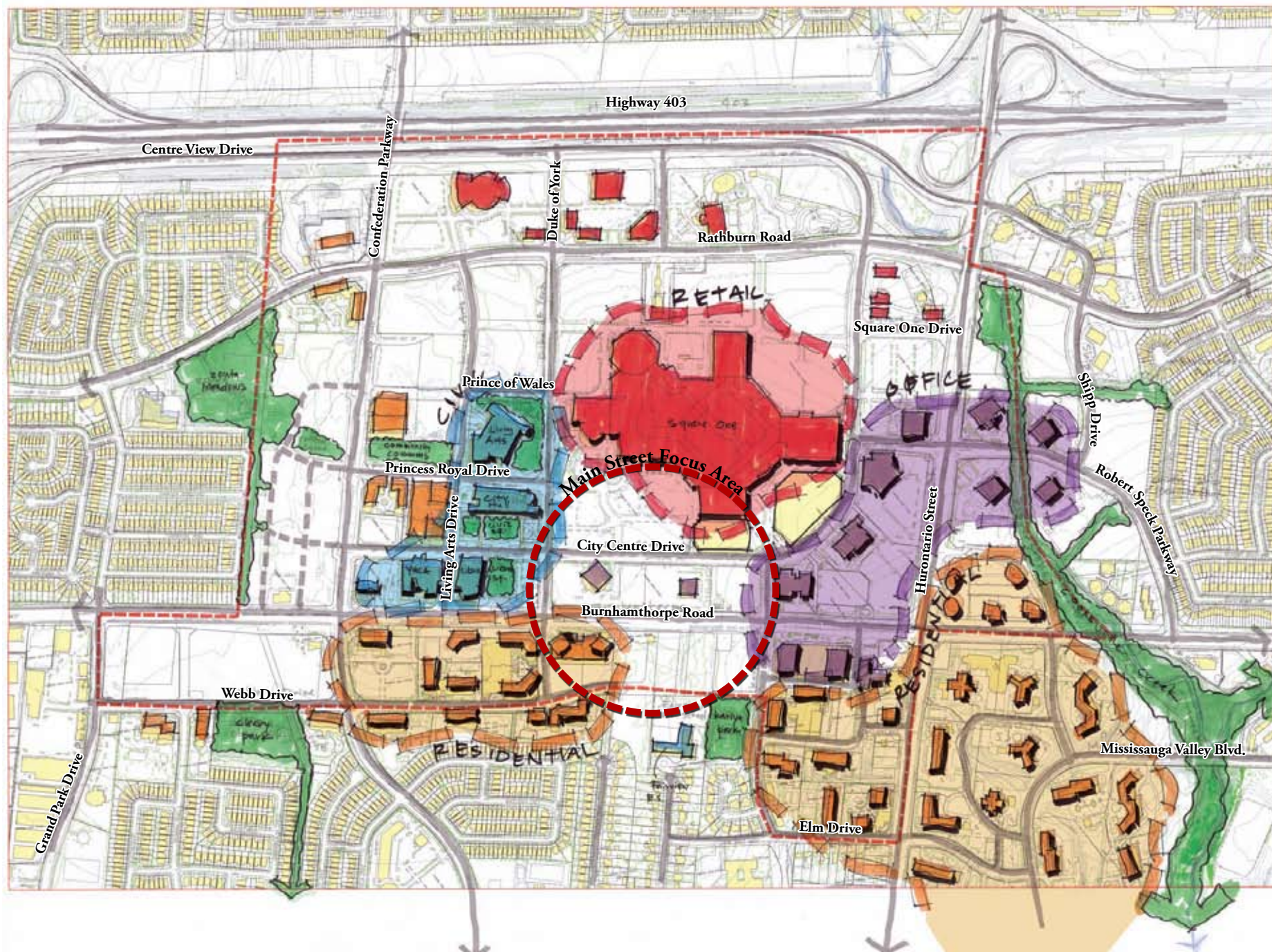
- It is the proposed location for a higher order transit station and the undeveloped area around it is perfectly suited for transit-oriented development and intensity;
- It touches multiple landowners and stakeholders;
- It has the ability to tie together existing public assets (City Hall/Living Arts, the Civic and Central Library Squares, Kariya Park, Cooksville Creek);
- It is scaled to be implemented in a focused timeframe; and
- It has prominent visibility on Burnhamthorpe Road and connects the south side.



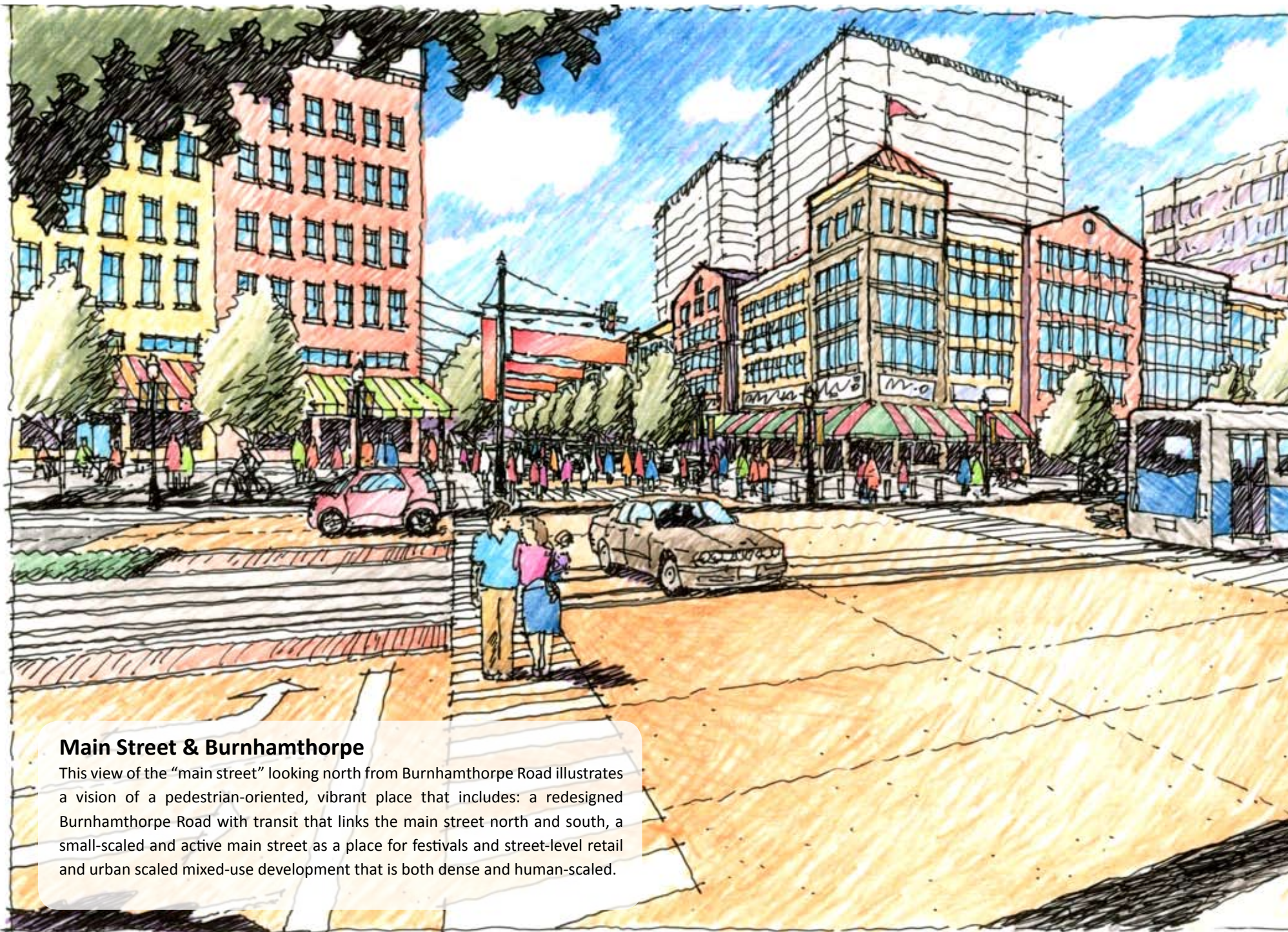
Downtown Mississauga



Downtown Toronto



Centre of Gravity



Main Street & Burnhamthorpe

This view of the “main street” looking north from Burnhamthorpe Road illustrates a vision of a pedestrian-oriented, vibrant place that includes: a redesigned Burnhamthorpe Road with transit that links the main street north and south, a small-scaled and active main street as a place for festivals and street-level retail and urban scaled mixed-use development that is both dense and human-scaled.



The Main Street Vision

To create a true piece of active lively pedestrian-oriented urban fabric in the heart of the emerging “downtown” that would serve both as a model and catalyst for ongoing investment in the larger area.

To create at its heart a “main street” that bridges Square One Mall across Burnhamthorpe Road to the larger residential communities to the south.

To introduce into this concentrated area a broad mix of uses and users that would contribute to make this a real piece of 24/7 city fabric.

To create a critical mass of at least 5,000 residents, 5,000 employees, and 9,290 square meters / 100,000 sq. ft. of neighbourhood-oriented retail/ restaurant uses.

To make this come together in a relatively short time horizon as a coherent place that can demonstrate the real potential of Downtown Mississauga.



Existing View

Main Street – The Place

The role of Main Street is to provide the beating heart of the downtown or, in other words, to maximize social and economic exchange. The street succeeds in its role by providing pedestrian-oriented, smaller scale, retail and entertainment opportunities; maximizing access and walkability; having engaging, inviting, and aesthetically pleasing buildings and being supported by higher order transit, public spaces, residences, and nearby educational, office, and mall uses. Motorists are required, through “self-enforcing design” to drive slowly. The role and the design of the entire street is uncompromisingly oriented to provide a vibrant and safe pedestrian-oriented place that attracts a diversity of people.





Concept Plan

This conceptual plan for the Main Street District illustrates a framework for development centred on the main street and adjacent six blocks. This plan represents only a starting point for initiating further discussions with stakeholders, testing the program, identifying an implementation structure (i.e. a development corporation) and defining roles and crafting design regulations.

The major components of the plan include:

Housing - Wide range of housing types, tenures and pricing:

- Market housing: 3 to 10 storeys on the Main Street District north of Burnhamthorpe (heights increasing/terracing east and west of Main Street with underground parking);
- Condominium, rental and live/work;
- Affordable/Assisted – need housing provider/City incentives; and
- Family, Older Adults.

Retail – street level, pedestrian oriented:

- 9,290 square meters/100,000 sq. ft. of small stores on Main Street - largely independents, reflecting the multicultural community (live music pubs, cafes, restaurants, etc);
- +/- 2,787 square meters/30,000 sq. ft. multi-cultural urban grocery store at Webb Drive and Main Street with residential tower above;
- Housing above with good sun orientation for sidewalks;
- Located on both sides of the street and wrapping corners;
- Spill-out provision on sidewalks – cafés, merchandise, produce, flowers, etc.;
- Room for food vendors on sidewalks;
- Varying facades, differing architecture (more eclectic feeling); and
- Curb-side parking; and ability to close street for festivals, events.

Offices:

- Free-standing for large and mid-sized users;
- Also above stores – small users, business investors; and
- Provision for expansion of City of Mississauga’s municipal offices.

College/University – in the district or adjacent - depending on fit, expansion plans, land area:

- Animate uses on ground floor;
- Opportunities to lease/expand in existing office buildings;
- Proximity to transit and existing community uses (i.e. library).

Parks - Urban, active edges, gathering places, multi-use, all-season, central focus:

- A key marketing advantage and image for new “Main Street” approach;
- “Green Corridor” woven throughout City Centre.

Farmers Market – Permanent location with covered building (builds on the current seasonal success and extending the seasons, and on current efforts to improve the Civic and Library Squares).

Cultural Arts – Places and spaces for the arts community.

Medical/Healthcare - Hospital satellite/clinic facility, Medical/healing arts building.

Day Care Centre - In conjunction with another community resource, serving office workers and residents.

Parking – on-street parking wherever possible, public/joint venture, structured and/or underground in strategic locations, shared resource whenever possible, existing structures/supplies efficiently used, long-term parking supply reductions as a result of improved transit, increased auto occupancy and active transportation (walking, cycling).

Sustainability - Streets and buildings with sun orientation, District heating and cooling, ENVAC, and sustainable building design requirement.



- ① Farmer's market
- ② Main street common
- ③ Higher order transit station
- ④ Re-oriented Fairview School
- ⑤ Neighbourhood grocery store
- ⑥ Green Corridor
- ⑦ Street-level uses in parking deck
- ⑧ Living Arts Park
- ⑨ Civic square
- ⑩ Library Square
- ⑪ Connection of Karyia Park to school park and main street
- ⑫ Main street retail

- Future Development
- Main Street Retail
- Existing Office
- Existing Retail
- Existing Civic
- Existing Residential

**Main Street District
Concept Plan**

Main Street – Cross Section

The proposed cross-section for Main Street includes the following:

- Wide sidewalks are on both sides of the street. The sidewalks are sized to provide space for outside seating and displays of merchandise while still allowing two couples to walk past each other in opposite directions;
- Weather protection is provided via a generous tree canopy and awnings. The soil under the parking rows and sidewalks is designed to accommodate tree roots such that the trees are healthy and develop a beautiful canopy;
- The street is flush (i.e., no vertical curbs) in order to provide a barrier-free experience and to provide the ability to use all or parts of the street for festivals or other events;
- The driving surface is decorative to provide a texture and colour contrast with the sidewalks, add character, provide longevity and result in a slowing effect on motorists;
- The buildings' architecture is governed by several design guidelines that ensure that each building contributes to the street. The buildings are built to the correct height and width and with the proper relationship to the sidewalks. The building widths and facades are designed to follow the "eight second rule" - they will change every eight seconds as a pedestrian walks down the street, animating the walk experience;
- The flush street includes the intersections and results in the intersections appearing as "raised intersections" from the perspective of the side streets. There are gentle, shallow ramps on the east and west sides of the intersections to transition vehicles down between the elevation of the Main Street and the elevation of the side streets; and
- The raised intersections provides several advantages, including: i) pedestrians are effectively about 10 centimeters taller as they cross the street and, thus, can see and be seen better by motorists and cyclists; ii) the intersections are conspicuous such that the expectation of pedestrian traffic is clearly evident; and iii) there is a slowing effect on motorists which increases safety.



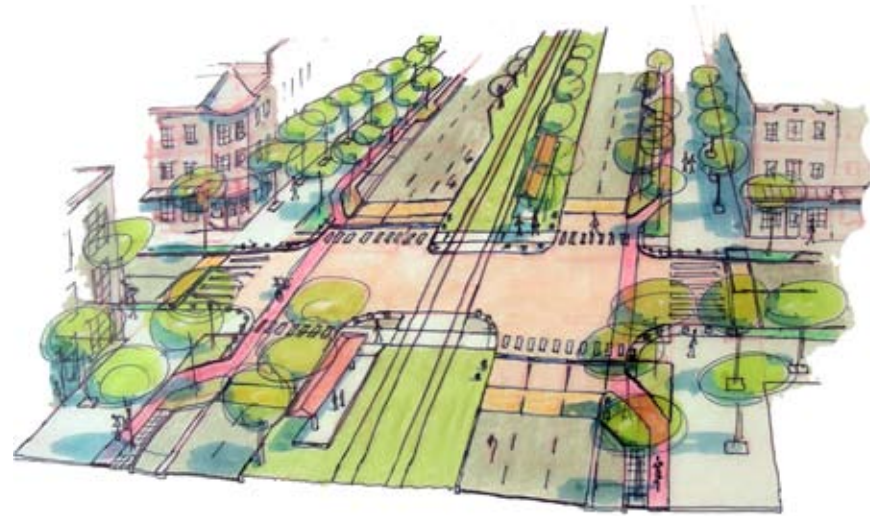
Proposed Main Street

Burnhamthorpe Road – Cross Section

Burnhamthorpe Road has the most ambitious design of all of the streets in the downtown. It will be the downtown's "grand street of significant beauty" that provides great addresses, access to the land uses along it, as well as access to the balance of downtown. Symbolically, the street provides key entrances into the downtown to the east and west. It is the site for two transit stations and is the seam between downtown and neighbourhoods to the south.

The proposed cross-section for Burnhamthorpe Road includes the following:

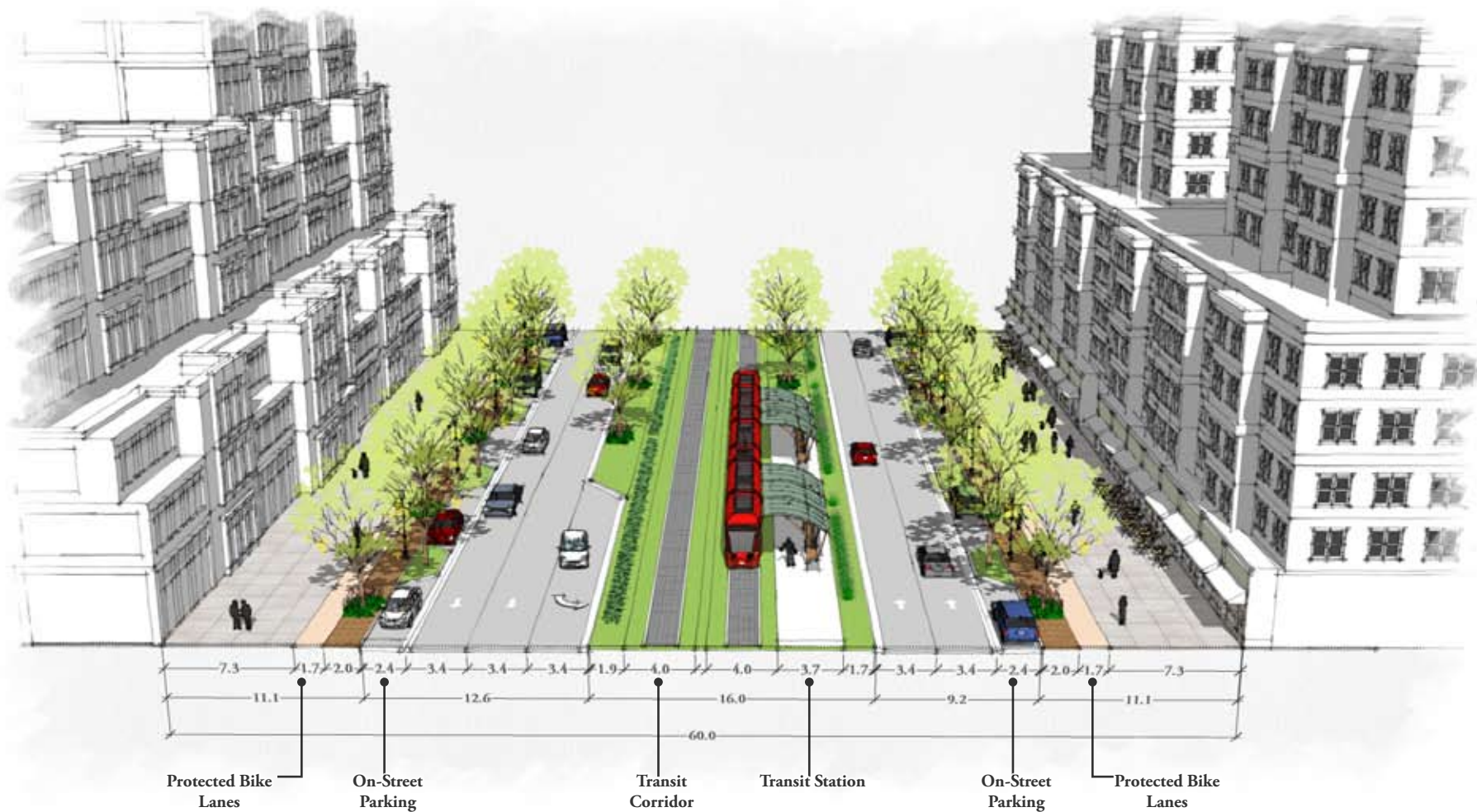
- Wide tree-lined sidewalks, protected bicycle lanes, and on-street parking are on both sides of the street to provide direct, safe, and comfortable access to the land uses;
- Higher order transit is provided down a beautiful tree-lined median with one transit station at the junction with Main Street and a second transit station at the junction with Hurontario Street;
- Two motor vehicle lanes are provided in each direction with left turn lanes at the intersections; and
- The intersections of Burnhamthorpe with Kariya Drive, Main Street and Duke of York are raised to: demarcate the Main Street District, help self-enforce slower motorist speeds in the Main Street District and to help better connect the north and south sides of Burnhamthorpe for pedestrians.



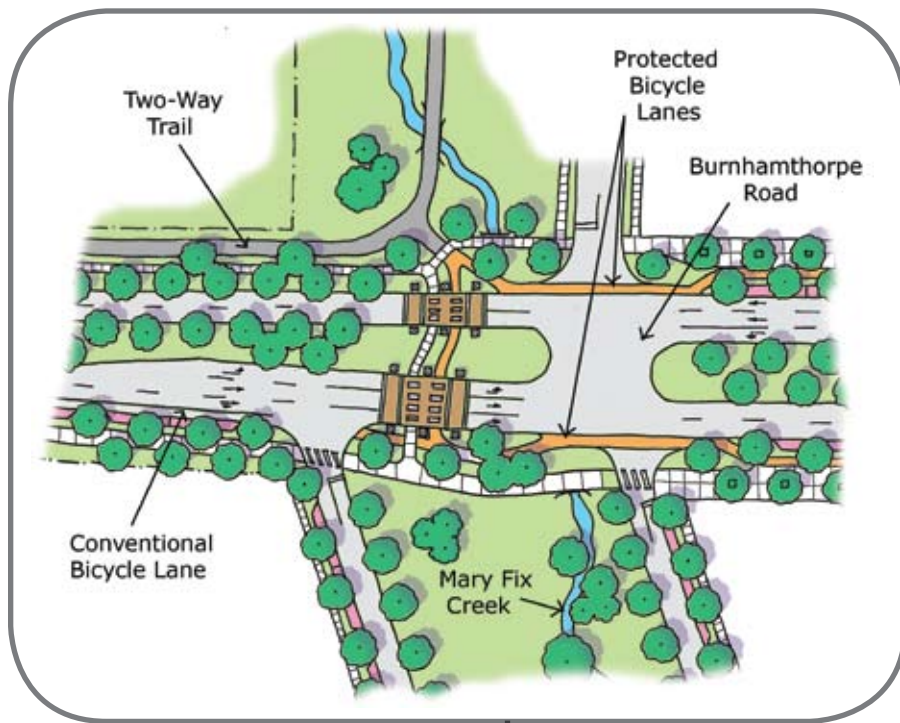
Burnhamthorpe Road Intersection Concept



Burnhamthorpe Road Existing



Burnhamthorpe Road Concept



Western Entrance Feature



Burnhamthorpe Road Transition

The proposed design of Burnhamthorpe in downtown intentionally contrasts greatly with its design outside of the downtown, where it is a conventional, suburban, arterial road. The transition, or entrance, of Burnhamthorpe Road into downtown is an important place to inform motorists that they are indeed entering a more urban place and need to pay more attention to their environment which includes a different cross-section and more activity such as people walking, people shopping, people crossing the street, motorist parking and unparking, cyclists riding around, etc.

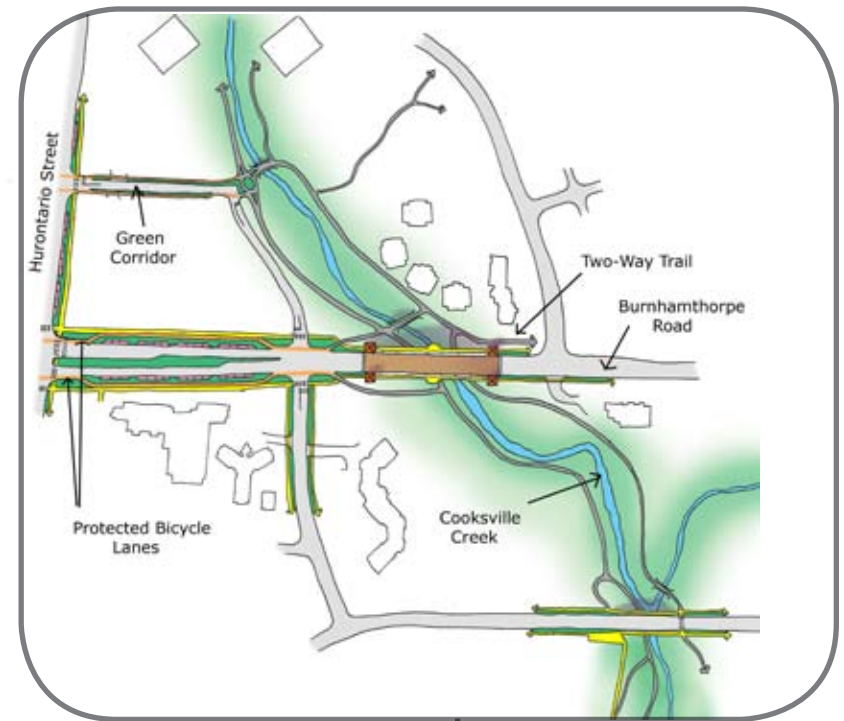
The eastern and western entrance features are located at the crossings of Cooksville Creek and Mary Fix Creek under Burnhamthorpe Road. These locations mark the edge of the downtown, but they have added symbolism because they celebrate water and, through their design, demonstrate the city's values and commitment to water conservation, storm water treatment, recreation, non-automobile modes of transportation, open spaces, and habitat preservation.

Burnhamthorpe Bicycle Facility Transition

The bicycle routes to and from the downtown, from the east and west along Burnhamthorpe Road, are in the form of two-way bicycle trails on the north side of the street. In general, a two-way trail is a very good design choice when two conditions are met: i) where there are few street crossings along the way such as along railway tracks, along riverfronts, or through large parks, and ii) where access to and from the trail can safely occur.

By contrast, in the downtown there are many closely spaced intersections, the intersections are busy, and the asymmetric nature of the two-way trail makes it unsuitable for accessing buildings and land uses on the south side of Burnhamthorpe Road. The intersection safety problem of having a two-way trail on the north side of the street involves cyclists crossing perpendicular streets unexpectedly and quickly from the “wrong way” as perceived by drivers using the perpendicular streets. The proposed protected bike lane design is safer and more suitable for the downtown and safety and access shortcomings of the two-way trail are avoidable.

Gracefully and safely transitioning between the two-way trails, outside of the downtown and the protected bike lanes in the downtown, is important. This was achieved at the ends of the downtown in conjunction with the entrance features where the conventional section of Burnhamthorpe changes to the downtown section.



Eastern Entrance Feature



West Entrance Feature

The western entrance feature occurs at Mary Fix Creek, which can be wet or dry depending on the season and the weather. Consequently, a bridge does not make sense. Instead, an enhanced pedestrian crossing is proposed to connect the north-south trail and linear park system that crosses Burnhamthorpe Road and links several larger parks together. The enhanced crossing does have a vertical deflection, making it a “raised crossing,” with bridge architecture design elements. The raised crossing has all the same safety advantages as a raised intersection and the bridge architecture acknowledges the creek in an obvious way and causes the entrance feature and pedestrian crossing to be conspicuous.

The two-way trail along Burnhamthorpe is connected to the “Green Corridor” on City Centre Drive, north via the trail system along Mary Fix Creek. This will be the most popular route for cyclists considering that the Green Corridor provides access to the largest number of destinations in the downtown. The transition between the westbound protected bicycle lane and the two-way trail is straightforward because it is a simple matter of the westbound protected bicycle lane connecting to the two-way bicycle trail.

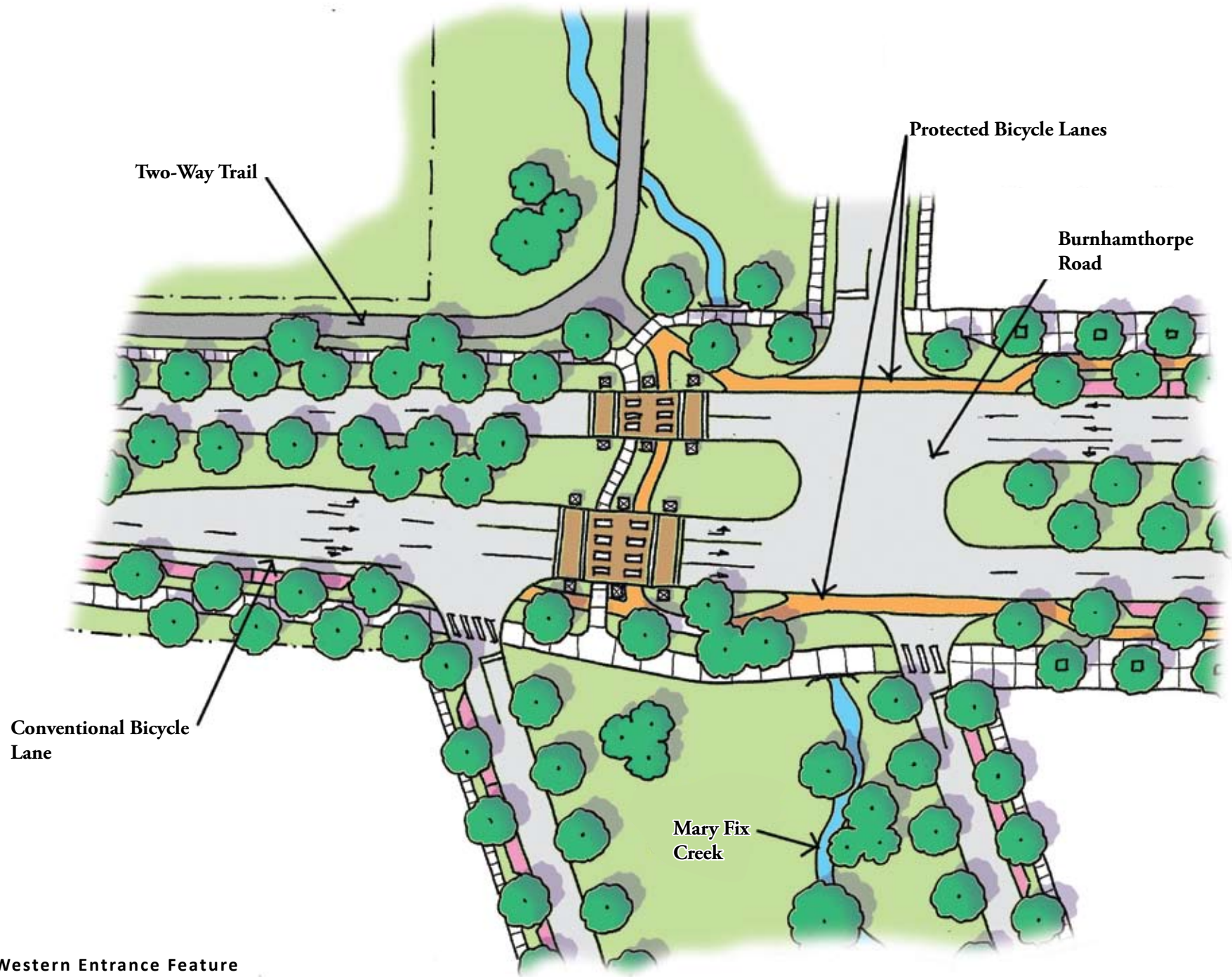
The eastbound transition is almost as simple. The eastbound part of the trail makes a turn to the south and then employs the same crossing as the park system, at the entrance feature. Cyclists use a parallel path to cross Burnhamthorpe Road, after which the path simply becomes the eastbound protected bicycle lane.

At the crossing, both the pedestrians and the cyclists have their own push buttons to actuate the crossing signals. The only difference is that the cyclists also have a railing so they have something to hold onto if they wish. The median refuge for the cyclists and pedestrians is slightly angled so that the people crossing the street have a more direct view of oncoming traffic than they would if the refuge were designed to be perpendicular and vice versa.

The Western Narrowing of Burnhamthorpe Road

At Mavis Road, Burnhamthorpe Road’s section changes from a six-lane street to a four-lane street. The narrowing is achieved to the east of the intersection by replacing each outside lane with a tree lawn; no change is made to the median, yet. There are two through lanes in each direction to the east of Mavis Road. In addition, there is an eastbound, in-street, conventional bicycle lane. There is no westbound equivalent due to the presence of the two-way trail on the north side of the street. The eastbound bicycle lane allows cyclists originating from the south on Mavis Road, and from other southern origins, to the east of Mavis Road, the ability to access the downtown via a bicycle lane without having to cross Burnhamthorpe Road to get to the two-way bicycle trail.

East of the Grand Park Drive intersection, the landscaped median begins, fairly narrow at first, and then wider as the width of the right-of-way widens. Then, the street transitions, at the western entrance feature, to the downtown cross-section for Burnhamthorpe Road.



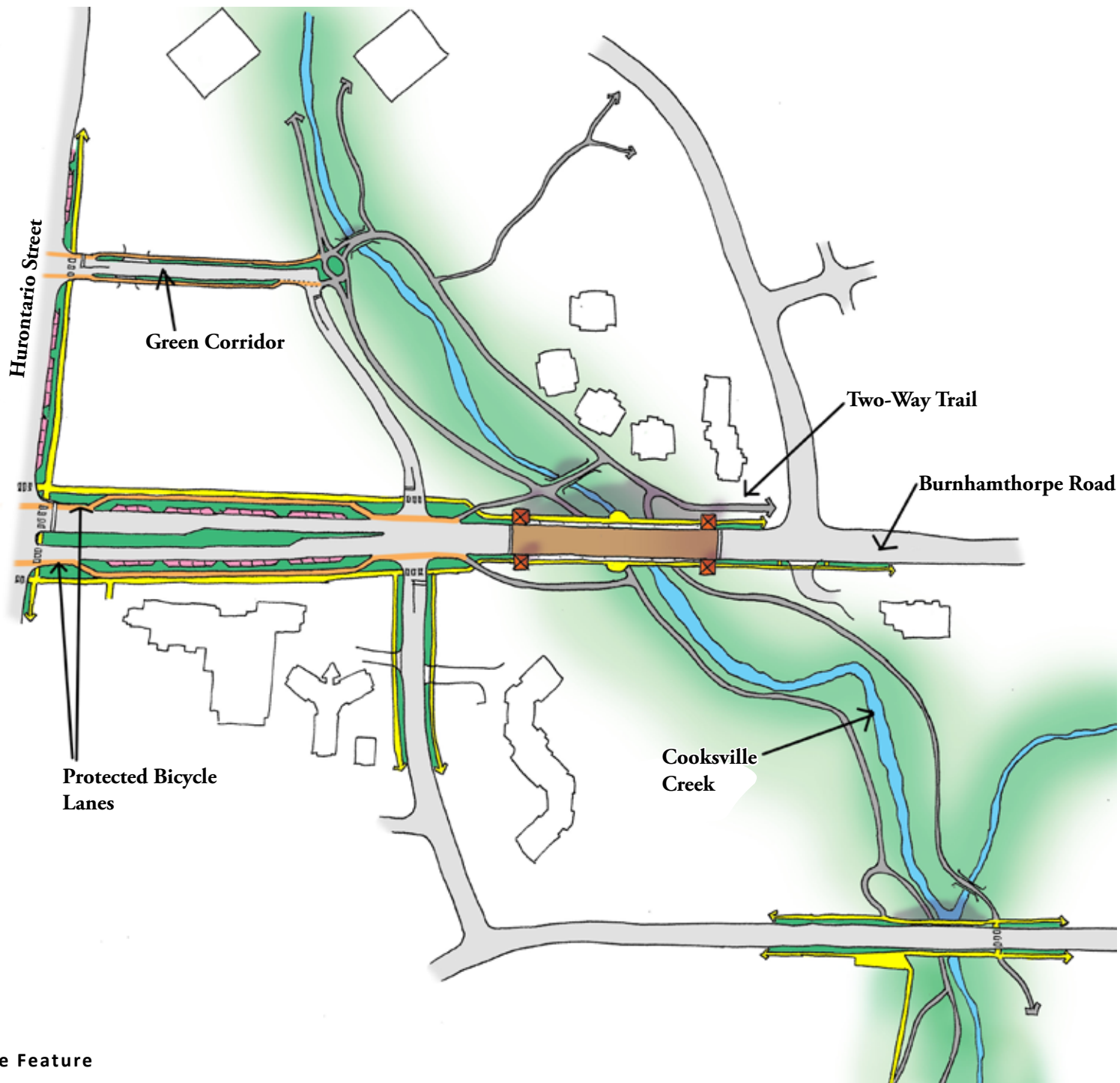
Western Entrance Feature

Eastern Entrance Feature

The eastern entrance feature is intended to be an architecturally beautiful, humped bridge over the Cooksville Creek. This new bridge will do the following:

- Provide a vertical deflection in the street and draw attention to the presence of the creek and to the bridge;
- Help slow the speeds of motorists;
- Provide a transition to the new cross-section and protected bicycle lanes;
- Allows the trail system, as well as wild life along the Cooksville Creek to pass under it. This is an important connection to link downtown south to the creek and Mississauga Valley Community Centre;
- Contribute aesthetically to the downtown;
- Match the quality of design of the street in the downtown;
- Provide a comfortable place for pedestrians to view the creek valley; and
- Provide a conspicuous entrance feature

The bridge over Cooksville Creek provides a grade-separated transition between the protected bicycle lanes and the two-way bicycle trail. In addition to providing an excellent transition, the bridge connects the two-way trail to an uninterrupted trail system along the creek and to the “Green Corridor” along City Centre Drive, which is the main and busiest bicycle route into, out of, and through the downtown.



Eastern Entrance Feature

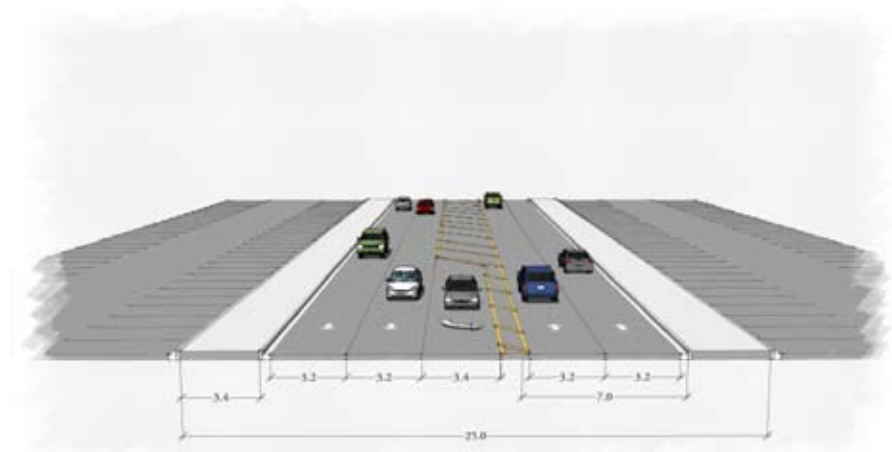
City Centre Drive-Cross Section

City Centre Drive has several roles. In the Western District, it is a residential street. In the Civic District it is a curbless street with two roles: most of the time it is open for general use and, occasionally, it is combined with City Hall's plaza and the Library's plaza to form a large outdoor event space.

In most of the balance of the downtown, City Centre Drive is the main piece of the downtown's "Green Corridor." The corridor is "green" as a result of the design's focus on trees, storm water treatment, bicycle accommodation and connecting parks, squares, and natural features. The Green Corridor provides a valuable east-west link through the centre of the Main Street District. It serves as the spine of the downtown's bicycle network, connecting the heart of the downtown to the Cooksville Creek Trail System, the Mary Fix Creek Trail System and several parks.

The proposed cross-section for City Centre Drive along the Green Corridor includes:

- Wide sidewalks are on both sides of the street;
- Bioswales are on both sides of the street with flush curbs to allow storm water direct access. A significantly wider bioswale is located on the north side of the street where it can get more sunshine as compared to the south side of the street;
- Relatively closely spaced street trees and native plant material are planted in the bioswales;
- Seating areas are provided occasionally along the northern bioswale for resting, contemplation, and social activity; and
- On-street parking is not provided along most of the Green Corridor in order to make space for its green attributes. Existing on-street parking on City Centre to remain.



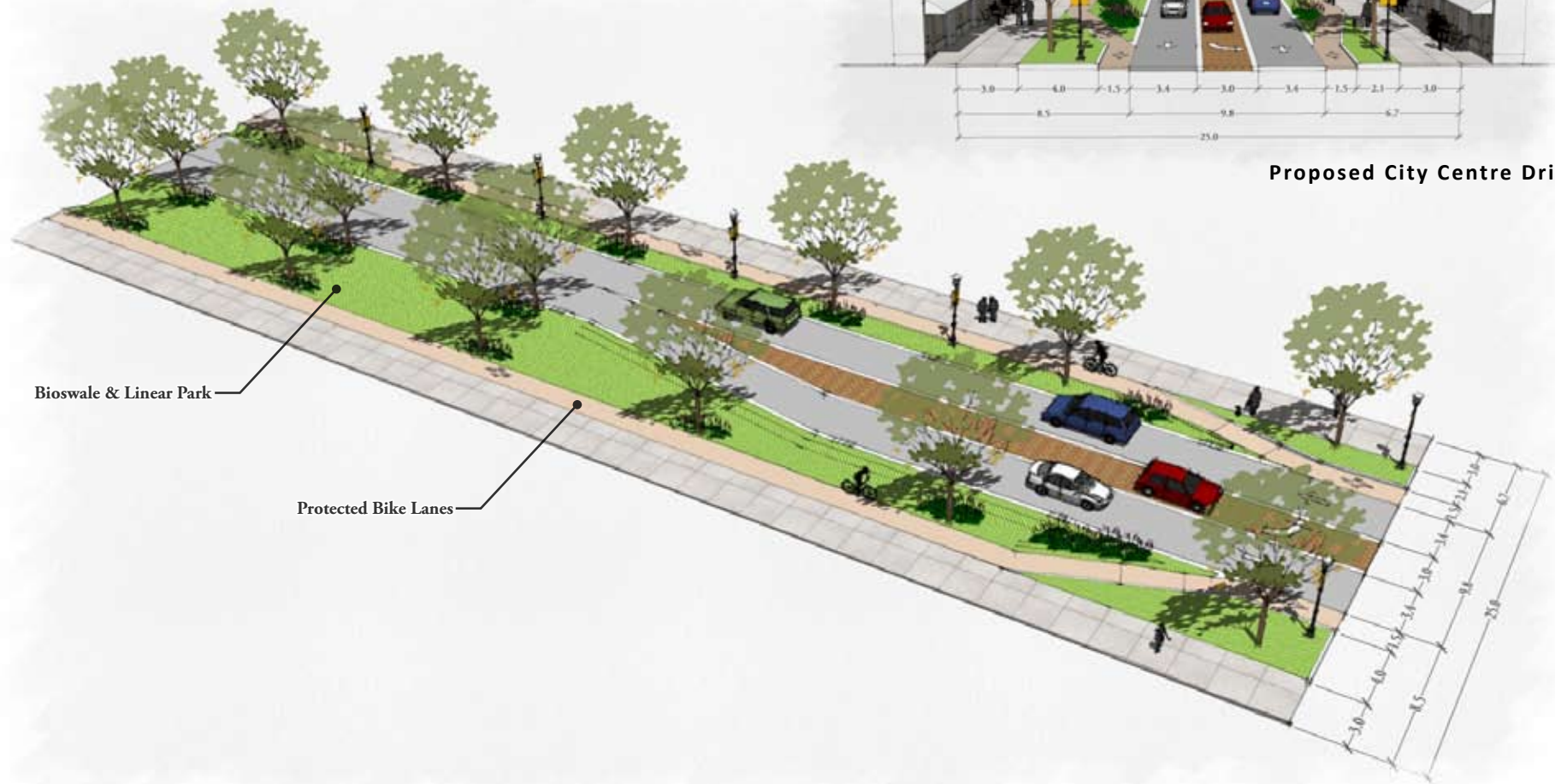
Existing City Centre Drive



Existing City Centre Drive



Proposed City Centre Drive



Proposed City Centre Drive

Webb Drive-Cross Section

Webb Drive is a two-lane, east-west street, south of Burnhamthorpe Road, which provides a parallel and important connection between the downtown, the Mavis-Erindale industrial/employment district to the west and Hurontario Street. It is an important seam between the residential neighbourhoods to the south and the emerging downtown and Main Street District.

The proposed cross-section for Webb Drive includes:

- A double row of street trees (i.e., one row on each side of the sidewalk) is provided on both sides of the street;
- Retrofitted bulb outs are placed to protect the end parking rows and provide occasional narrowings mid-block, but without the need to change the original drainage regime for the street. The new extensions of the street east and west should employ a valley gutter between the parking row and the adjacent travel lane;
- A wide right lane is used that is shared by motorists and cyclists;
- A textured, flush, median is used for left turn lanes and to reduce the otherwise large expanse of asphalt. At the midblock locations, short landscaped medians are developed to enhance the appearance of the street, help with traffic calming and separate the eastbound and westbound left turn lanes.



Existing Webb Drive



Existing Webb Drive



Proposed Webb Drive