



# Corporate Report

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**DATE:** December 13, 2011

**TO:** Chair and Members of Planning and Development Committee  
Meeting Date: January 9, 2012

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

**SUBJECT:** **Request for Public Meeting**  
**Interim Control By-law for the Downtown Core -**  
**Directions Report**

**Wards 4 & 7**

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- RECOMMENDATION:**
1. That the report titled "Interim Control By-law for the Downtown Core – Directions Report", dated December 13, 2011, from the Commissioner of Planning and Building, be received for information.
  2. That the report titled "Interim Control By-law for the Downtown Core – Directions Report" dated December 13, 2011, from the Commissioner of Planning and Building, be circulated to City Departments, external agencies and affected landowners for review and comment, and that staff schedule the statutory public consultation process.

**BACKGROUND:** On March 9, 2011, Council passed an Interim Control By-law (ICB) for the lands shown in Appendix I-1 for a period of one year. An amending by-law was passed on March 30, 2011 to allow for minor alterations to existing buildings that did not extend beyond the existing footprint of the building; the processing of Building Permit applications accepted by the City prior to the enactment of

the ICB; and the completion of the construction of the Whole Foods store at 155 Square One Drive.

Interim Control By-law 0046-2011, and amending By-law 0080-2011 (ICB), have the effect of restricting new development on the lands within the subject area to allow the City to undertake a planning study to put into place appropriate planning policies and regulations to support the vision for Mississauga's Downtown Core.

The ICB is currently under appeal to the Ontario Municipal Board (OMB) by four affected land owners. Appeals have been received on behalf of Morguard Investments Ltd., OMERS Realty Management Corporation, The Great-West Life Assurance Company, and Whiterock Acquisitions Corporation. A pre-hearing conference was held on December 2, 2011. Staff are working with appellants Morguard and Whiterock in suggesting amendments to the ICB that would allow them the same provisions as provided to Oxford. A subsequent hearing is scheduled for February 7, 2012.

City Council initiated the ICB because the existing Official Plan policies and Zoning By-law permit certain land uses that are incompatible with the City's Downtown Core vision. Such development could prejudice the City's ability to carry out the objectives of an intense, compact, mixed use, transit supportive and pedestrian friendly Downtown Core. City Council raised concerns about the long term viability of the Downtown Core if measures were not taken to align the policies and regulations with the vision.

Staff have reviewed the existing regulatory regime and developed policies, zoning regulations and urban design standards to address the intent of the ICB. The consulting firm LiveWorkLearnPlay, Inc., was hired by the City to undertake a Retail Policy Framework for Downtown which focused on the retail components of the plan. Staff in conjunction with LiveWorkLearnPlay, Inc. have developed recommended policies and regulations that will implement the framework for the Downtown Core vision.

**COMMENTS:**

On April 23, 2009, City Council approved *Our Future Mississauga*, the new Strategic Plan setting out a 40 year vision for the City which identifies one of its Strategic Goals as "Create a Vibrant Downtown". The City has made great strides in achieving this goal through the development of Celebration Square, Community Common Park and the partnership with Sheridan College.

The Downtown21 Master Plan exercise was initiated to provide direction and guidance for the future development of the downtown. On April 28, 2010, City Council received the Downtown21 Master Plan which put forward a vision for the transformation of the Downtown from a suburban, auto-oriented downtown to one that is truly urban. The six guiding principles outlined in Downtown21 are:

1. catalyze employment;
2. build multi modal;
3. create an urban place;
4. living green;
5. establish a focus; and,
6. create a development framework with predictability.

Mississauga Plan, the New Official Plan (Council approved however subject to appeal) and the Downtown21 Master Plan direct that the downtown core will be an area of intense, mixed use development, which is transit oriented and pedestrian friendly.

The study undertaken by LiveWorkLearnPlay, Inc. focused on the retail framework needed for the Downtown. Their study provides direction and guidance on retail and mixed use development within Downtown Mississauga. The study is meant to provide direction on how to promote successful and vibrant ground floor/retail development in line with the vision of the Downtown21 Master Plan.

The draft implementing Official Plan, Zoning By-law and Design Standards have been prepared to protect the vision for the downtown through policy and regulations. The goal was, among

other things to protect for strategic land uses, such as transit stations locations; to establish a predictable land development environment; encourage office development; and to add performance standards to ensure the design of new developments align with the vision.

The intent of the ICB was to allow the City time to formulate and implement policies and regulations that will ensure the vision could be maintained, however, there is still much work to be done. The ICB is the first stage in implementing the Downtown Core vision. As additional studies are completed, such as the finalization of the Environmental Assessment for the Light Rail Transit network through the downtown, further implementing Official Plan amendments and Zoning By-law amendments will be passed.

Appendix I-2 outlines the policies and principles proposed for the Downtown Core. The main areas of proposed change include:

- preservation of strategic lands uses, including transit station locations, parks and open space, and office land uses;
- introduction of land use requirements and provisions;
- an updated road network;
- introduction of "A" and "B" frontage classifications and requirements;
- introduction of new districts and transit station character areas;
- updated and expanded urban design policies;
- introduction of retail activation areas.

### **Landowner Engagement Process**

The Downtown21 Master Plan provides an exciting vision with guiding principles for the Main Street District. To facilitate development of the district north of Burnhamthorpe Road West, a "Main Street Working Group" has been established with representation from the City and the three landowners within this area – OMERS Realty Management Corporation (Oxford Properties), Morguard Investments Ltd. and Desjardins Asset Management. With the assistance of LiveWorkLearnPlay, Inc., the

working group is developing a business plan and articulating development opportunities within the district. The focus of the Working Group has been on Main Street North; however, some of the principles being introduced through the ICB will be shared with them in upcoming meetings.

**STRATEGIC PLAN:**

The proposed implementing policies, regulations and design guidelines related to the Downtown Core respond to the following Strategic Pillars for change, goals and actions of the City's Strategic Plan:

MOVE: Developing a Transit-Oriented City

- Build a reliable and convenient system
- Direct growth

BELONG: Ensuring Our Youth, Older Adults and New Immigrants Thrive

- Attract Post-Secondary Institutions

CONNECT: Completing Our Neighbourhoods

- *Create a Vibrant Downtown*
- Build Vibrant Communities

PROSPER: Cultivating Creative and Innovative Businesses

- Attract Innovative Business

**FINANCIAL IMPACT:**

It is anticipated that the new policy framework will result in more appropriate development within the downtown core and will be more transit supportive, thereby contributing to the evolution of the Downtown as a vibrant people place and an economic generator for the City.

**CONCLUSION:**

The study to determine appropriate Official Plan policies and implementing Zoning By-law provisions for the lands within the Downtown Core subject to the ICB is well underway. The study titled "Interim Control By-law for the Downtown Core – Directions Report" provides background information and a number of recommendations that will require consultation with landowners and agencies in order to prepare an Official Plan Amendment and

Zoning By-law to implement some of the key elements of the vision outlined in Downtown21.

**ATTACHMENTS:**

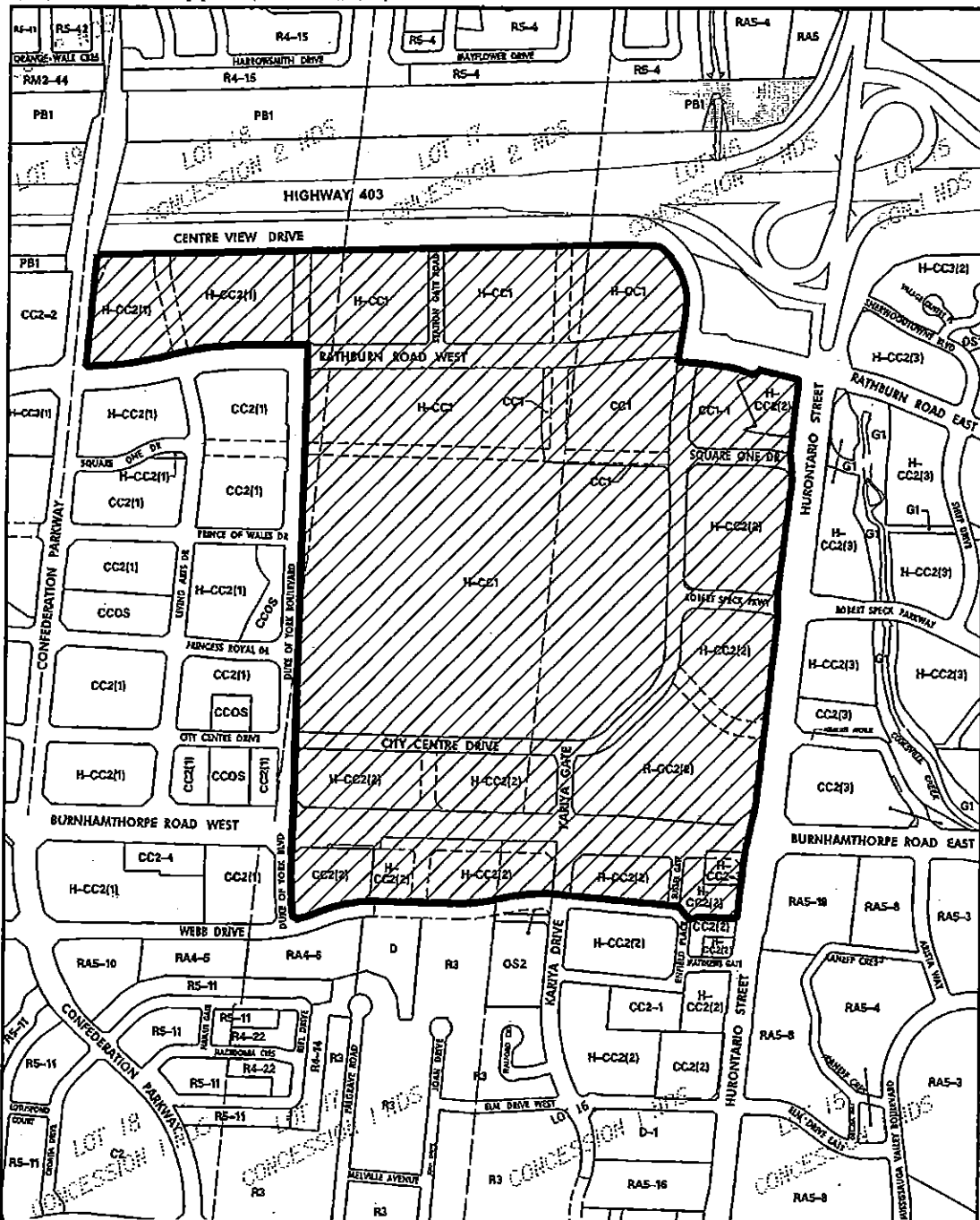
- Appendix I-1 - Area subject to Interim Control By-law
- Appendix I-2 - Downtown Core – Directions Report,  
Recommended Policy and Regulation Framework
- Appendix I-3 - Proposed Land Use Schedule
- Appendix I-4 - Parks and Open Space Schedule
- Appendix I-5 - Proposed Road Network Schedule
- Appendix I-6 - Proposed "A" and "B" Frontage Schedule
- Appendix I-7 - Long Term Transit Network Schedule
- Appendix I-8 - District Schedule
- Appendix I-9 - Urban Design Policies and Standards
- Appendix I-10 - Retail Activation Schedule

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Edward R. Sajecki  
Commissioner of Planning and Building

*Prepared By: Diana Rusnov, Manager, Development Central*

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LANDS SUBJECT TO INTERIM  
CONTROL BY-LAW



GREENBELT OVERLAY

**DRAFT**

CITY OF MISSISSAUGA

Schedule "A"  
THIS IS APPENDIX "B" TO

BY-LAW 0046-2011

## **Downtown Core – Directions Report**

### **Recommended Policy and Regulation Framework**

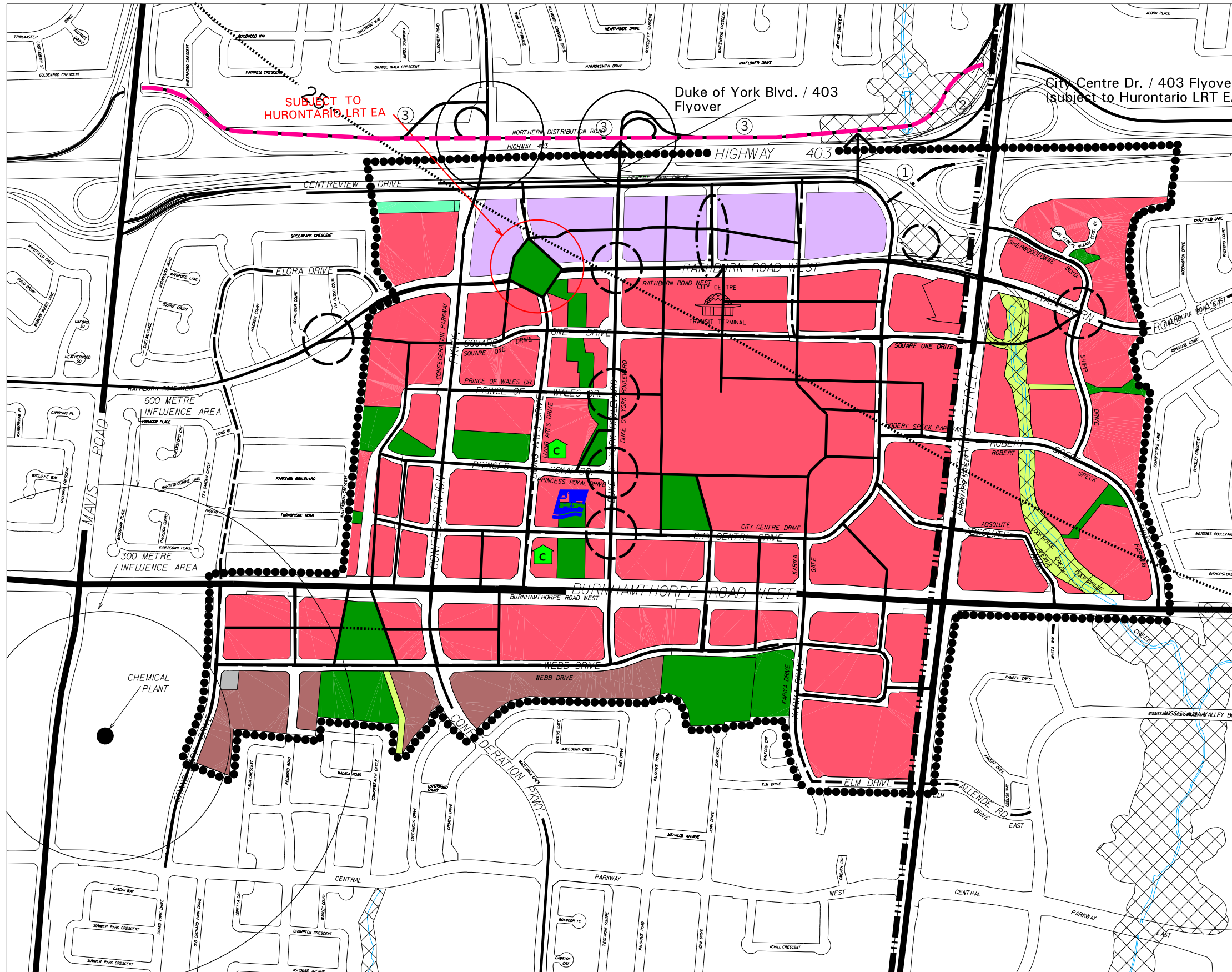
<b>Issue</b>	<b>Existing Policy/Regulations</b>	<b>Proposed Policy/Regulations</b>
Preservation of Office Uses	Lands within the Downtown Core are generally designed Mixed Use or Retail Core Commercial. These designations allow for a wide range of uses. The Mixed Use designation allows for residential uses, offices, civic/cultural facilities, hotels and conference facilities, retail commercial and community facilities and open space.	One of the principles of Downtown21 is to catalyze employment. One of Downtown21's recommendations was to 'make downtown the premier urban destination for future office, employment and creative economy growth in Mississauga'. The role of the downtown is to strengthen existing office uses and attract new major employment to ensure long-term economic success and urban vitality. A vibrant and expanding employment base is a critical component of a thriving and sustainable downtown. Through the implementation of the proposed policies and regulations and additional actions of the City, this goal will be achieved. Office development is an essential element required in the Downtown and the proposed policies and regulations recommend that Rathburn District be identified as an office and employment area and that residential uses be removed as a permitted use in this area. Currently the Hurontario District has the highest concentration of existing office uses and should also be preserved for new office development in the future by not permitting residential uses on these lands. See Appendix I-3 - Proposed New Land Use Schedule.
Parks and Open Space	Existing parks are identified; however no proposed/additional open spaces are identified.	Additional park and open space requirements have been identified for the Downtown Core. The land use map outlines the proposed future location of parks, however the ultimate location, size and programming of the parks is subject to further review, either through future Official Plan Amendments, Local Area Plan reviews or through the processing of development applications. Appendix I-4 illustrates proposed park and open space locations.



Issue	Existing Policy/Regulations	Proposed Policy/Regulations
Road Network	<p>The existing road network is limited and has the effect of creating super blocks that are more automobile oriented than multi-modal. See Appendix I-3.</p>	<p>An updated Road Network is proposed for the Downtown Core as illustrated in Appendix I-5. The network creates an urban pattern of development blocks that is walkable in scale and well connected. The network includes a range of unique street designs tailored to their context, urban design role and function. The fine grain structure of streets results in a multi-modal transportation network that provides multiple routing options for vehicles, cyclists, pedestrians and distributing traffic over many street and intersections, thereby creating a comfortable and intimate pedestrian environment. The classification of the roads will be included in the Official Plan Amendment.</p> <p>The road network has also been further detailed by classifying the network into “A” and “B” Frontages. This classification differentiates the various components of the network by their function, character and design. “A” frontages are the highest quality in the downtown., while “B” frontages exhibit a high quality of urban design, however do allow for vehicular access, including access service and loading. Specific “A” and “B” frontage requirements are specified to ensure a high quality urban environment, with established building setbacks, street enclosure and building design. Appendix I-6 establishes “A” and “B” frontage classifications for the network.</p>
Transit	<p>The Road and Transit Network Long Term Concept of Mississauga Plan and the Long Term Transit Network Schedule of the New Official Plan do not reflect the most up to date information related to Transit in the City.</p>	<p>A Long Term Transit Network Schedule is proposed to be introduced which will reflect the Light Rail Transit network proposed for the Hurontario Corridor and the Downtown Core. The proposed network will complete the multi modal system within the Downtown Core. Although the final alignment of the system and associated transit station locations have not been finalized, the proposed Schedule establishes the principle of transit within the Downtown Core and sets out the character of each Transit station area. The Environmental Assessment (EA) process is set to begin in 2012. Once this work is complete, the schedule will be updated.</p> <p>Transit Oriented Development principles are introduced, as well as identifying specific characteristics for each transit station area. See Appendix I-7.</p>

Issue	Existing Policy/Regulations	Proposed Policy/Regulations
Districts	Character Areas are identified in Mississauga Plan and the Downtown Core Local Area of the New Official Plan; however they do not reflect the most recent thinking.	<p>Through the Downtown21 Master Plan exercise, a number of districts were identified that will each develop with its own character, mix of uses, function and scale. It is proposed that this amendment introduce and provide an overview of each district. Further Official Plan Amendments will be required to provide more detailed direction for each district.</p> <p>Given the study work undertaken as a result of the ICB, some special site policies and regulations are proposed within some of the districts. See Appendix I-8.</p>
Urban Design policies and standards	The urban design policies are outdated and do not reflect current thinking.	<p>Proposed Urban Design policies, regulations and standards related to the following are being introduced:</p> <ul style="list-style-type: none"> <li>- design requirements for street frontage;</li> <li>- design requirements for 'A' and 'B' streets;</li> <li>- design requirements for sites adjacent to or across from park and open space lands;</li> <li>- design requirements for access, service and loading;</li> <li>- design requirements for retail and commercial uses;</li> <li>- design requirements for parking facilities;</li> <li>- building height and built form standards;</li> <li>- tall building standards;</li> </ul> <p>See Appendix I-9.</p>

Issue	Existing Policy/Regulations	Proposed Policy/Regulations
Retail Activation	No policies exist today.	<p>One of the main principles of the Downtown21 Master Plan was to create active streets with great places to visit, walkability and interest. Through the work from LiveWorkLearnPlay, Inc., a retail activation study was undertaken to determine where retail uses must be provided at grade to ensure the urban place principles were achieved. LiveWorkLearnPlay, Inc. undertook an analysis to ensure there was sufficient market to support the proposed retail activation areas. See Appendix I-10 which outlines the required retail activation areas.</p> <p>Additional policies and zoning provisions will be introduced that will outline permitted uses and the zoning provisions associated with those uses within the Retail Activation Area.</p>



### LAND USE DESIGNATIONS

- Mixed Use
- Office
- Open Space
- Greenbelt
- Parkway Belt West
- Residential High Density
- Utility

### TRANSPORTATION LEGEND

- Provincial Highway and Interchange
- Arterial
- Collector
- Local Road
- Bus Rapid Transit Corridor
- Higher Order Transit Corridor
- Proposed Grade Separation

### LAND USE LEGEND

- 1996 NEP / 2000 NEF Composite Noise Contours
- Natural Hazards

### Notes:

- Any part of the road network shown outside the city boundaries is shown for information purposes only.
- All road proposals within the Highway 403 Corridor are conceptual and require review and approval of the Provincial Government.
- Refer to Schedule 3, Natural System for the location of the Natural Areas System and Natural Hazards.
- The limits of the Natural Hazards shown on this map are for illustrative purposes only. The appropriate Conservation Authority should be consulted to determine their actual location.
- The 1996 Noise Exposure Projection (NEP)/2000 Noise Exposure Forecast (NEF) Composite Noise Contours are shown for information purposes only and are not part of this Local Area Plan. These contours will change from time to time as new information becomes available. For accurate reference the composite NEP/NEF map produced by Transport Canada at a scale of 1:50 000 should be consulted.

### Notes:

- Option 1, Conceptual Centre View Drive connection to EB Hwy. 403 concept.
- Conceptual N-W ramp terminal relocation.
- Future Road - For additional Information see Schedule 5: Long Term Road Network and Table 8-2: Road Classification - Major Collectors

### Notes:

- Civic Centre (City Hall)
- Public School
- City Centre Transit Terminal
- Community Facilities
- Local Area Plan Boundary

## Downtown Core Local Area Plan

## Land Use Map

City of Mississauga

2011 December  
V - 1.000

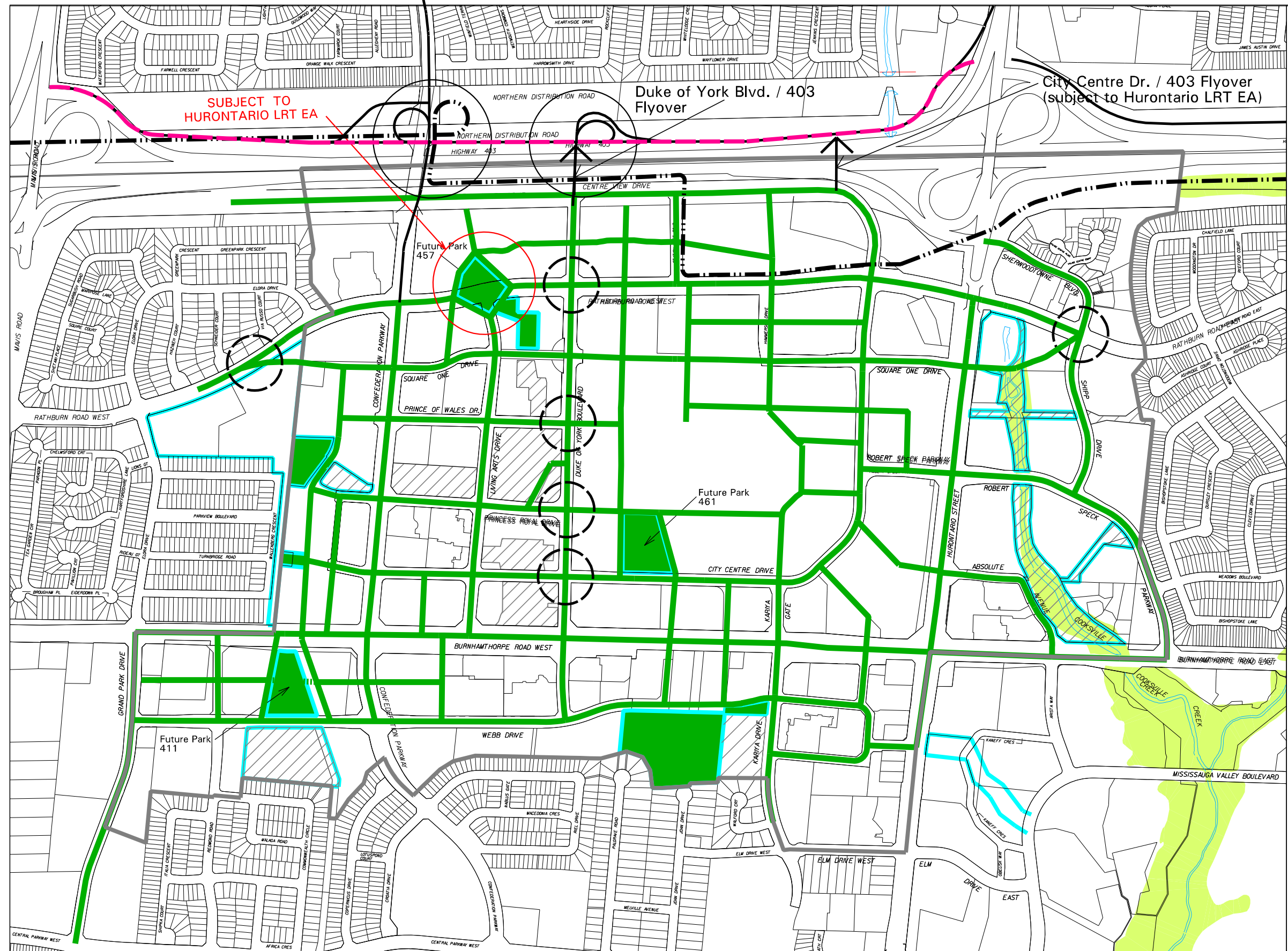
APPENDIX I-3

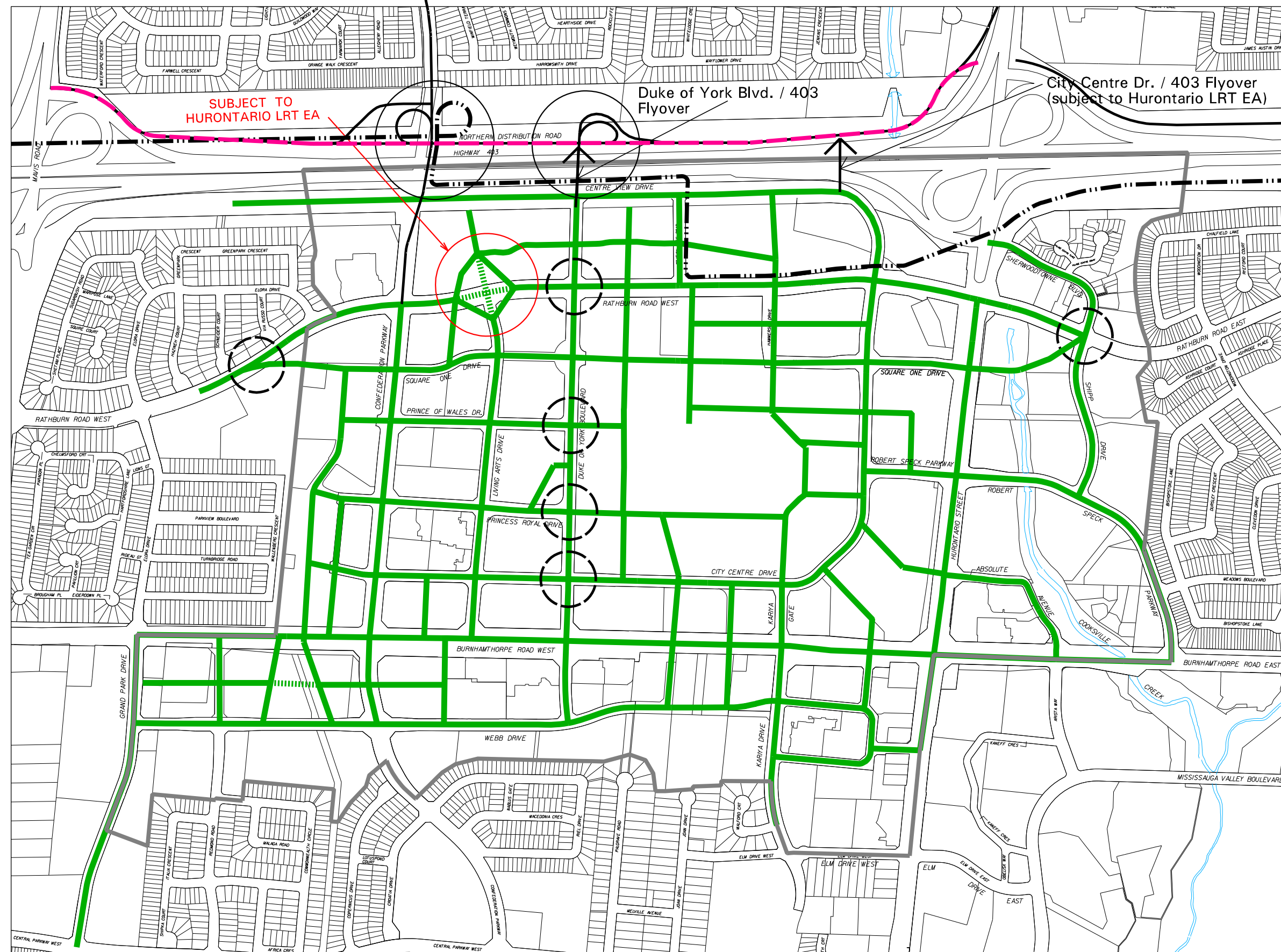


Legend

- Community Services (Future Parks)
- Proposed Parks
- Existing Parks
- Greenbelt

Schedule  
Downtown Core  
Parks and Open Space





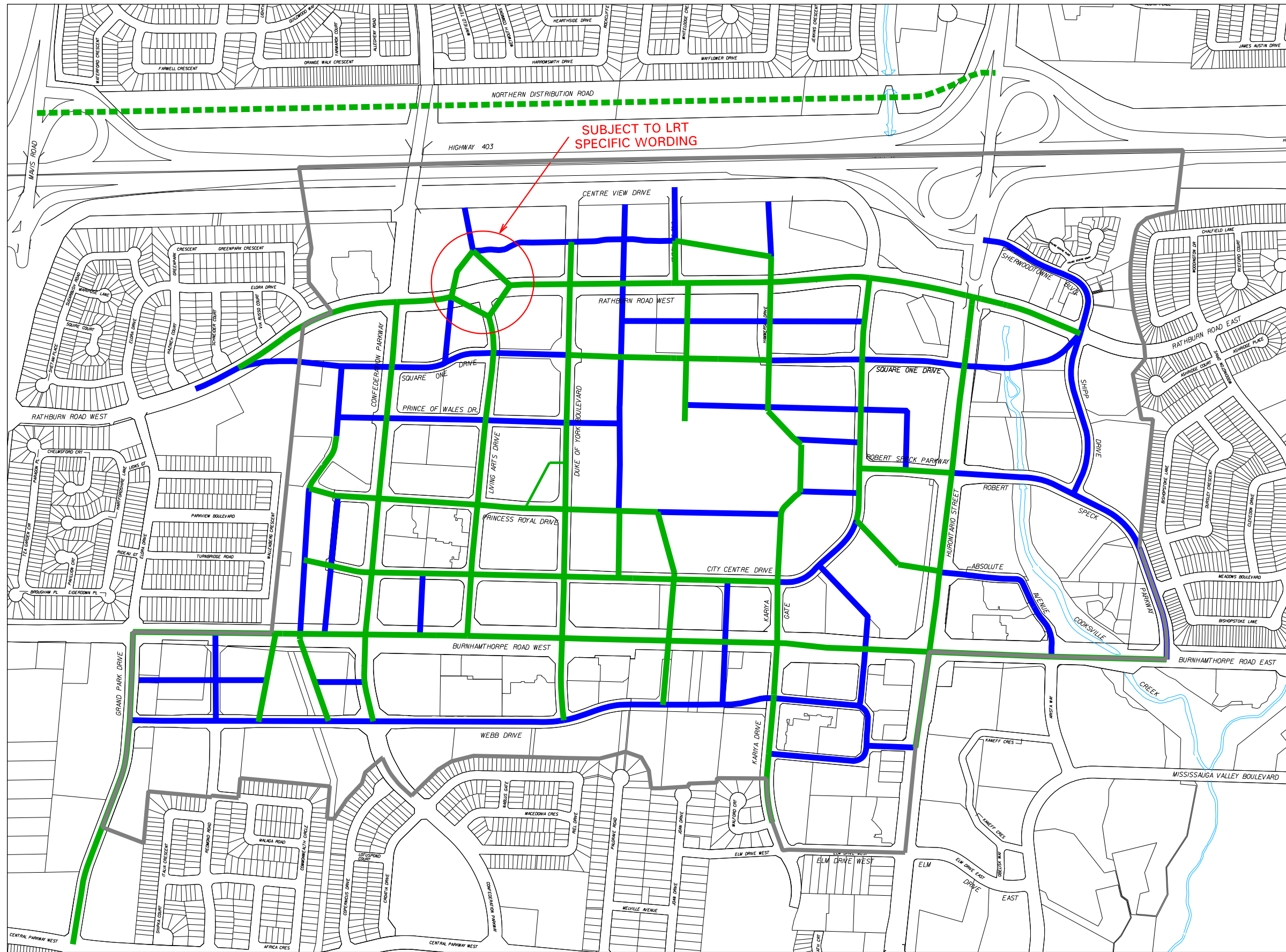
# Schedule Downtown Core Road Network





Legend

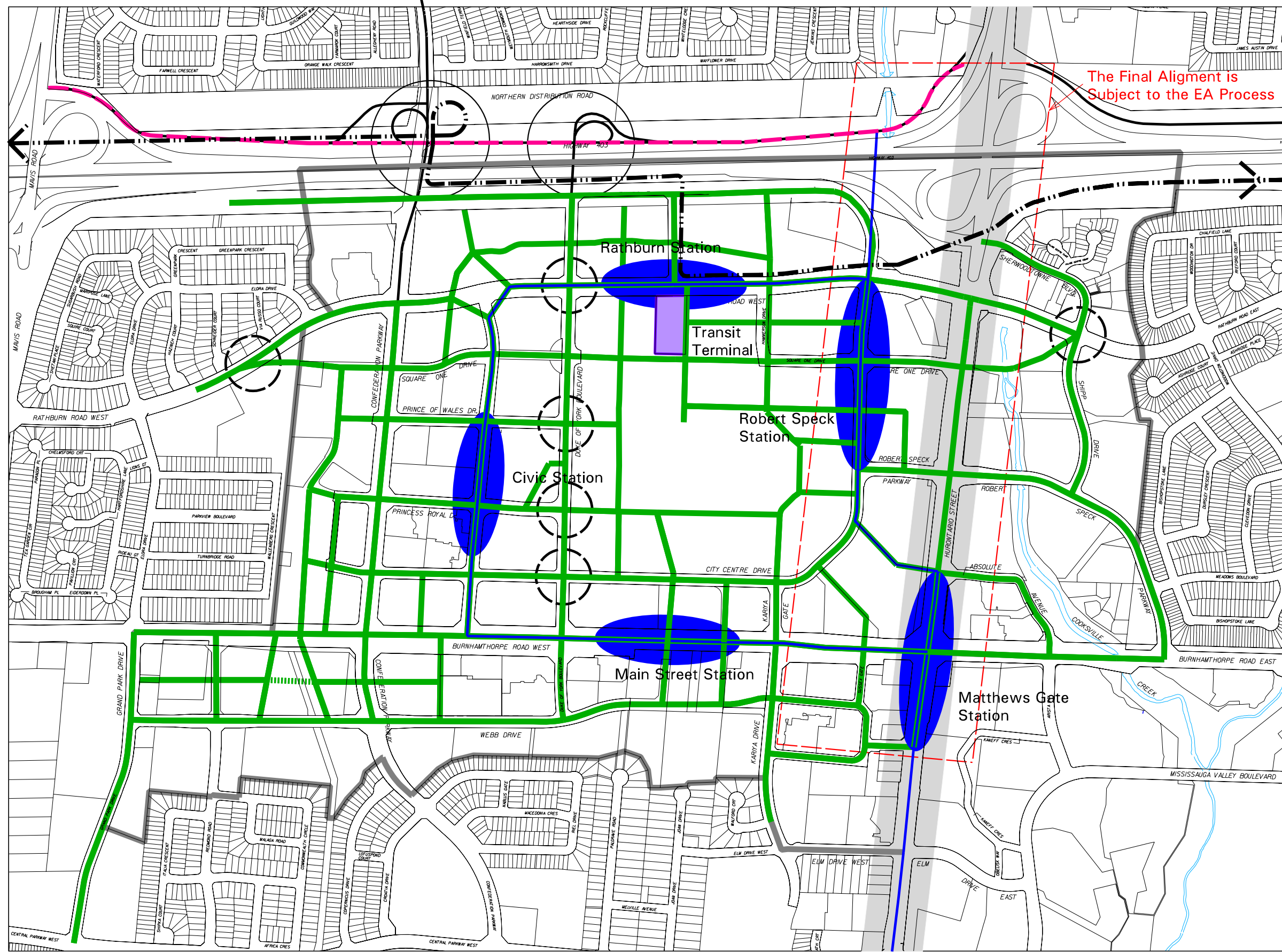
- Northern Distribution Road
- A - Frontage
- B - Frontage



DRAFT  
(For Discussion Only)

Schedule  
Downtown Core  
A & B Street Frontage





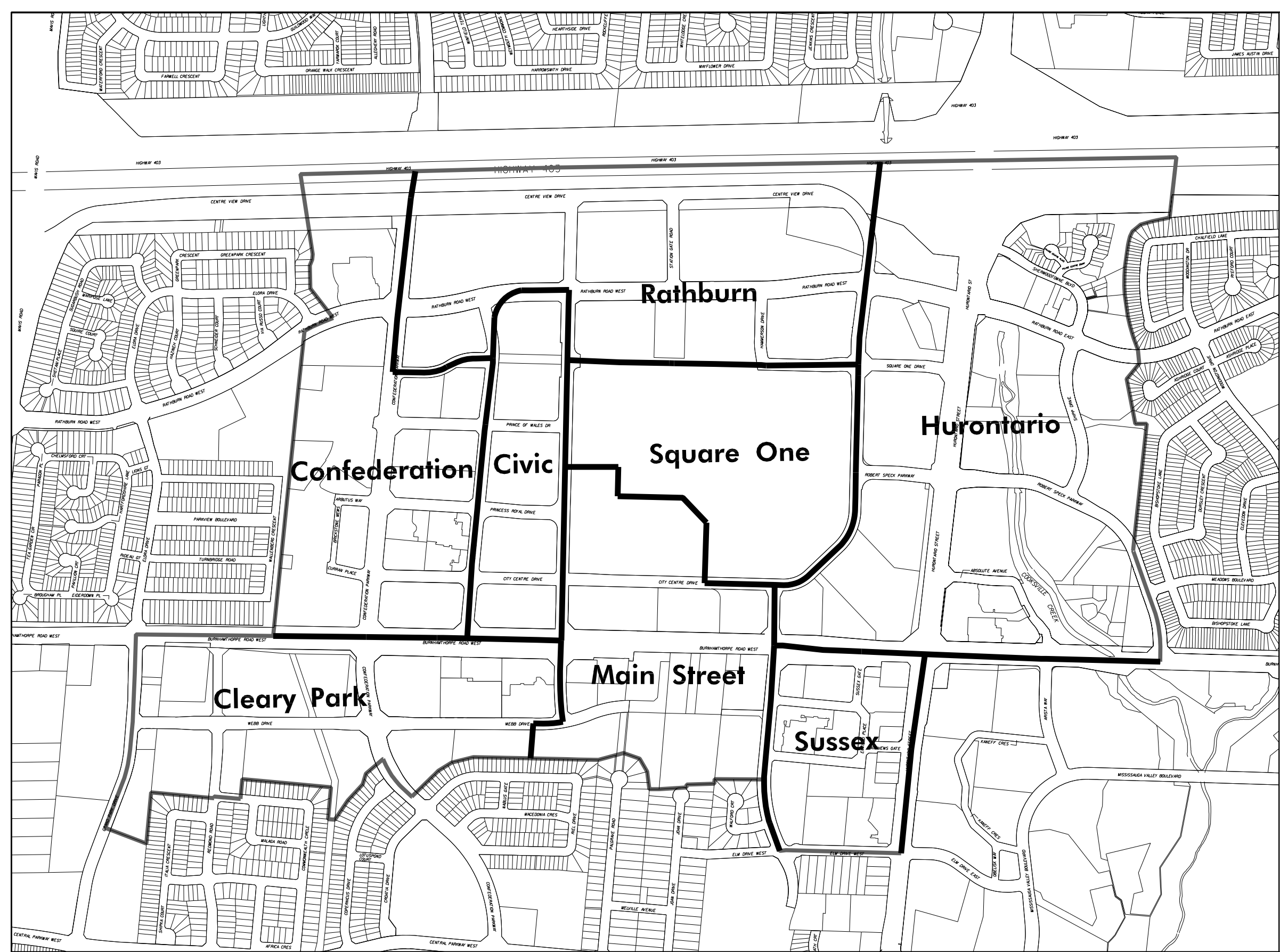
- Legend
- Bus Rapid Transit Corridor
  - Light Rail Transit
  - Light Rail Transit Station Area
  - Transit Terminal
  - Hurontario Street - Intensification Corridor (OP)

Schedule  
Downtown Core  
Long Term Transit Network





Schedule  
Downtown Core Precincts



**Downtown Core – Interim Control By-law  
Directions Report  
Urban Design Policies and Standards**

**1.0 Design for ‘A’ & ‘B’ Frontages**

For each type of frontage (‘A’ or ‘B’) the standards outline specific design requirements for new buildings such as:

- Placement of the streetwall at build-to line;
- Building set-backs;
- Streetwall conditions;
- Building entries;
- Vehicular access, loading and servicing; and
- Parking facilities.

**1.1 General Standards for Buildings on ‘A’ & ‘B’ Frontages**

Given the mixed-use, pedestrian and transit supportive focus of the Downtown Core, there are common frontage design standards for new development that apply to both ‘A’ and ‘B’ frontages identified as follows:

- Locate buildings parallel to the street or along the edge of a park or open space with a minimal consistent front yard setback to contain the street and provide enclosure;
- Establish build-to requirements for buildings facing ‘A’ & ‘B’ Frontages and parks and open space. Build-to lines create a cohesive streetscape;
- Coordinate the building setback with adjacent properties in order to create a uniform street edge;
- Incorporate active ground floor frontages to animate the public realm and pedestrian environment;
- Incorporate transparent views and access to the public sidewalk from at-grade uses, towards the street, including views and access to parks and open space where applicable;
- Locate main building entrances so that they are clearly identifiable and prominent with direct access to the public sidewalk, pedestrian connections and transit facilities;

- Locate main and lobby entrances flush with the sidewalk elevation (refer to Section 7.0 for design of Retail and Commercial Uses);
- Design corner lot buildings with entries and articulation and special massing on both Frontages to maximize views, gateway treatments and maintain an animated street edge.

## **1.2 Specific Standards for Buildings on ‘A’ Frontages**

‘A’ Frontages are the ‘high’ Streets in the Downtown and shall be the most important for securing pedestrian comfort, street activity and downtown character. They are the most pedestrian focused with a view to ensuring a public realm of the highest standard. Buildings on ‘A’ frontages shall be designed according to the following:

- Provide continuous building frontages on ‘A’ Frontages for the length of development blocks to provide continuity of built-form from one property to the next;
- A minimum of 95% of a property’s build-to-line frontage is required to be occupied by the principal building façade at the build-to line;
- Curb cuts, driveways and laneways are prohibited on ‘A’-Street frontages/connections, except where a site or block does not have access from a ‘B’ Street/connections or other means of access, or if there is a requirement for emergency vehicle access;
- 25% of the property’s build-to frontage (i.e. of 95%) shall be allowed to step back a maximum of 4.5 m in order to allow for articulation of the streetwall and building façade, and to accommodate outdoor café seating, recessed entries and landscaping;
- Principle and functioning main entrances to buildings shall be provided on ‘A’ Frontages;
- ‘A’-Street frontages/connections shall have ground floor elevations with a minimum of 75% transparent vision glazing for retail and commercial establishments, with views into the building or display windows which are completely accessible only from the inside of the building;
- Driveways on adjacent ‘B’-Street/connections frontages cannot be within 20m of a designated ‘A’-Street/connection;
- Balconies and below-grade parking structures may not protrude into the public realm, but may extend as far as the front property line, or the front set-back line;
- Where ground floor residential uses are permitted, special provisions apply for unit entrances and setbacks.

### 1.3 Specific Standards for Buildings on ‘B’ Frontages

‘B’-Frontages are secondary in the downtown, connecting ‘A’-frontages to each other. In contrast to ‘A’ Streets, they also provide development blocks with access for deliveries, garbage pick-up, service and loading, including vehicular access to structured and off-street parking within development sites. Although they are designed to accommodate site servicing aspects, ‘B’-Frontages are also intended to have an important pedestrian character, integrating appropriate urban design treatments in support of their role and function in the Downtown. The following standards apply to ‘B’ Frontages:

- ‘B’ Streets shall have continuous building frontages along the length of development blocks to provide a continuity of built-form from one property to the next with minimal gaps between buildings;
- A minimum of 75% of a property’s build-to-line frontage is required to be occupied by the building façade at the build-to line;
- 15% of the property’s build-to frontage (of the 75%) shall be allowed to step back to a maximum of 3.0 m in order to allow for articulation of the streetwall and building façade, and to accommodate outdoor café seating, recessed entries and landscaping;
- Provide, locate and organize vehicular parking and access, service areas and utilities such that they minimize adverse impacts on the property, on surrounding properties, and improve the safety and attractiveness of adjacent Streets/connections, parks and open spaces (Refer to Section 6.0 Design for Service and Loading);
- B’ Street frontages shall have ground floor elevations with a minimum of 50% transparent vision glazing (unless otherwise specified) for retail and commercial establishments, with views into the building or views to display windows which are completely accessible only from the inside of the building;
- Locate functioning main building entrances on ‘B’-Street frontages except where a development block has ‘A’ and ‘B’ frontages, the prominent building entrance shall be located on ‘A’ Frontages. (refer to Section 7.0 for design of Retail and Commercial Uses)

### 1.4 Parks and Open Space Frontages

New buildings which have proximity to unique conditions, such as parks and open space require special urban design treatments to deal with the interface between their frontages and unique elements of the public realm. The following standards apply:

- If the build-to line of a development fronts onto the edge of a public park or open space, then ‘A’ Street frontage requirements shall apply;

- Building frontage along parks and open spaces shall have active uses (i.e. retail and/or residential) at grade;
- Buildings which surround, have proximity, or front-onto parks and Streets/connections shall have the highest level of architectural expression, articulation and use of materials;
- At-grade level residential uses fronting onto parks and open space shall have individual unit entrances in order to activate the street environment;
- Parking structures or surface parking lots shall not front onto parks and open spaces;
- Building massing shall protect for maximum sun exposure onto parks. As such, buildings fronting along parks and open spaces shall establish a maximum base building height and point tower location/massing that does not negatively impact the public space in terms of shadow and wind conditions.

## **2.0 Design for Access, Service and Loading (Frontages)**

- Access for loading, garbage and servicing to buildings shall be located on “B” Frontages;
- Loading, garbage and service spaces shall be located internal to the building to avoid noise and visual impacts;
- Loading, servicing and other vehicular related functions should not detract from the use, safety or attractiveness of the pedestrian realm;
- Negative impacts are to be avoided through appropriate height, doors, lighting, painting and screening with architectural treatments and landscape materials;
- A minimum ground floor height of 4.5 metres should be deployed to provide clearance for garbage and loading functions;
- In high density projects, garbage facilities and recycling facilities should be provided underground or fully within the building, with provision made for moving bins for pick-up;
- The height required for overhead loading for bulk refuse within a collection area should conform to the Region of Peel’s standards for overhead clearance.

## **3.0 Minimum Building Height**

Mississauga's vision to urbanize the Downtown is intended to provide, a compact, mixed-use urban form that puts people in close proximity to jobs, transit, and a broad range of uses and urban amenities. To achieve this, a minimum building height of three storeys needs to be deployed to ensure the most efficient use of land and to create a pedestrian environment through street walls that contains the street and supports transit. In a Downtown environment, one-storey

temporary format buildings, such as big-box retail or entertainment facilities, served by surface parking, are examples of building typologies which are inefficient, suburban and do not create a pedestrian environment.

- All new buildings in the Downtown must achieve a minimum height of 10.5 metres (3 Storeys) both at the street frontage and across the entire area of the building.

#### **4.0 Design for Retail & Commercial Uses (Ground Floor)**

To ensure great Streets/connections in the Downtown and a vibrant public realm, at-grade retail and commercial uses must be carefully designed to animate the street edge and support the pedestrian experience. Buildings incorporating at-grade commercial and/or retail uses will be designed to ensure that:

- Ground floor heights shall be a minimum of 4.5 metres (floor-to-floor, measured from average grade) to accommodate retail and commercial uses with windows that correspond to the height of ground floors;
- Provide narrow storefronts in the range of 6 - 10 m wide in order ensure visual rhythm and interest, definition at-grade, and to support the pedestrian experience and public realm;
- Design the spacing of functioning at-grade retail and commercial entrances along the length of the building facade to a maximum of 10 m;
- The primary entrance to each street-level tenant space that has its frontage along a public street shall be provided from that street;
- The principle entrance to retail and commercial tenant spaces shall be flush with the grade of the public sidewalk;
- Provide a depth for at-grade retail and/or commercial space at a min. of 12m to a maximum of 22m;
- Where Retail Streets/connections intersect other Streets/connections, the ground floor retail space should wrap the corner onto the intersecting Streets/connections.

#### **5.0 Parking Facilities & Frontage**

Whether integrated within a development or constructed as an independent structure, parking facilities will have an important role to play in supporting key uses, attractions and urban amenities in the Downtown. In general, development will locate vehicular parking and vehicular access to minimize impacts on the property and on surrounding properties and to improve the safety and attractiveness of adjacent Streets/connections, parks and open spaces. Above-grade parking facilities, including those assembled as part of a development shall ensure that:

- Parking structures shall not directly front onto 'A' Frontages, but shall be screened by 'liner' buildings incorporating a mix of uses between the parking structure and street space;
- For a given development block, parking structures shall only directly front onto one 'B' Street/connection where more than one 'B' street/connection frontage exists;
- On the ground floor, parking structures shall have active uses such as commercial or retail services with an appropriate scale and architectural expression to support activity on the Streets/connections, including parks and/or open spaces;
- Where it is not feasible to accommodate commercial or retail services on 'B' Frontages, other uses or approaches may be considered, provided that designs are able to achieve a high degree of animation at-grade, and/or demonstrate flexibility in adapting to retail/commercial uses in the longer term;
- Notwithstanding the above, all parking structures and their facades above the ground floor shall be designed to the highest level of architectural treatment and façade animation to mask the parking and screen views of the interior;
- When designed in conjunction with other uses, lobbies and entrances serving structured parking facilities shall be fully enclosed, appropriately signed and integrated into the façade design without appearing as dominant elements on the street frontages;
- At-grade exhaust vents serving structured parking facilities shall not be permitted to front onto 'A' Frontages, but may be located on 'B' Frontages provided that they are architecturally integrated within a building's exterior wall and cladding system.

## **6.0 General Built Form Standards**

In addition to achieving the minimum building height, buildings in the downtown shall:

- Be well-proportioned to minimize the perception of large or monolithic buildings;
- Articulate or 'break up' frontages where buildings exceed 40 metres in length;
- Be expressed at the street frontage to articulate the uses and form of the building by:
  - Deploying a tri-partite configuration consisting of: (1) Base - to strongly define the at-grade level; (2) Middle—to define the upper storeys; and (3) Top - to express the termination of the building at the roof-line or parapet;
  - Accentuating floor and/or ceiling junctures and transitions between subsequent storeys by using horizontal expression lines, or visual elements such as belt-courses, cornices, banding(s) or architectural treatments on the façade;

- Establish a frequent rhythm and repeating articulation across the façade by deploying elements that are vertically oriented and/or proportioned to include:
  - all forms of fenestration, including transparent windows, apertures, bow, bay, dormer and monitor-style windows;
  - pilasters, engaged columns, recesses, reveals, expression lines or other architectural treatments to create visual interest for the pedestrian and which serve to break up elongated facades;
  - Consider incorporating a balance in the proportion of glazing to solid wall in the design of principle facades.

Development shall also be designed to:

- Avoid expansive or overly articulated lobby entries along Frontages which may serve as appropriate locations for retail;
- Express main building entrances with an appropriate height, proportion and articulation of architectural elements relative to the ground floor, so that entrances are visible on primary facades and serve as focal points for orientation;
- Incorporate upgraded doors for principle and main entrances, including egress and fire exit doors fronting onto Streets/connections;
- Design balconies to be recessed and/or integrated into the design of the building façade and avoid exposed concrete balconies;
- Conceal and screen roof equipment to be designed as an extension of the building with materials and design treatments compatible with the building as a whole;
- Vary materials, textures, patterns, colours and details on building facades to reduce the perceived mass of large buildings and to create a sense of smaller-scale buildings;
- Deploy high-quality, durable and long lasting building materials such as stone, clay brick, wood, iron, steel, aluminum, and pre-cast concrete to construct durable buildings which can be adaptively reused over time;
- Deploy a hierarchy of materials with ‘heavier’ ones, located closer to the ground as a means to visually anchor the building to grade;
- Materials that do not age well, including stucco, vinyl, and EIFS (Exterior Insulation Finish Systems) are prohibited in the downtown;
- Consideration should be given to the selection of materials with regard to energy efficiency, as well as the possible re-use and recycling of materials;
- Building signage shall be visually integrated with the development as sign-bands or fascia signs, and as an extension of the building’s architectural expression;



- Except for wayfinding signage and commemorative plaques, pylon and stand-alone signs are not permitted in the downtown.

## **7.0 Tall Building Massing Standards**

Tall buildings characterize a good part of the Downtown Mississauga landscape and have a role in their contribution to the emerging downtown urban context.

Tall buildings are accompanied with significant civic obligations and responsibilities compared to other structures in the built environment. Spatially, they articulate the city pattern and urban structure, while visually reinforcing the civic importance of the Downtown and the image of the City as a whole.

Tall buildings must consider location, placement, relationship to the street, height ranges, built-form qualities and architectural treatment in order to enhance the pedestrian environment, and minimize shadowing of the public realm (*refer to City of Mississauga Standards for Shadow Studies*). They have a role to play in terms of protecting important views, impacts on heritage resources, accommodating a range of uses and supporting transit. They must also ensure fundamental quality of life aspects such as access to natural light, sky views and privacy for those that live, work and visit the Downtown.

Tall buildings in the Downtown shall be designed to consist of three parts:

### *Base Building*

The Base building shall enclose and provide definition and appropriate scale for adjacent Streets/connections, parks and open spaces, and integrate with adjacent buildings and address the impacts of parking and servicing uses.

The base building includes the street level to midrise portion of the development which includes the streetwall, consistent with the Street Frontage/connection and Architectural Massing Standards.

### *Middle Shaft (Tower)*

The floor plate size and shape of the middle shaft (tower) shall be designed with appropriate dimensions for the site; locate and orient the middle shaft on the site and in relationship to the base building and adjacent buildings.

Towers above the base building height are governed by the Architectural Massing Standards which provides direction on slenderness, orientation and separation.

*Top*

Design the top of the tall building to contribute to the skyline character and integrate roof top mechanical systems into the design.

**Base Building:**

- Base buildings will be located and massed to fit harmoniously into their existing and/or planned context and will limit impacts on adjacent Streets/connections, parks, open spaces and adjacent properties;
- The maximum allowable height of base buildings should be equal to the width of the right-of-way, but not less than 3 storeys;
- To support a pedestrian scale and contain the street, Base Buildings shall also incorporate a street wall placed at the build-to-line, having a minimum of 3 storeys to a maximum of 5 storeys in height. Notwithstanding the above, where right-of-ways exceed 60 m or greater, a street wall of 6 storeys may be used providing that Base Buildings conform to the above;
- The design of Base Buildings and their street walls will be articulated and massed at the upper storeys using step-backs to:
  - To mitigate the perception of height and create a comfortable scale for pedestrians;
  - Maximize sunlight on the public realm in accordance with the parameters set out in the City's Standards for Shadow Studies;
  - Mitigate the effects of wind and shadowing on the pedestrian environment;
- A step back of 3.0 m from the street wall should be incorporated to achieve the Angular Plane (See City of Mississauga Standards for Shadow Studies).

**Middle Shaft / Tower:**

- Towers should be set back a minimum of 3.0 m from the Building Façade in order to establish a clear definition between the base and tower;
- Design and articulate the floor plates to break down the mass of the building and to create 'street interest' and enhance skyline character;
- Residential tower floor plates above the base building height shall not exceed a maximum area of 750 m<sup>2</sup> (gross floor area);

- Provide a minimum spatial separation 30 m between towers to maximize access to sky views, natural daylighting, adequate privacy, minimize wind conditions and collective shade on the Streets/connections, parks and open spaces.

#### Uninterrupted Tower Shafts:

A portion of the tower shaft may vertically extend down to grade in order to allow for an uninterrupted tower expression when juxtaposed against a base building or larger development, subject to the following criteria:

- A maximum of 20% of the aggregate face of the tower (measured along the floor plate perimeter) may extend to grade without interruption by a base building;
- The placement of the tower does not overshadow and impact sunlight on the public sidewalk;
- Tall building proposals must demonstrate that uninterrupted tower treatments do not introduce adverse wind impacts on the pedestrian realm by virtue of the tower location itself;
- Introducing design elements to mitigate the effects of wind that are integrated with the architecture of the building (subject to a microclimatic study).

#### Site Orientation

- Point towers should be located on the southeast and southwest sides of a block or development site so that shadows fall primarily within the block itself rather than on the street;
- Elongated floor plates should be oriented north-south in order to minimize shadow impacts and in accordance with any sun/shadow studies required by the City.

#### Park Orientation

- Locate towers to minimize shadow impacts on adjacent parks and open spaces;
- For blocks on the southeast and southwest sides of a park, towers should be located on the farthest side of the block from the park;
- For blocks on the northeast and northwest sides of a park, point towers should be located on the southeast and southwest sides of the block;
- Buildings fronting along parks and open spaces shall establish a maximum base building height and point tower location/massing that maximizes opportunities for sunlight exposure in accordance with the City's Standards for Shadow Studies.

Tower Top:

- Design the uppermost floors of the tops of tall buildings to achieve a distinctive skyline profile;
- Design the tops of tall buildings to integrate and screen the mechanical penthouse function and other roof top units into the complete building design;
- Use materials, finishes and patterns that are consistent with the overall building design and architectural expression;
- Incorporate ways in which the roof top expression can be subtly highlighted and enhanced with architectural lighting effects during evening hours.

Legend

 Retail Activation

Schedule  
Retail Activation

