

# CITY OF MISSISSAUGA CENTRE

# The Existing Mix



Central Library



City Hall



Square One



Living Arts Centre



Kariya Park



151 City Centre Drive



77 City Centre Drive



Mississauga Executive Centre



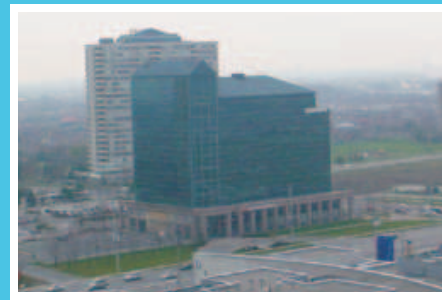
Sussex Centre



City Centre Plaza



201 City Centre Drive



PHH Building



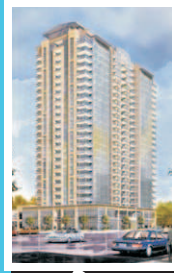
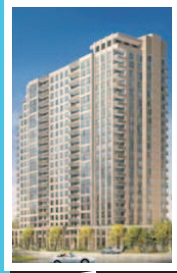
Daniels - Capital & Amica



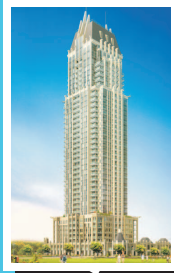
Amacon Master Plan



Conservatory Group - Universal



Daniels Park Tower



Transit Terminal Expansion



Square One Conceptual Mainstreet Development



Fernbrook - Absolute



Daniels - Capital & Amica



City Hall



Tridel - Ovation



Davies Smith - CityGate



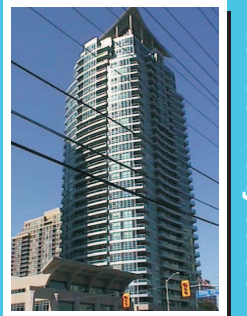
**New Development**

Residential Units	16,000 (Existing Development)	49,000 (Capacity Estimate)
Population	38,500	105,000
Major Office GFA(sq.ft.)	3,720,100 ft <sup>2</sup>	15,500,000 ft <sup>2</sup>
Major Office Employment	16,000	60,000
Retail GFA (sq.ft.)	1,867,500 ft <sup>2</sup>	3,000,000 ft <sup>2</sup>
Retail Employment	4,000	6,500

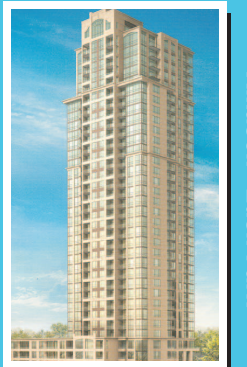
Conservatory Group



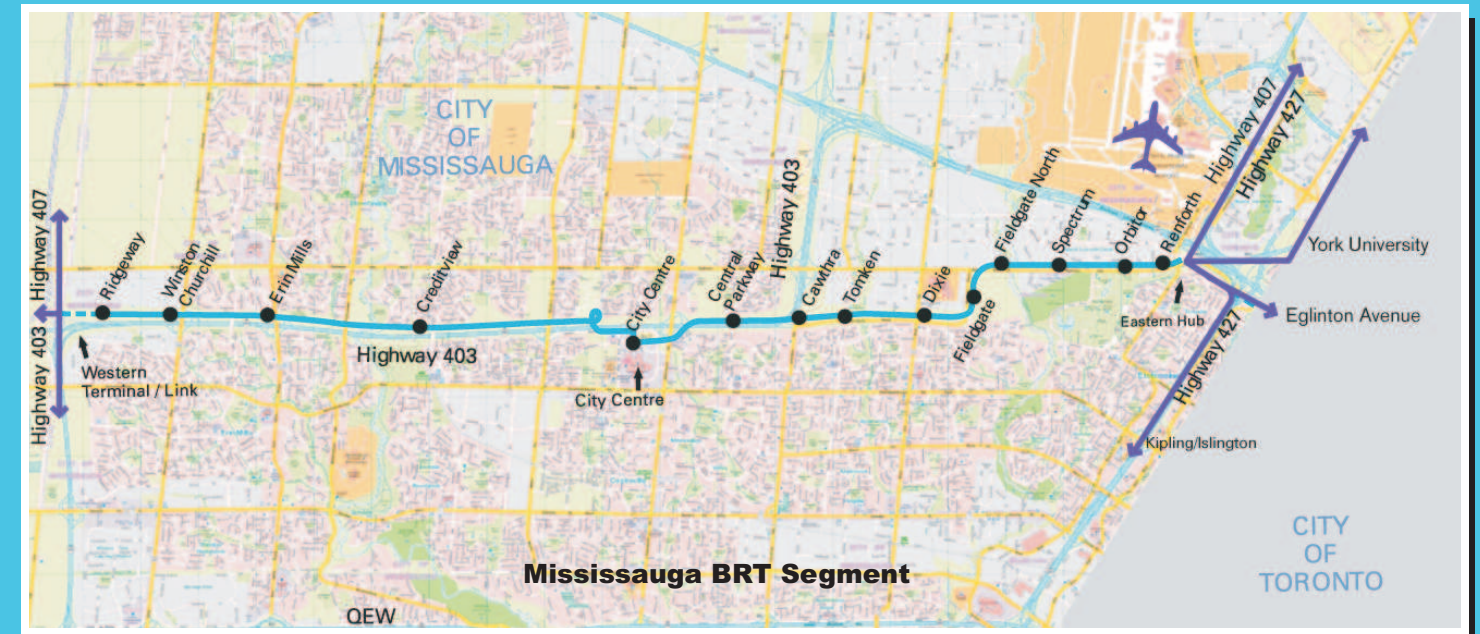
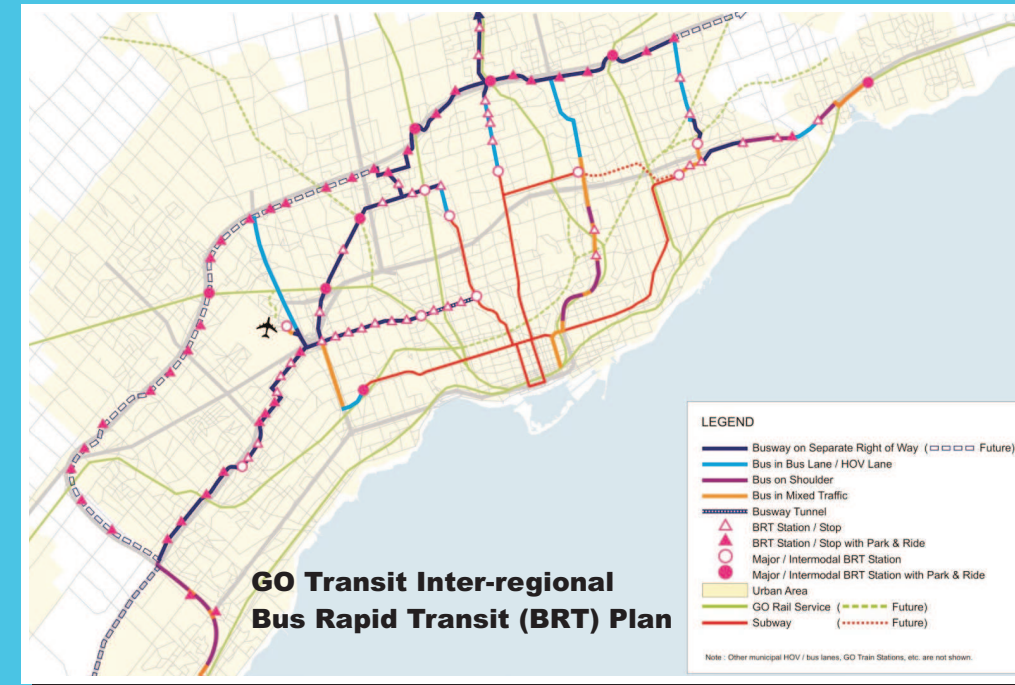
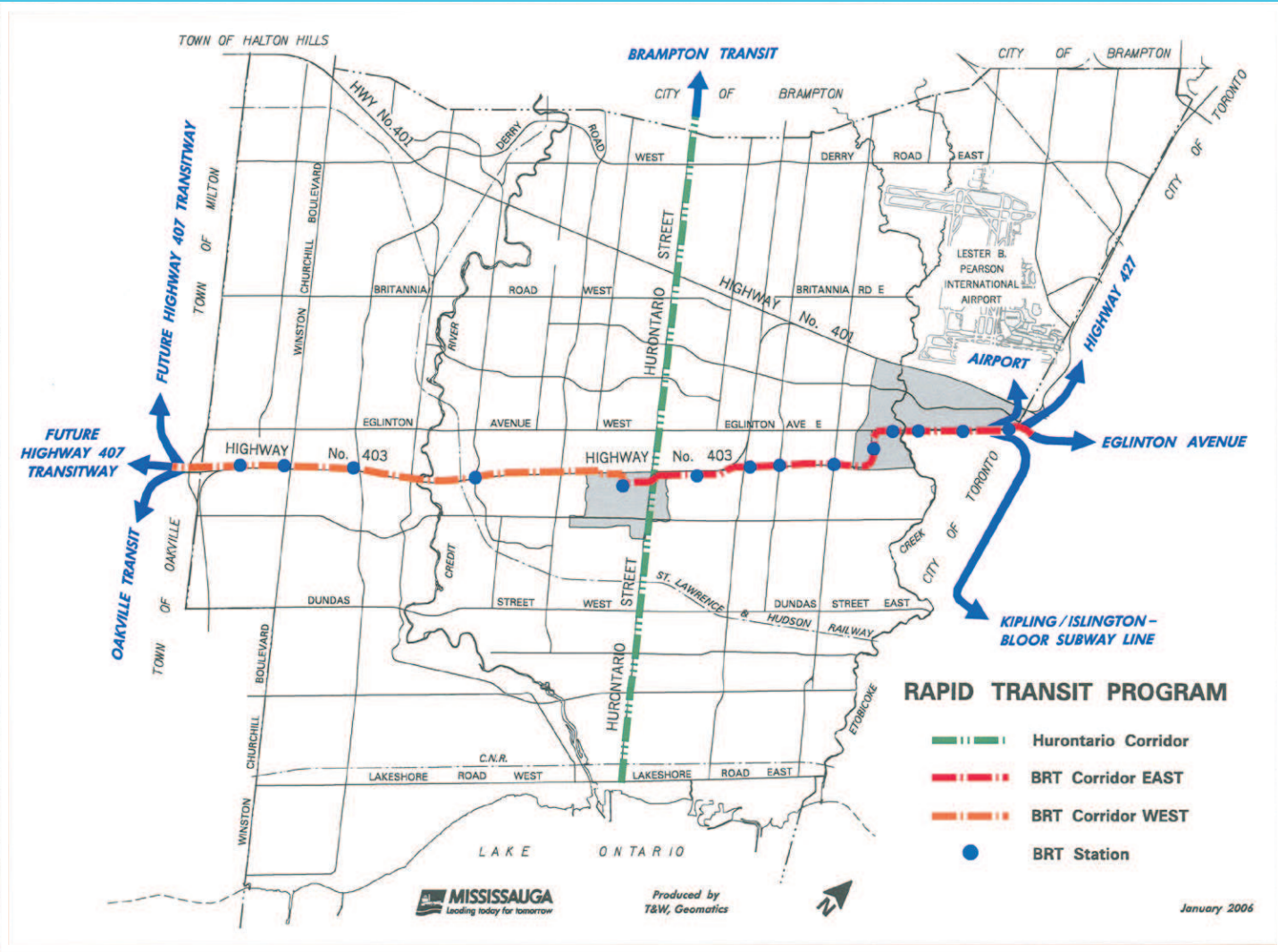
Daniels - 1 City Centre



Amacon - Eden Park



# Rapid Transit Priority Corridors



Port Credit GO Station



Cooksville GO Station



City Centre Transit Terminal



Typical BRT Station



# Principles for Moving Forward

## 1. Encourage Small Urban Scale Blocks

The development and redevelopment of lands should be planned as small urban scale blocks surrounded by public streets to promote and encourage street permeability, light penetration, maximization of views, increased mobility options and active streets. Large land blocks should be discouraged in favour of multiple smaller blocks. The division of blocks into smaller parcels is encouraged to promote development that achieves a better pedestrian scale.



## 2. Promote Transit Supportive Densities

To promote transit ridership and further the goals of creating a walkable and healthy city, the highest development densities should be located within a five minute walk of transit terminals and important areas of transit interchange.

## 3. Encourage Compact Mixed-Use Buildings

Compact mixed-use buildings help to create a vibrant, around the clock environment. Compact developments reduce the need for automobile usage and promote walking as they integrate live, work and shopping within a convenient walkable distance. Compact buildings should add vitality to the street by incorporating retail commercial uses at grade and mixed-uses (i.e. office) on the floors above.



## 4. Encourage Interesting Architecture

Buildings in Mississauga's City Centre should emphasize their significance and importance through unique high quality architectural expression that contributes positively to the greater urban form of the City Centre. Where towers are proposed, prominent skyline elements or roof top features should compliment and be sensitively integrated into buildings to promote a distinct skyline.

## 5. Promote the Importance of Intersections

Buildings should incorporate prominent corner features that address and engage the street intersection through built form, massing and building articulation. The location of main building entrances, fenestration and landscaping should emphasize the importance of corner sites and intersections as people-places.

## 6. Encourage Complete Streets

Streets, boulevards, built form and land-use must all work together to balance modal requirements with the desire to be walkable and livable. Boulevards should be designed to integrate both private and public realms to create opportunities for pedestrian amenities, street furniture, tree planting, distinctive landscaping, public art, lighting, building forecourts, transit facilities, multi-use paths and open space linkages.

## 7. Promote a Multi-modal Transportation Network

Promote a balance between vehicular traffic and other modes of transportation so that motorists, pedestrians, cyclists and transit customers all partner to enhance the quality of life within Mississauga. Connections that increase the multi-modal transportation network should be maximized and particular emphasis should be placed on creating a walkable and healthier City Centre.



## Principles for Moving Forward

### 8. Promote Commercial Areas and Streets

Commercial streets are critical to the creation of a great place. To create vibrant retail streets it is important to achieve continuous at-grade retail commercial uses with wide pedestrian boulevards, on-street parking, pedestrian scale street furnishings, street trees, plantings, awnings and canopies and other design elements that contribute to a pedestrian-oriented street. Adjacent buildings, open spaces and streets should be designed to help support and contribute to the main commercial streets. Commercial areas should be consolidated and concentrated into areas to ensure that the focus of commercial activity compliments one another and does not become spread too thin.

### 9. Encourage the Design of Parks and Open space as Integral Components of the Community

The Parks and open spaces of City Centre should provide important benefits to the community, such as social interaction, recreational and leisure opportunities, a connection with nature, community enhancement and improved public health. To create beneficial and meaningful spaces, built form, land use and streets must compliment man-made and natural open space systems.

### 10. Encourage the Design of Streetwalls that Frame and Enliven the Street

Buildings should incorporate a consistent but architecturally modulated streetwall/podium, that defines, frames and fronts public and private streets. Streetwalls should be at a height that is appropriately proportioned to the width of the abutting street right-of-way and that relates to the adjacent proposed and/or existing context. Building facades should have a high percentage of glazing, fine grained proportions, modulated massing, a variety of building materials and architectural details on all public streets, internal streets and parks.



### 11. Encourage Active and Engaging Ground Floor Elevations

Street facades should be designed with active grade-related uses, fine grained proportions, architectural details, main entrances fronting the street, a large percentage of glazing/fenestration, landscape features, appropriate setbacks and an integrated private and public realm.

### 12. Promote Sustainable and Environmental Design

Encourage development that is sustainable and that incorporates green technologies such as green roofs, LEED design, energy conservation, pollution reduction and building efficiency. Development should be environmentally sensitive and provide for pedestrian and occupant comfort.

### 13. Encourage Above-Grade Parking Facilities to be Faced with Mixed-use Development

Parking structures should be located below grade. Where below-grade parking is not feasible, above-grade facilities should be wrapped or fronted with active building uses. Vehicular access points are to be reduced in size and frequency and located on minor streets to ensure minimal disruption to the continuity of pedestrian boulevards..

### 14. Encourage Adaptability in Building Design

Developments should be designed to respond in a flexible and adaptable manner to meet future economic and market demands. Buildings located in transition areas, or in areas where a consistent character has not yet been achieved, should incorporate high floor to ceiling heights on the bottom floors of buildings to permit future conversion between uses, i.e., residential to future commercial or live/work units, as well as flexible internal plans.

