SITE PLAN CONTROL BY-LAW

THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NO. 0293-2006

NOTE:

This is an "OFFICE CONSOLIDATION" of By-law No. 0293-2006, City of Mississauga Site Plan Control By-law, approved by City Council, July 05, 2006, and came into force and effect, July 05, 2006, and incorporates all amendments made to the said by-law.

For accurate reference the "ORIGINAL" of the individual by-laws should be consulted. Copies of "ORIGINAL" by-laws are available at the Office of the City Clerk, Corporate Services Department.

The number in brackets, i.e., (1234-2006), at the end of a Section, Subsection, Clause or Schedule, is the number of the by-law amending By-law No. 0293-2006 that implemented or amended that Section, Subsection, Clause or Schedule.

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Date of updates to the "Office Consolidation" and latest By-law in force:			
Amending By-law No.	**Amendment**	**Enacted and Passed**	**In Force**
0080-2007	Delete and replace Subsection 5(n) Add Schedule 10	February 28, 2007	February 28, 2007
0162-2007	Amend Subsection 5(a)	April 25, 2007	April 25, 2007
0238-2007	Delete and replace Subsections 4(c), 4(d), 5(a), 5(d), 5(e), 5(h), 5(m) Amend Subsection 5(b) Add Subsection 5(o)	June 20, 2007	June 20, 2007
0359-2007	Add Subsection 5(p)	September 26, 2007	September 26, 2007
0146-2008	Add Subsection 5(q) Add Schedule 11	May 07, 2008	May 07, 2008
0185-2010	Amend Subsection 5(a) Delete and replace Clause 5(m)(ii) and Schedules 1, 2, 3, 7 and 7B	June 23, 2010	June 23, 2010
0145-2012	Delete and replace Subsection 5(a)	July 04, 2012	July 04, 2012
0051-2013	Add Clause 5(r)(i) Add Schedules 12 and 12A	March 06, 2013	March 06, 2013
0028-2014	Add Subsections 5(s) and 5(t) Amend Schedules 4 and 5 Add Schedule 5A	February 12, 2014	February 12, 2014
0118-2014	Add Subsection 5(u) Add Schedules 13, 13A, 13B and 13C	May 14, 2014	May 14, 2014
0247-2014	Add Subsection 5(v) Add Schedule 14	September 10, 2014	September 10, 2014

Date of updates to the "Office Consolidation" and latest By-law in force:			
Amending By-law No.	**Amendment**	**Enacted and Passed**	**In Force**
0282-2014	Delete and replace Subsection 5(c) Amend Schedule 3	December 17, 2014	December 17, 2014
0030-2016	Delete and replace second recital, Subsection 5(a) and Schedule 2 Delete Subsections 5(n), 5(q) and Schedules 10 and 11	February 24, 2016	February 24, 2016
0204-2017	Delete Subsection 4(d) and Clause 5(m)(iv) Amend Clause 5(m)(ii) Delete and replace Schedules 7 and 7A	November 22, 2017	November 22, 2017
0296-2020	Delete and replace Schedules 7, 7B, 7C, 9, 12A and 14	December 09, 2020	December 09, 2020
0085-2021	Delete and replace Subsection 5(c)	April 21, 2021	April 21, 2021
0160-2022	Add Subsection 4(d) Amend Subsection 5(h) Renumber Sections 5 to 12 to 6 to 13 and add Section 5	July 06, 2022	July 06, 2022
0073-2024	Renumber Subsections 1(e) to 1(i) to 1(f) to 1(j) and add Subsection 1(e) Delete and replace Subsection 4(a) Delete Subsections 4(b) and 4(d) and renumber 4(c) to 4(b) Delete and replace Section 5 Amend Subsections 6(a), 6(c) and 6(d) Delete Subsections 6(g), 6(h), 6(j), 6(k), 6(l) and 6(u) Add Subsection 6(w) Delete and replace Schedule 3 Delete Schedules 4, 5, 5A, 7, 7A, 7B, 7C, 7D, 8, 9, 13, 13A, 13B and 13C	May 01, 2024	May 01, 2024
0167-2026	Delete and replace second recital Amend Subsection 4(a) Add Subsections 4(c), 4(d), 4(e) and 4(f) Amend Section 5 Delete Subsection 5(d) Amend Subsections 5(e) and 5(g)	September 29, 2026	September 29, 2026

SITE PLAN CONTROL BY-LAW

THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NO. 0293-2006

A By-law to provide for Site Plan Control in the City of Mississauga and to repeal By-law 1127-85, as amended, and By-law 314-89.

WHEREAS section 41 of the *Planning Act,* R.S.O. 1990, c.P.13, as amended, permits the Council of a municipality to designate the whole or any part of the municipality as a Site Plan Control Area, where in the Official Plan the area is shown or described as a proposed Site Plan Control Area;

AND WHEREAS section 18.13 of the Official Plan for the City of Mississauga (Mississauga Official Plan 2051) designates all lands in the City of Mississauga as a Site Plan Control Area;
(0030-2016), (0167-2026)

AND WHEREAS subsection 41(11) of the *Planning Act,* R.S.O. 1990, c.P.13, as amended, refers to section 427 of the *Municipal Act 2001,* S.O. 2001, c.25, as amended, which permits a municipality to direct or require that a matter or thing be done at the person's expense and may recover the costs by action of doing said thing or matter from the person directed or required to do it;

NOW THEREFORE the Council of the Corporation of the City of Mississauga ENACTS as follows:

1. For the purposes of this By-law:

(a) "CITY" means the Corporation of the City of Mississauga;

(b) "COMMISSIONER" means the Commissioner of the Planning and Building Department, including his or her designate as identified by the Commissioner in writing from time to time;

(c) "COUNCIL" means the Council of The Corporation of the City of Mississauga;

(d) "DEVELOPMENT" has the same meaning as in subsection 41(1) of the *Planning Act*, R.S.O. 1990, c.P.13, as amended;

(e) "LAND LEASE COMMUNITY HOME" means any dwelling that is a permanent structure where the owner of the dwelling leases the land used or intended for use as the site for the dwelling, but does not include a mobile home;
(0073-2024)

(f) "OWNER" means any owner of land as identified in the records of the proper Land Registry Office or Land Titles Office and includes a purchaser under a valid Agreement of Purchase and Sale, and the authorized agent of any such purchaser or owner of land;

(g) "REDEVELOPMENT" means the removal of buildings or structures from land and the construction or erection of other buildings or structures thereon and "REDEVELOP" has a corresponding meaning;

(h) "SITE PLAN" means those plans and/or drawings as contemplated by subsection 41(4) of the *Planning Act*, R.S.O. 1990, c.P.13., as amended;

(i) "SITE PLAN UNDERTAKING" means an agreement as contemplated by subsection 41(7)(c) of the *Planning Act,* R.S.O. 1990, c.P.13, as amended, regarding matters pertaining to the development or redevelopment of a property subject to site plan control, and which may appear in the form of a document called a Site Plan Undertaking or as a Site Plan Development Agreement, as approved by the Commissioner, and signed by both the owner and the Commissioner;

(j) "SITE WORKS" means all of those requirements made by the Commissioner as identified on a site plan for land which is to be developed or redeveloped, drawn to a suitable scale and showing thereon the following:

(i) the location, size and design of all matters provided for under subsections 41(4), (7) and (8) of the *Planning Act*, R.S.O. 1990, c.P.13, as amended;

(ii) the dimensions and area of land and the boundary lines of all lots that comprise the land, certified by or taken from a drawing prepared by an Ontario Land Surveyor;

(iii) buildings and structures which are to remain on the land and all setback measurements related thereto;

(iv) landscaping works, including location, size and description of all hedges, trees, shrubs and other landscaping, and detailed tree replacement and tree planting information; and

(v) such other data as may be required by the Commissioner consistent with the provisions of the *Planning Act*, R.S.O. 1990, c.P.13, as amended.

2. All the lands within the municipal boundaries of the City are hereby designated as a Site Plan Control Area, and no person shall undertake development on the lands without the approval of a site plan by Council.

3. Council hereby delegates to the Commissioner the powers and authority conferred upon the Council under section 41 of the *Planning Act,* R.S.O. 1990, c.P.13, as amended, except the authority to define any class of or classes of development that may be undertaken without the approval of a site plan.

4. Section 2 of this By-law shall not apply to the following classes of development:

(a) All development or redevelopment for residential purposes containing 10 residential units or less, unless in a prescribed area;
(0073-2024), (0167-2026)

(b) Lands with an Employment Zone;
(0238-2007), (0073-2024)

(c) Publicly assisted universities as defined in section 1 of the *Ministry of Training, Colleges and Universities Act*, and colleges and universities federated or affiliated with a publicly assisted university;
(renumbered by 0073-2024), (0167-2026)

(d) Development or redevelopment of a building, structure or part thereof, where:
(0238-2007), deleted by 0204-2017, (0160-2022), deleted by 0073-2024, (0167-2026)

(i) the development or redevelopment is funded in part pursuant to a funding agreement entered into by the Ministry of Labour, Immigration, Training and Skills Development; and

(ii) the building, structure or part thereof is to be used for training or skills development purposes agreed to in the funding agreement;

(e) The use of a building, structure or part of a building or structure referred to in Subsection 4(d), or the use of the parcel of land on which the building or structure is located, for training or skills development purposes agreed to in the funding agreement; and
(0167-2026)

(f) Placement of a portable classroom on a school site of a district school board.
(0167-2026)

5. To address the provisions contained in section 18.13 of Mississauga Official Plan 2051, plans, drawings, and other material submitted in support of an application for site plan approval shall be required to address matters in accordance with section 41 of the *Planning Act,* including but not limited to:
(0160-2022), (0073-2024), (0167-2026)

(a) The massing and conceptual design of the proposed building;

(b) The relationship of the proposed building to adjacent buildings, streets, and exterior areas to which members of the public have access;

(c) The provision of interior walkways, stairs, elevators and escalators to which members of the public have access from streets, open spaces and interior walkways in adjacent buildings;

(d) deleted by 0167-2026

(e) The elements on any adjoining highway under a municipality's jurisdiction, to the extent that such elements are necessary to address matters of health, safety, accessibility, or the protection of adjoining lands, including without limitation trees, shrubs, hedges, plantings or other ground cover, paving materials, street furniture, curb ramps, waste and recycling containers and bicycle parking facilities;
(0167-2026)

(f) Facilities designed to have regard for accessibility for persons with disabilities; and

(g) The appearance of the elements, facilities and works on the land or any adjoining highway under a municipality's jurisdiction to the extent that the appearance impacts matters of health, safety, accessibility, or the protection of adjoining lands.
(0167-2026)

6. Notwithstanding section 4 of this By-law, section 2 of this By-law shall apply to the following classes of development:

(a) All development and redevelopment on lands zoned "E3-15";
(0162-2007), (0238-2007), (0185-2010), (0145-2012), (0030-2016), (0073-2024)

(b) All development or redevelopment on lands used for the office of a resident physician, dentist, drugless practitioner or health professional in a detached dwelling;
(0238-2007)

(c) All development or redevelopment on the lands with municipal addresses 1355 Aerowood Drive and 6865 Century Avenue; Block B, Registered Plan M-13;
(0282-2014), (0085-2021), (0073-2024)

(d) All buildings and structures on lands zoned "U" (Utility) having a floor area greater than 15 m^2;
(0238-2007), (0073-2024)

(e) All development or redevelopment on lands with an Employment Zone which abut the roads shown on Schedules "1" and "2" attached to this By-law;
(0238-2007)

(f) All development or redevelopment on the lands shown on Schedule "3" attached to this By-law;

(g) deleted by 0073-2024

(h) (0238-2007), (0160-2022), deleted by 0073-2024

(i) All development or redevelopment on the lands shown on Schedule "6" attached to this By-law;

(j) deleted by 0073-2024

(k) deleted by 0073-2024

(l) deleted by 0073-2024

(m) All development or redevelopment on lands zoned:

(i) Employment which are within 60 m of lands zoned residential and not otherwise subject to site plan control through other sections of this By-law;
(0238-2007)

(ii) Employment which abut or include lands zoned greenlands, open space, parkway belt and greenlands overlay;
(0238-2007), (0185-2010), (0204-2017)

(iii) "D" (Development) which are used for a non-residential use; and,
(0238-2007)

(iv) (0238-2007), deleted by 0204-2017

(n) deleted by 0030-2016

(o) All power generating facilities;
(0238-2007)

(p) All development or redevelopment of lands for a vehicle pound facility;
(0359-2007)

(q) deleted by 0030-2016

(r) All development or redevelopment on the lands shown on Schedule "12" attached to this By-law, subject to the following:
(0051-2013)

(i) All applications for site plan approval made on lands as shown on Schedule "12" must provide such plans and drawings as required under Subsection 41(4) of the *Planning Act* which are consistent with the Built Form Standards, attached hereto as Schedule "12A";

(s) All development or redevelopment of lands for a temporary sales trailer;
(0028-2014)

(t) All development or redevelopment of outdoor play areas accessory to a day care use, as licensed under the *Day Nurseries Act*;
(0028-2014)

(u) (0118-2014), deleted by 0073-2024

(v) All development or redevelopment on the lands shown on Schedule "14" attached to this By-law; and
(0247-2014)

(w) All residential development or redevelopment for the purposes of land lease community homes.
(0073-2024)

7. The Commissioner may require that securities be posted by the owner, in such amount as the Commissioner deems necessary and appropriate, to ensure the provision and maintenance of the site works as shown on an approved site plan. Securities are to be submitted in a form deemed acceptable to the Commissioner.

8. The Commissioner may require an owner to provide and execute a site plan undertaking to ensure compliance with the conditions to provide, maintain or complete the site works as required by the Commissioner.

9. If an owner is in default of carrying out site works by failing to comply with the conditions to provide, maintain or complete the site works as required by the Commissioner, then the City, its authorized agents, servants or employees may enter upon the owner's land or into the owner's structures with reasonable notice to complete the site works at the owner's expense.

10. The City may recover any costs incurred by the City, including interest and administration expenses, to provide, maintain or complete site works by deducting from or drawing upon securities that have been provided to the City by the owner. If there are no securities, or if the amount of securities held by the City are not sufficient to cover the costs incurred by the City, then without limiting the City's remedies the costs incurred by the City which can not be reimbursed or recovered from securities will be added to the tax roll of the property that is the subject of the site works and will be collected in the same manner as taxes.

11. The Commissioner is hereby delegated the authority to determine and direct the appropriate action to be taken in the administration of this By-law, including any remedial action to be taken where an owner defaults in the carrying out of the site works.

12. Should a court of competent jurisdiction declare any section or part of a section of this By-law invalid, it is the stated intention of Council that the remainder of this By-law shall continue in force unless the court makes an order to the contrary.

13. (a) By-law 1127-85, and amending By-laws 171-86, 267-86, 996-86, 1042-86, 1099-86, 16-87, 865-87, 214-88, 66-89, 112-89, 191-89, 257-89, 268-89, 319-89, 437-89, 487-89, 543-89, 622-89, 100-90, 120-90, 188-90, 443-90, 489-90, 11-91, 24-91, 83-91, 188-91, 332-91, 464-91, 126-92, 311-92, 361-92, 462-92, 552-92, 554-92, 286-94, 370-95, 268-96, 401-96, 164-97, 533-97, 628-97, 630-97, 58-98, 410-98, 424-98, 512-98, 23-99, 54-99, 158-99, 363-99, 369-99, 479-99, 0095-2000, 0333-2000, 0349-2000, 0405-2000, 0492-2000, 0577-2000, 0584-2000, 0073-2001, 0183-2001, 0288-2001, 0314-2001, 0347-2001, 0406-2001, 0486-2001, 0504-2001, 0015-2002, 0452-2002, 0086-2003, 0364-2003, 0476-2003, 0229-2004, 0275-2004, 0338-2005, 0054-2006 are hereby repealed.

(b) By-law 314-89 is hereby repealed.

ENACTED and PASSED this 5th day of July 2006.

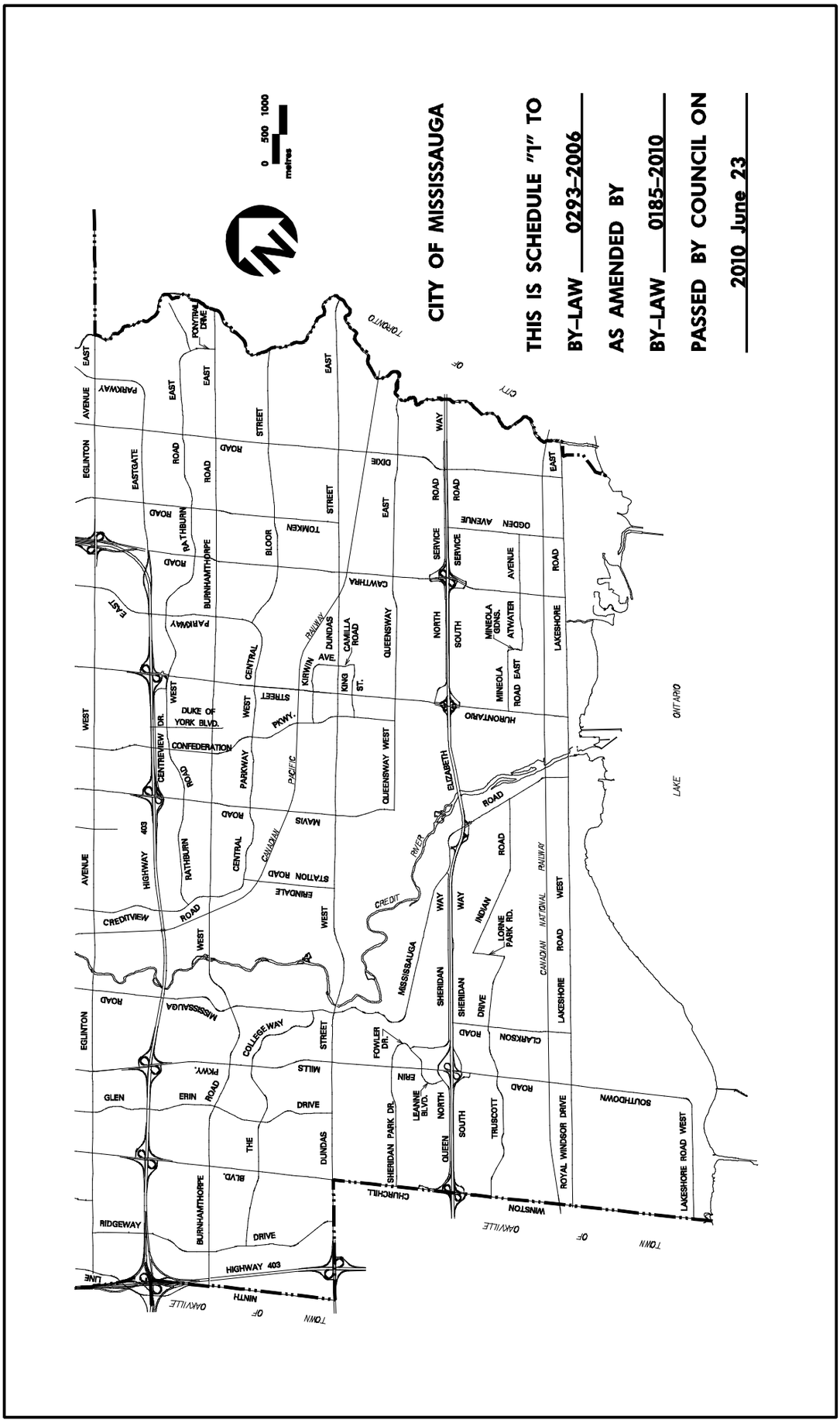
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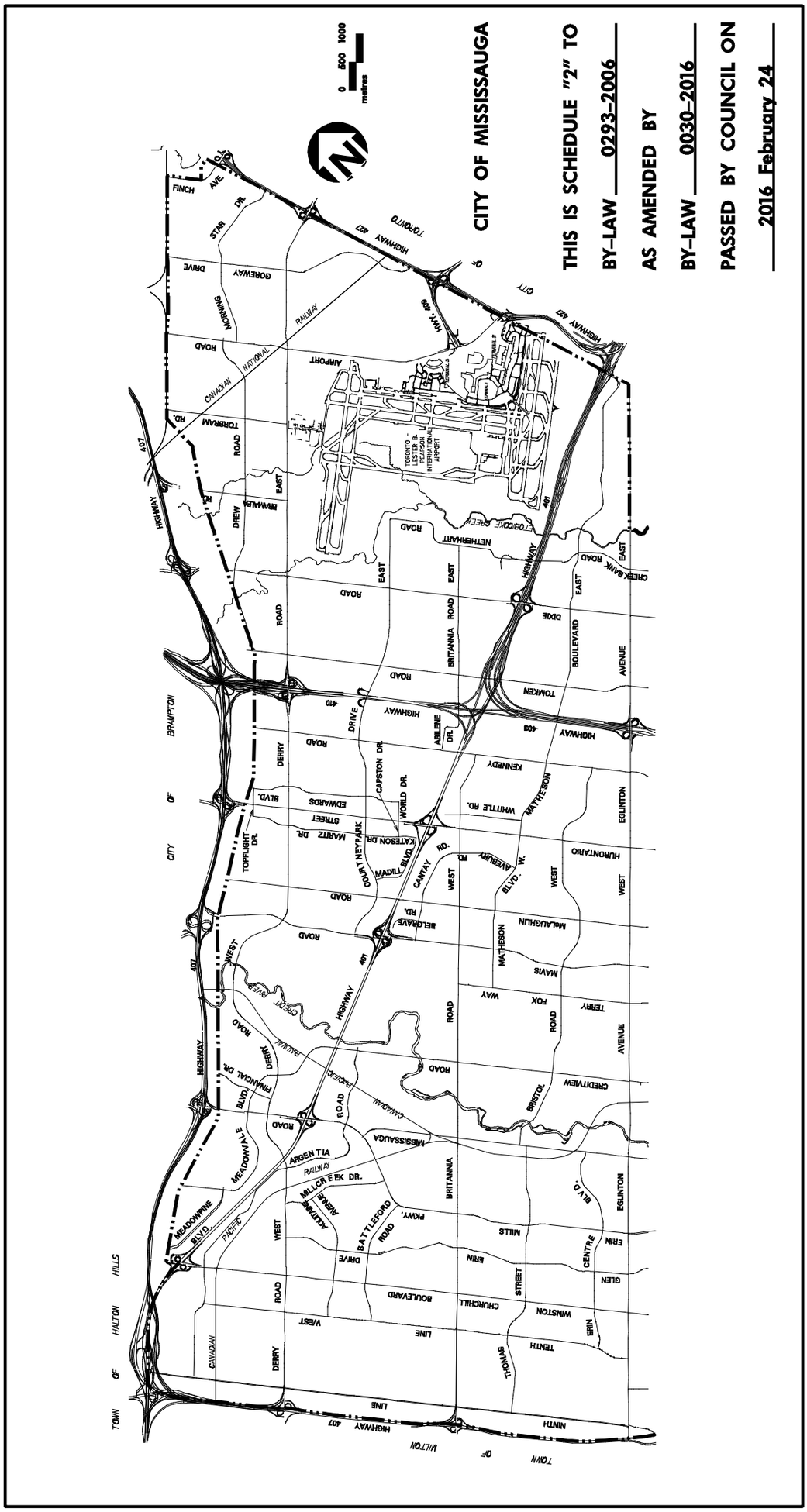
MAYOR

"CRYSTAL GREER"

CLERK

Schedule "1" to By-law 0293-2006
(0185-2010)



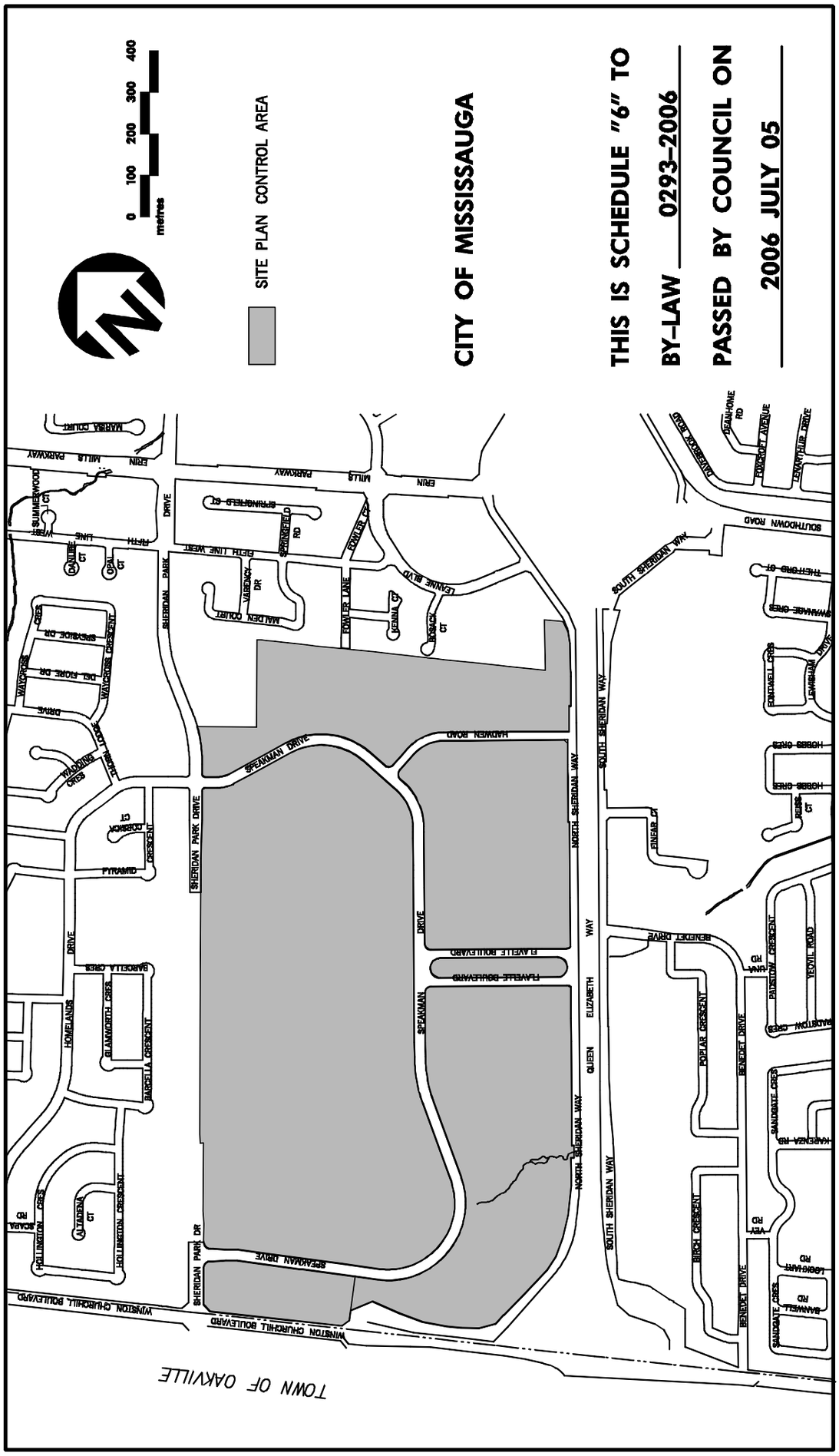

CITY OF MISSISSAUGA
THIS IS SCHEDULE "2" TO
BY-LAW 0293-2006
AS AMENDED BY
BY-LAW 0030-2016
PASSED BY COUNCIL ON
2016 February 24
0 500 1000
metres
CITY OF BRAMPTON
TOWN OF HALTON HILLS
TOWN OF MILTON
TORONTO
HIGHWAY 427
HWY. 409
HIGHWAY 401
HIGHWAY 410
HIGHWAY 403
HIGHWAY 407
HIGHWAY 407
FINCH AVE.
STAR DR.
GOREWAY DRIVE
NORBANKS ROAD
CANADIAN NATIONAL RAILWAY
AIRPORT ROAD
TORBRAM ROAD
BRAMALEA ROAD EAST
DIXIE ROAD
BRITANNIA ROAD EAST
NETHERHART ROAD
CREEK BANK ROAD EAST
DIXIE BOULEVARD
TOMKEN AVENUE
ABILENE DR.
DERRY ROAD
CAPSTON DR.
WORLD DR.
KENNEDY
MATHESON
EDWARDS BLVD.
STREET
MAURIZ DR.
TOPFLIGHT DR.
COURTNEYPARK
KATTESON DR.
MADILL BLVD.
CANTAY RD.
WHITTLE RD.
AVIESUN BLVD. W.
EGLINTON
HURONTARIO
WEST
BELGRAVE RD.
McLAUGHLIN
MAVIS
FOX WAY
TERRY ROAD
AVENUE
CREDITVIEW
BRISTOL
MISSISSAUGA
ARGENTIA
MILLCREEK DR.
MEADOWVALE BLVD.
MEADOWPINE BLVD.
PACIFIC
BATTLEFORD ROAD
DRIVE
ADAIRLANE AVENUE
PKWY.
MILLS
ERIN CENTRE BLVD.
GLEN ERIN
CHURCHILL MEADOWS BOULEVARD
WINSTON CHURCHILL BOULEVARD
TENTH LINE
NINTH LINE
THOMAS
ERIN


THIS IS SCHEDULE "3" TO
BY-LAW 0293-2006
AS AMENDED BY
BY-LAW 0073-2024
CITY OF MISSISSAUGA
SITE PLAN CONTROL AREA
0 100 200
Metres
LAKE ONTARIO

Schedule "4" to By-law 0293-2006
(0028-2014), deleted by 0073-2024

Schedule "5" to By-law 0293-2006
(0028-2014), deleted by 0073-2024

Schedule "5A" to By-law 0293-2006
(0028-2014), deleted by 0073-2024


THIS IS SCHEDULE "6" TO
BY-LAW 0293-2006
PASSED BY COUNCIL ON
2006 JULY 05
CITY OF MISSISSAUGA
SITE PLAN CONTROL AREA
0 100 200 300 400
metres
TOWN OF OAKVILLE
WINSTON CHURCHILL BOULEVARD
SHERIDAN PARK DR
SPEAKMAN DRIVE
SHERIDAN PARK DRIVE
SPEAKMAN
HADDEN ROAD
FLAVELLE BOULEVARD
QUEEN ELIZABETH WAY
NORTH SHERIDAN WAY
SOUTH SHERIDAN WAY
SOUTHDOWN ROAD
ERIN MILLS PARKWAY
SPRINGFIELD RD
FOWLER LANE
LENNOX BLVD
MALDEN COURT
FIFTH LINE WEST
SHERIDAN PARK DRIVE
HOMELANDS DRIVE
GLAMORGAN CRES
BARCELLA CRESCENT
PYRAMID CRESCENT
COBBORN CT
WAYCROSS CRESCENT
BRISBANE CRES
DEL RIORE DR
TURNBERRY LOOK
HOLLINGTON CRESCENT
ALTADENA CT
SCARA RD
BENEDET DRIVE
POPLAR CRESCENT
BIRCH CRESCENT
SANDGATE CRES
PAISLEY CRESCENT
YEOVIL ROAD
LENNOX PARK RD
KARENZA RD
VET RD
BANWELL RD
SWANAGE CRES
FORTWELL CRES
HOBBS CRES
FINFAR CT
SOUTHDOWN ROAD
OSEANHOME RD
FOREST AVENUE
LEWINBURN DRIVE
THETFORD CT

Schedule "7" to By-law 0293-2006
(0185-2010), (0204-2017), (0296-2020), deleted by 0073-2024

Schedule "7A" to By-law 0293-2006
(0204-2017), deleted by 0073-2024

Schedule "7B" to By-law 0293-2006
(0185-2010), (0296-2020), deleted by 0073-2024

Schedule "7C" to By-law 0293-2006
(0296-2020), deleted by 0073-2024

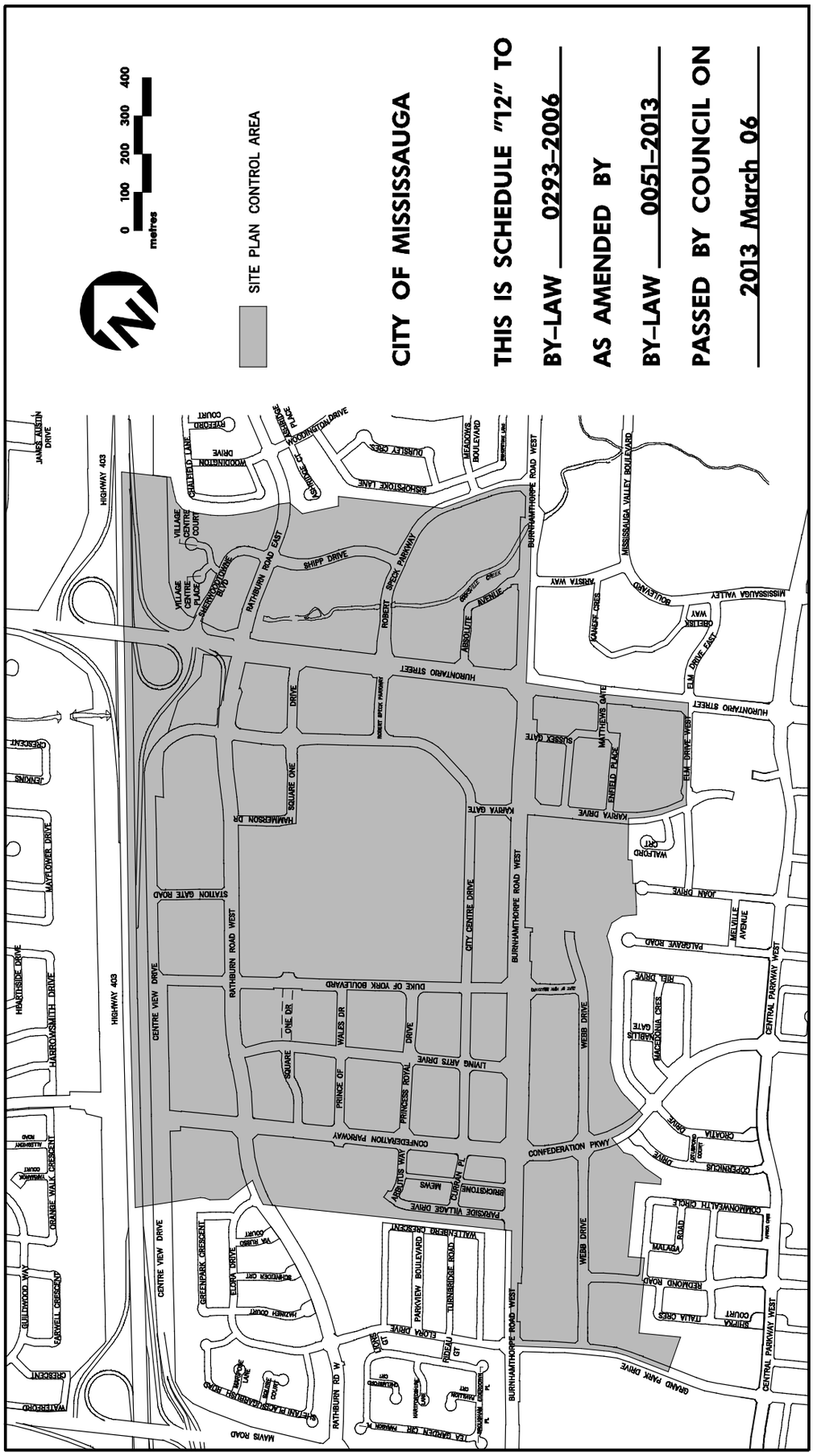
Schedule "7D" to By-law 0293-2006
deleted by 0073-2024

Schedule "8" to By-law 0293-2006
deleted by 0073-2024

Schedule "9" to By-law 0293-2006
(0296-2020), deleted by 0073-2024

Schedule "10" to By-law 0293-2006
deleted by 0030-2016

Schedule "11" to By-law 0293-2006
deleted by 0030-2016


0 100 200 300 400
metres
SITE PLAN CONTROL AREA
CITY OF MISSISSAUGA
THIS IS SCHEDULE "12" TO
BY-LAW 0293-2006
AS AMENDED BY
BY-LAW 0051-2013
PASSED BY COUNCIL ON
2013 March 06
HIGHWAY 403
CENTRE VIEW DRIVE
RATHBURN ROAD WEST
DUKE OF YORK BOULEVARD
CITY CENTRE DRIVE
BURNHAMTHORPE ROAD WEST
CONFEDERATION PARKWAY
CONFEDERATION PKWY
WEBB DRIVE
CENTRAL PARKWAY WEST
GRAND PARK DRIVE
HURONTARIO STREET
MISSISSAUGA VALLEY BOULEVARD
ELM DRIVE WEST
KARIVA DRIVE
STATION GATE ROAD
HAMMERSON DR
SQUARE ONE
LIVING ARTS DRIVE
PRINCESS ROYAL DRIVE
PRINCE OF WALES DR
ONE DR
ROBERT SPECK PARKWAY
RATHBURN ROAD EAST
SHIPP DRIVE
ABSOLUTE AVENUE
MATHEWS GATE
SUSSEX GATE
ENFIELD PLACE
WALFORD DRIVE
JOAN DRIVE
PALGRAVE ROAD
MELVILLE AVENUE
MILL DRIVE
MACEDONIA CRES
GABRIOLA GATE
CROATIA DRIVE
COMMONWEALTH CIRCLE
REDLAND ROAD
MALAGA ROAD
SILVERA COURT
ITALIA CRES
PARKSIDE VILLAGE DRIVE
ARBUTUS WAY
MEWS
BROOKSTONE
CURRAGH PL
WALLENBERG CRESCENT
FLORA DRIVE
PARKVIEW BOULEVARD
TURNBRIDGE ROAD
GREENPARK CRESCENT
ELORA DRIVE
JAMES AUSTIN DRIVE
ORESCENT
HENKINS
MAYFLOWER DRIVE
HEATHERSMITH DRIVE
HARROWSMITH DRIVE
ORANGE WALK CRESCENT
ALLENBERRY ROAD
GUILDWOOD WAY
CARWELL CRESCENT
WATERFORD CRESCENT
MAVIS ROAD
RATHBURN RD W
BURNHAMTHORPE ROAD WEST
MEADOWS BOULEVARD
BISHOPSTOKE LANE
DUSLEY CRES
WOODINGTON DRIVE
RIVERDEN COURT
CHELTENHAM LANE
VILLAGE CENTRE COURT
VILLAGE CENTRE PLACE
SHERBROOKE PLACE
KANUFF CRES
OBELISK WAY
MARSTA WAY
BOULEVARD
MISSISSAUGA VALLEY

DOWNTOWN CORE
Built Form Standards

SCHEDULE 12A

MISSISSAUGA

City of Mississauga

Development and Design Department
Urban Design Division

Last Update - 2020

All photos and illustrations provided by the Urban Design Division of the City of Mississauga, except where noted.

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1.2 Objectives of the Standards
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1.4 How to Read the Standards

1.1 Purpose of the Standards

The purpose of the Downtown Core Built Form Standards (Standards) is to provide urban design direction and guidance for proposed development at the planning application stage in order to assess, promote and fulfill the intent of the City's official plan policies, **Downtown21 Master Plan** and zoning by-law - all of which shape and have influence on the urban structure, built form qualities and overall character of the Downtown Core.

Selected content from this document, has been incorporated into the **Downtown Core Local Area Plan** as official plan policy in addition to the zoning by-law. Applicants should also refer to the Mississauga Official (MOP) Plan principal document, **Downtown Core Local Area Plan**, Mississauga Zoning By-law, and Ontario Building Code to ensure that the applicable policies and requirements in these documents have been met. Furthermore, other City initiatives and special projects should be consulted to determine applicability, such as the **City of Mississauga's Strategic Plan**, **Downtown21 Master Plan**, **Green Development Strategy**, **Hurontario Light Rail Transit Study**, **2015 Facility Accessibility Design Standards**, **City of Mississauga Standards for Shadow Studies** and **Pedestrian Wind Comfort and Safety Studies**.

1.2 Objectives of the Standards

Chapter 9 of MOP, 'Build a Desirable Urban Form' is a fundamental component of the Plan. This chapter along with the policies contained within Section 12 'Downtown' and the '**Downtown Core Local Area Plan**' set out the urban design policies which support the vision for a vibrant Downtown Core. These built form standards act to articulate the policies in addition to the following objectives:

- Support the **City of Mississauga's Strategic Plan** and its Strategic Pillars for Change. A paramount goal is to create a vibrant downtown that functions as a strong economic centre, while acting as the civic heart and soul of the City;
- Promote development that supports and implements the six guiding principles of the **Downtown21 Master Plan**; specifically, #6 'Create a Development Framework with Predictability' which recommends creating a policy framework that directs downtown development in a coordinated, comprehensive fashion through new urban design standards;
- Facilitate the fair and consistent application of design objectives;
- Integrate a mix of uses, through appropriate built form, including retail and commercial uses, offices, residential, cultural, entertainment and institutional uses — the whole of which is intended to put people in close proximity to a broad range of urban amenities and experiences;
- Achieve a high quality built form and strengthen the continuity of buildings that contribute to the emerging Downtown Core urban context;
- Ensure that development is resilient, environmentally friendly, safe and universally accessible; and
- Foster compact, pedestrian and transit-oriented development that achieves vibrant street level activity and a public realm of the highest standard.

1.3 Expectations of the Standards

The Standards provide further direction on the urban design policies set out in MOP and the **Downtown21 Master Plan,** in addition to other city initiatives that support land use decisions and strategies for the Downtown Core.

The Standards set out detailed requirements to achieve a high quality built form in the Downtown Core that interfaces with the public realm in a seamless fashion. The Standards have been developed to communicate the design expectations, in advance of an application being filed, related to the quality and outcome of development.

The Standards, in addition to the dimensions indicated, are to be addressed and achieved by development proponents through the planning application process. Depending on the context or site, exceptions to the Standards may be considered at the discretion of the City, in whole or part, when there are extenuating site circumstances and/or where proposals are able to demonstrate urban design excellence.

It should be noted that the Standards may be amended, modified or updated on an as-needed basis to provide clarity on the intent of the **Downtown Core Local Area Plan**, provisions of the zoning by-law including the outcome of other studies or initiatives that affect the Downtown Core.

1.4 How to Read These Standards

The rationale of the Standards is best understood by reviewing all sections, text and diagrams, including the policies cited within MOP and the **Downtown Core Local Area Plan**. The Standards reflect an integrated approach to the Downtown Core, in which buildings are keyed to the streets through street frontage standards that guide and provide direction on the general disposition of buildings through form-based design.

Moreover, the Standards are also contingent on an understanding that downtowns are complex urban places that require an overarching organizing structure with a view of creating a coherent, legible, high quality public realm and memorable sense of place.

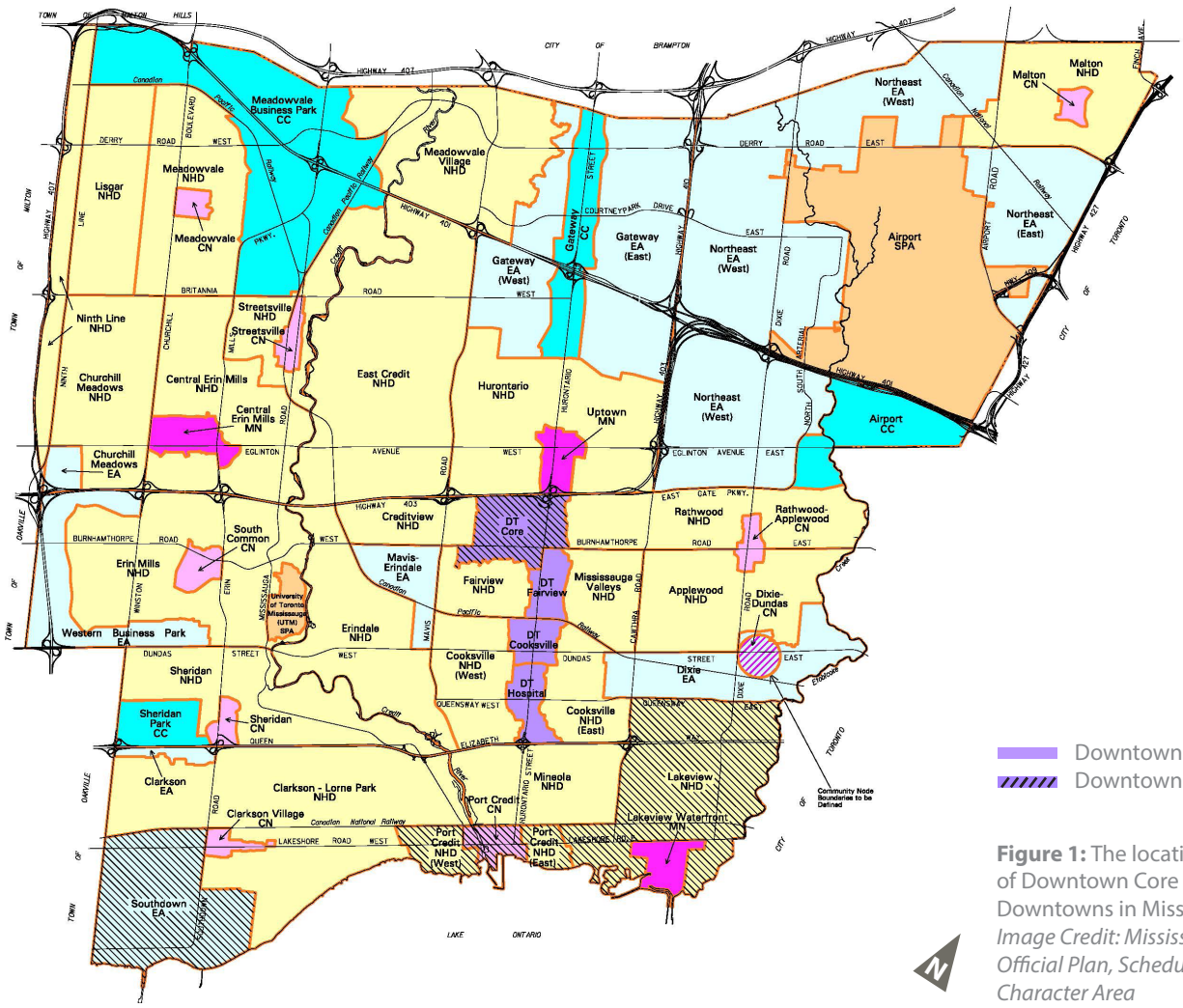


Figure 1: The locations of Downtown Core and Downtowns in Mississauga. *Image Credit: Mississauga Official Plan, Schedule 9 Character Area*

The Street Frontage Standards

2.1 Downtown Core Street Frontages
2.2 General Standards for Buildings on ‘A’ and ‘B’ Street Frontages
2.3 Standards for Buildings on ‘A’ Street Frontages
2.4 Standards for Buildings on ‘B’ Street Frontages
2.5 Design for Access, Parking, Service and Loading (‘B’ Streets)
2.6 Buildings Facing Parks and Open Space
2.7 Ground Floor Treatments
- **2.7.1** General Standards for Retail Uses (All Streets)
- **2.7.2** Retail Activation Streets and Standards

2.8 Design for Structured Parking Facilities
2.9 Mid-block Pedestrian Connection

2.1 Downtown Core Street Frontages

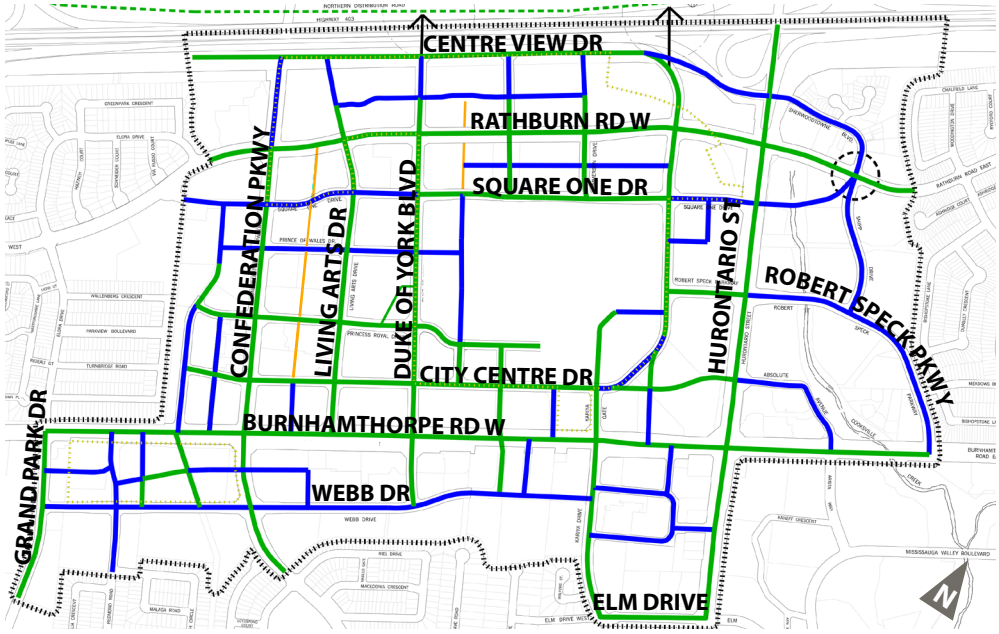
The City of Mississauga's Downtown Core vision (**Downtown21 Master Plan**) proposes new public and private streets to augment the existing public and private street pattern, thereby creating a comprehensive and interconnected urban grid. This framework is shown in the **Downtown Core Local Area Plan** A & B Street Frontage Plan above (see Figure 2).

Categories of frontages differentiate the various streets in the Downtown Core according to their function, character and design. As such, all streets are categorized as 'A' and/or 'B' frontages. 'A' Street Frontages will require the highest attention to urban design, having a cohesive built form to achieve character and a vibrant pedestrian environment.

Similarly, 'B' Street Frontages are designed to ensure a quality pedestrian environment and high standard of built form, but provide defined locations for necessary access, delivery, service, loading and parking facilities serving development blocks. In general, new development will follow specified standards for each street frontage type, which prescribes how buildings (through their site design, streetwalls, built form treatments, etc.) individually contain and provide visual enclosure of the street or open space in order to collectively frame and animate the public realm. For each type of street frontage ('A' and/or 'B') the standards outline specific design requirements for new buildings such as:

- **building location and streetwall placement**
- **access, loading and servicing**
- **buildings facing open space**
- **buildings containing structured parking**
- **ground floor treatments**
- **priority retail activation streets**
  minimum building height
- **treatments for building facades and streetwalls**
- **tall residential buildings; and**
- **transition to adjacent development**

The following sections set out the Standards to be achieved for buildings along the frontage types in accordance with the Downtown Core Local Area Plan Policies and the Downtown Core A & B Street Frontage Plan.



'A' Street
'B' Street
Pedestrian Easements

Figure 2: The Downtown Core Street Frontage Plan designates the frontage type for all existing and new streets in the Downtown Core.
Image Credit: Downtown Core Local Area Plan - Schedule 4

2.2 General Standards for Buildings on 'A' & 'B' Street Frontages

Buildings are the most pronounced element of the urban fabric and create the sense of place. Buildings in the Downtown Core will shape and articulate the streets and open spaces by forming edges and streetwalls to establish definition and enclosure. Collectively, they create the pedestrian environment, frame the public realm and establish the urban setting. Common standards for 'A' and 'B' Street Frontages set up the urban framework for all development blocks in the Downtown Core.

The following standards will apply:

2.2.1 Locate build-to line requirements (within build-to-areas) on development blocks to inform the orientation and placement of buildings and streetwalls;

2.2.2 Coordinate build-to lines with adjacent properties in order to create consistent edges and street walls along frontages;

2.2.3 Locate buildings parallel to the street, with streetwalls placed at the build-to line, to contain the street and provide enclosure;

2.2.4 Ensure a variation in setbacks along the building frontages to articulate façade emphasis at the build-to line, in order to allow for visual interest, accommodate outdoor patios, recessed entries and landscaped areas (for setback provisions, refer to Section 2.3 Specific Standards for 'A' Streets and Section 2.4 Specific Standards for 'B' Streets);

2.2.5 Buildings should incorporate active uses at grade, such as commercial and retail, to animate the public realm and pedestrian environment (Also, refer to Section 2.7 Ground Floor Treatments);

2.2.6 Ground floor uses will incorporate glazing;

2.2.7 Locate main entrances flush with the public sidewalk;

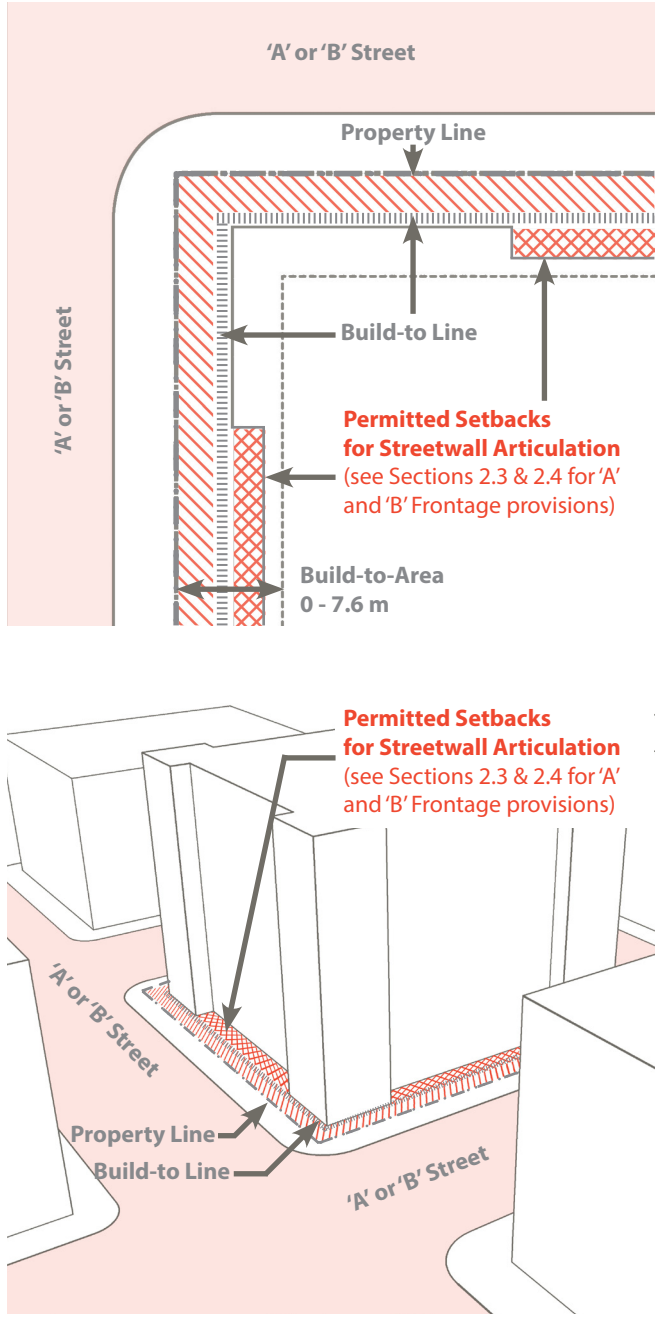


Figure 3: Development is located parallel to the street and placed at established build-to lines. Depending on the frontage type, the streetwall can step-back to accommodate façade articulation, in addition to patios and entrances.

2.2.8 Ensure site designs relate to and interface with existing, proposed and future transit stops and facilities;

2.2.9 Locate main building entrances so that they are clearly identifiable and prominent with direct access to the public sidewalk, pedestrian connections and transit facilities;

2.2.10 Where appropriate, provide corner entrances to buildings located at prominent intersections and/or gateways;

2.2.11 Balconies may not protrude into the public realm, but may extend as far as the build-to line; and

2.2.12 Below grade parking structures should have a clearance of 1.5 m between the top of the parking structure and grade.



Figure 4: Where appropriate, provide corner entrances to buildings located at prominent intersections and/or gateways.
Downtown Mississauga, Curran Place & Brickstone Mews



Figure 5: Prominent building entrances.
Downtown Mississauga, Curran Place & Brickstone Mews

2.3 Standards for Buildings on 'A' Street Frontages

'A' Street frontages have a critical role and function in the Downtown Core. They are the most important for securing animation and character, a comfortable pedestrian environment with access to sunlight and sky views, street activity and vibrancy. Development fronting onto 'A' Streets will require the greatest attention to urban design, ensuring a cohesive built form and streetscape treatment to achieve the highest standard in the execution of the public realm.

The following standards will apply:

2.3.1 Provide continuous buildings along development blocks fronting onto 'A' Streets to provide continuity of built form from one property to the next;

2.3.2 A minimum of 90% of a property's frontage is required to be occupied by the streetwall at the build-to line;

2.3.3 Development will be prohibited from locating curb cuts, driveways and laneways on 'A' Streets;

2.3.4 A maximum of 25% (i.e. 25% of 90%) of the building frontage will be allowed to step-back to a maximum of 4.5 m from the build-to line to allow for articulation of the streetwall, including provision for outdoor patios, recessed entries and landscaped areas;

2.3.5 Functioning main entrances to buildings will be provided on 'A' Streets. (Also, see Section 2.7 Ground Floor Treatment);

2.3.6 Ground floor elevations along 'A' frontages will have a minimum of 60% vision glazing with views into the building; and

2.3.7 Where residential uses are permitted at the ground level, special provisions will apply for the design of unit entrances and setbacks (see Section 4.10 Design for at Grade Residential Uses).



Figure 6: Continuous buildings along development blocks fronting onto 'A' Streets. *Downtown Mississauga, Prince of Wales Dr & Living Arts Dr*

2.3.8 Exceptions to Access on 'A' Streets

Curb cuts, driveways and access may be provided on 'A' Street frontages provided that:

2.3.8.1 A site or block does not have access from a 'B' Street or other means of access, there is a requirement for emergency vehicle access; and

2.3.8.2 The City has determined that there are extenuating site constraints; and impacts on the pedestrian environment are minimized through a high standard of design treatment consistent with the quality of the public realm.



Figure 7: Continuous streetwalls on 'A' frontages are required along the length of a property with provision for articulation and step-back of the streetwall.
Downtown Mississauga, Confederation Pkwy & Burnhamthrope Rd W

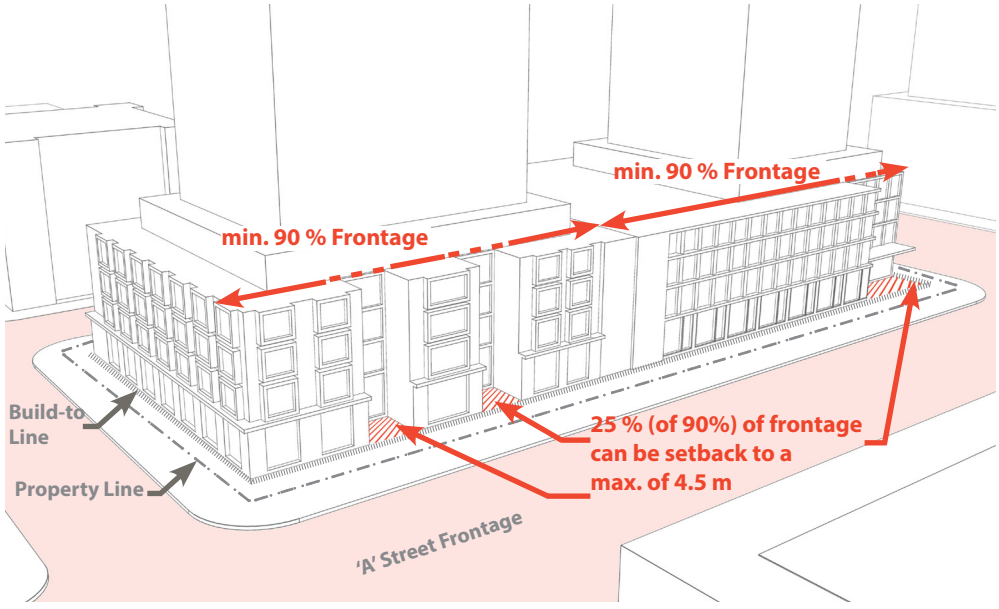


Figure 8: Illustration of a building streetwall positioned on 'A' Street frontages.

2.4 Standards for Buildings on 'B' Street Frontages

'B' Streets generally connect 'A' Streets to each other. In contrast to 'A' Streets, they 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. It should be noted that 'B' Streets are also intended to support a pedestrian environment, integrating a high standard of urban design to support street activity.

2.4.1 B' Streets will have buildings along development blocks, with provision for vehicular access to off-street parking, access for deliveries, garbage pick-up, servicing and loading (refer to Section 2.5 Design for Access, Parking, Service and Loading);

2.4.2 A minimum of 75% of a property's frontage is required to be occupied by the streetwall at the build-to line;

2.4.3 A maximum of 15% (i.e. 15% of 75%) of the building frontage will be allowed to step-back to a maximum of 3.0 m from the build-to line, to allow for articulation of the streetwall, including provision for outdoor patios, recessed entries and landscaped areas;

2.4.4 Provide functioning main front entrances to buildings on 'B' Street frontages when there is no 'A' Street frontage;

2.4.5 Where appropriate, provide functioning secondary entrance(s) for additional pedestrian access; and

2.4.6 Ground floor elevations along 'B' frontages will have a minimum of 50% vision glazing with views into the building.



Figure 9: Provision for vehicular access to off-street parking, access for deliveries, garbage pick-up, servicing and loading.
Downtown Mississauga, Prince of Wales Dr & Living Arts Dr

2.4.7 Exceptions to Access on 'B' Streets

2.4.7.1 Where a development block has an 'A' and 'B' frontage, the most prominent building entrance will be located on the 'A' Street frontage;

2.4.7.2 Where a development block has an 'A' and 'B' Street frontage, the most prominent building entrance will be located on the 'A' Street frontage except where it is a retail activation street; and

2.4.7.3 Corner entrances may be required where development is located at corner sites or a prominent street intersection.



Figure 10: The service, loading and access, should be envisioned to be pedestrian oriented with an attractive character.
Downtown Mississauga, Burnhamthrope Rd W & Brickstone Mews

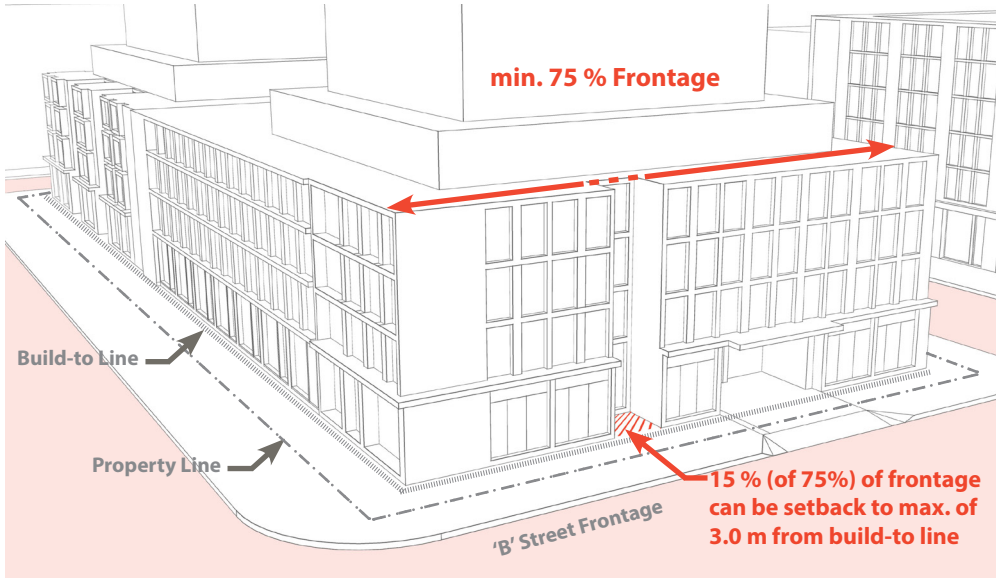


Figure 11: Example of recessed loading on B Street.

2.5 Design for Access, Parking, Service and Loading ('B' Streets)

Access for loading, garbage, parking and servicing to buildings will be located on 'B' Streets (for exceptions, refer to Section 2.3, 'Standards for Buildings on 'A' Frontages'). In general, new development will coordinate the location of service areas for delivery, parking, loading and garbage pick-up and will reduce vehicular interruptions along the public street in order to improve the aesthetic appeal of the streetscape.

The following standards will apply:

2.5.1 Service, parking and loading should be coordinated on sites by providing consolidated locations that can serve a number of buildings simultaneously from one area;

2.5.2 Loading, garbage and service spaces will be located internal to the building to avoid noise and visual impacts;

2.5.3 Loading, servicing, other vehicular related functions and utilities will not detract from the use, safety or attractiveness of the pedestrian and public realm by:

- incorporating special architectural treatment;
- using soft and hard landscape treatments to screen loading and servicing areas; and providing safe levels of illumination and lighting; and

2.5.4 The height required for overhead loading for bulk refuse within a collection area should conform to the Region on Peel's standards for overhead clearance.



Figure 12: Vehicular access for loading, servicing and parking is designed in a compact fashion and integrated with the building façade.
Downtown Mississauga, Prince of Wales Dr & Living Arts Dr

Figure 13: Service, parking and loading should be coordinated on sites by providing consolidated locations that can serve a number of buildings simultaneously from one area.
Downtown Mississauga, Confederation Pkwy & Prince of Wales Dr



2.6 Buildings Facing Parks and Open Space

New buildings that front onto, or have proximity to parks and open space will require special attention to their frontage treatments and architectural design in order to achieve the kind of character, sense of place and pedestrian experience warranted for these important elements of the public realm.

The following standards will apply:

2.6.1 If the build-to line of a development fronts onto the edge, or street adjoining a public park or open space, then 'A' frontage requirements will apply (refer to Section 2.3 'Standards for Buildings on 'A' Frontages');

2.6.2 Building frontages along parks and open spaces will have uses on the ground floor to animate and/or activate the frontage such as retail, commercial and/or residential uses;

2.6.3 Buildings which surround, have proximity, or front onto parks and open space will have the highest level of architectural expression, articulation and use of materials;

2.6.4 At grade level residential uses fronting onto parks and open space will have individual unit entrances in order to animate the street environment (refer to Section 4.10 Design for At grade Residential Uses);

2.6.5 Parking structures or surface parking lots will not be permitted to front onto or address parks and open spaces; and

2.6.6 The design of building massing will protect for maximum sun exposure onto parks and open space (refer to Section 4.6 & 4.7 Tall Residential Buildings - 'Site/Park Orientation').

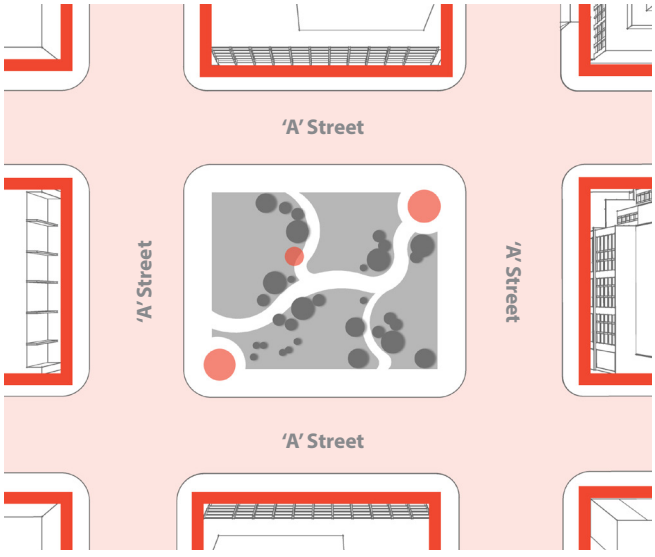


Figure 14: The facades of buildings that address open space will be treated like 'A' frontages, incorporating the highest level of architecture, articulation and use of materials.

Figure 15: Buildings which surround, have proximity, or front onto parks and open space will have the highest level of architectural expression, articulation and use of materials. *Downtown Mississauga, Community Common Park*



2.7 Ground Floor Treatments

To ensure well designed ground floors, at grade conditions incorporating retail uses must be carefully executed in order to animate the street edge and support the pedestrian experience.

2.7.1 General Standards for Retail Uses (All Streets)

The following standards will apply to all streets in the Downtown Core (inclusive of those identified in Section 2.7.1 Retail Activation Streets):

2.7.1.1 Ground floor heights will be a minimum of 4.5 metres (floor-to-floor, measured from established grade) to accommodate retail and commercial uses with windows that correspond to the height of ground floors;

2.7.1.2 The primary entrance to each street level tenant space that has its frontage along a public street will be provided from that street;

2.7.1.3 Where retail units occupy prominent corner locations, design units to:

- address the corner with well designed, animated storefronts that wrap the corner; and
- incorporate corner entrances;

2.7.1.4 Entrances to retail and commercial tenant spaces will be operational, flush and directly related to the grade of the public sidewalk;

2.7.1.5 Storefronts are articulated externally to breakdown the apparent width with a frequent rhythm that supports the pedestrian experience at the street level;

2.7.1.6 Entrance doors to retail units should be recessed in order to minimize conflicts between door swings and pedestrians;

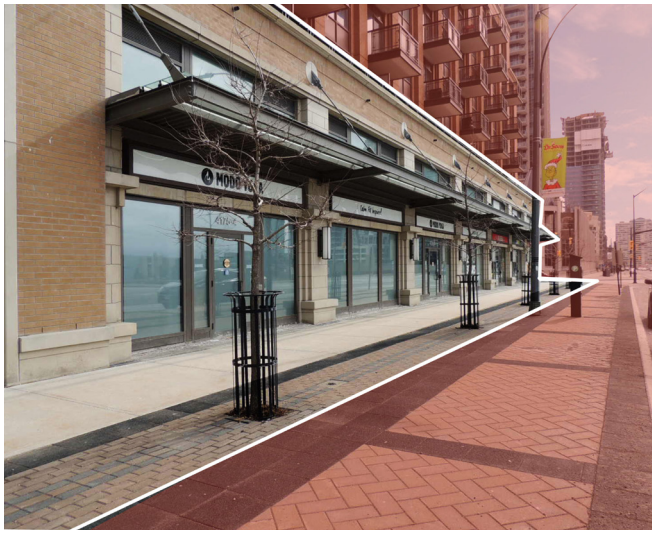


Figure 16: Storefronts when well executed, promote a vibrant street life and the pedestrian experience.
Downtown Mississauga, Confederation Pkwy & Prince of Wales Dr

Figure 17: Storefronts when well executed promote a vibrant street life and the pedestrian experience.
Downtown Mississauga, Confederation Pkwy & Arbutus Way



2.7.1.7 Ensure that ground floors containing storefronts articulate:

- a strong sense of rhythm and pattern collectively across frontages;
- subtle recesses and reveals to create depth and visual interest; and
- assist pedestrians with spatial perception, orientation and accessibility along retail frontages;

2.7.1.8 At grade retail and commercial uses will incorporate the highest standard of storefront design consisting of (see Figure 20):

- Durable, high quality materials such as metal, steel, glass, natural stone and brick;
- Vision glazing and doors that allow for views into and out of storefronts;
- Elements such as mullions, glazing bars and transoms to help frame, divide and define storefront window sections and apertures;and
- Dark tinted, reflective or opaque glazing or 'appliqué lifestyle' panels placed on storefront windows are not permitted in the Downtown Core;

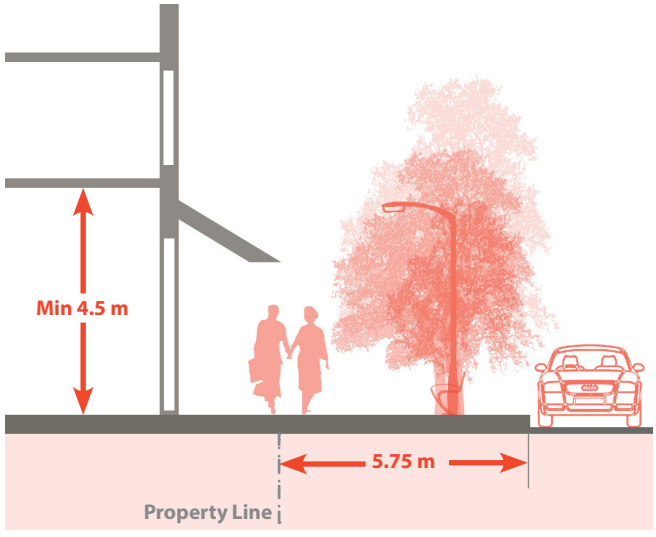
2.7.1.9 When part of a larger single development or individual tenancy, provide coordinated and consistent signage and lighting that integrates with the storefront design, and which complements or acts as an extension of the buildings architectural character;

2.7.1.10 The incorporation of architectural cantilevers, fixed canopies, awnings or similar features into a proposed development will be provided in order to achieve pedestrian scale, comfort and weather sheltered pedestrian routes. These should complement the architectural character of the building and be made of highly durable materials, extending a min. of 1.5 m to a max. of 2.75 m, protrusion beyond the retail edge and/or into the public sidewalk area (refer to Figure 21); however, such installations should not conflict or interfere with any streetscaping elements or public realm treatments;

2.7.1.11 Where appropriate, patios and outdoor amenity space should be provided adjacent to retail/commercial frontages or entrances to promote activation of the street and vibrancy; and

2.7.1.12 Patios should have a depth of at least 2.5 m and can be recessed into the building as part of the permitted setback from the build-to line, or placed beyond the build-to line along the spill-out zone providing that there is sufficient space. A clear sidewalk width is required to ensure pedestrian traffic flow is not disrupted.

Figure 18: The ground floor of retail and commercial uses will have a minimum height of 4.5 m.



2.7.1.13 Design For Storefronts

Buildings incorporating at grade commercial and/or retail uses will be designed to ensure that such uses will be directly related to the public sidewalk and will incorporate operating entrances, doorways and storefront windows oriented to the street; along with signage and lighting to provide animation, interest and variety in the streetscape.



Figure19: Storefronts when well executed promote a vibrant street life and the pedestrian experience.
Downtown Mississauga, Curran Place & Brickstone Mews.

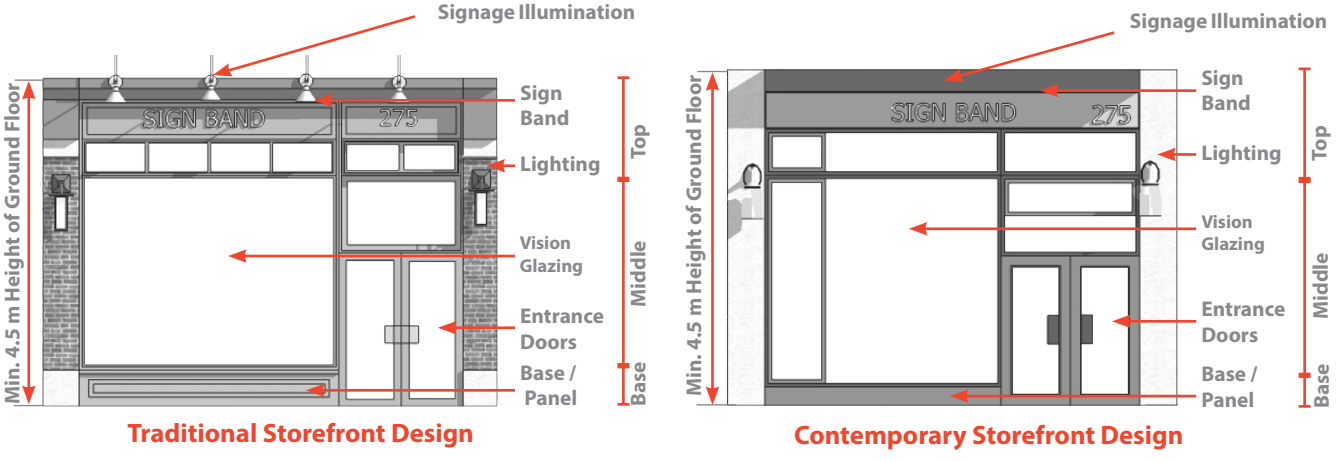


Figure 20: Storefronts can incorporate a variety of styles and character to animate the street edge. When well executed, they contribute to the identity of the street and make retail and commercial frontages inviting and accessible to pedestrians

2.7.1.14 Design for Outside Patio Areas & Pedestrian Comfort

Patios can be recessed into the building as part of the permitted setback at the build-to frontage, or placed beyond the build-to line along the 'shy zone' providing that there is sufficient space and where pedestrian traffic flow is not disrupted.

Developments will incorporate architectural cantilevers, fixed canopies, awnings or similar features in order to achieve pedestrian scale, comfort and weather sheltered pedestrian routes. These should complement the architectural character of the building and be made of highly durable materials.

Figure 21: Design elements such as awnings and patios extend from storefronts to activate the street and create the urban experience for pedestrians.

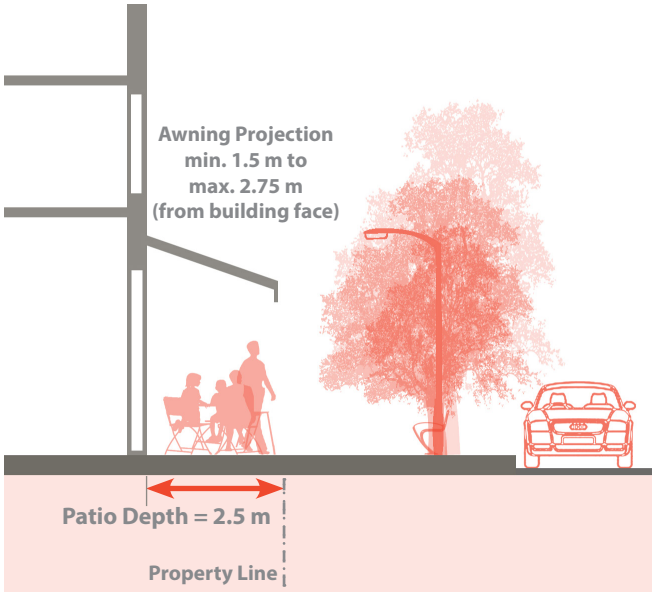


Figure 22: Patios and amenity space should be provided adjacent to retail /commercial entrances to promote activation and street vibrancy.
Downtown Mississauga, Confederation Pkwy & Arbutus Way



2.7.2 Retail Activation Street Standards

Existing and new streets in the Downtown Core have been identified for the purpose of establishing retail objectives within mixed use buildings.

The Retail Activation Plan (shown below) identifies districts and areas of focus for which retail has been determined to be a strategic priority, setting out requirements for the amount of at grade retail to be achieved on ground floors (corresponding to 75% or 50% minimum requirements, see section 2.2).

In addition to the standards outlined in Section 2.7 'Ground Floor Treatments for At grade Retail Uses', the design of units fronting onto Retail Activation Streets in the Downtown Core will:

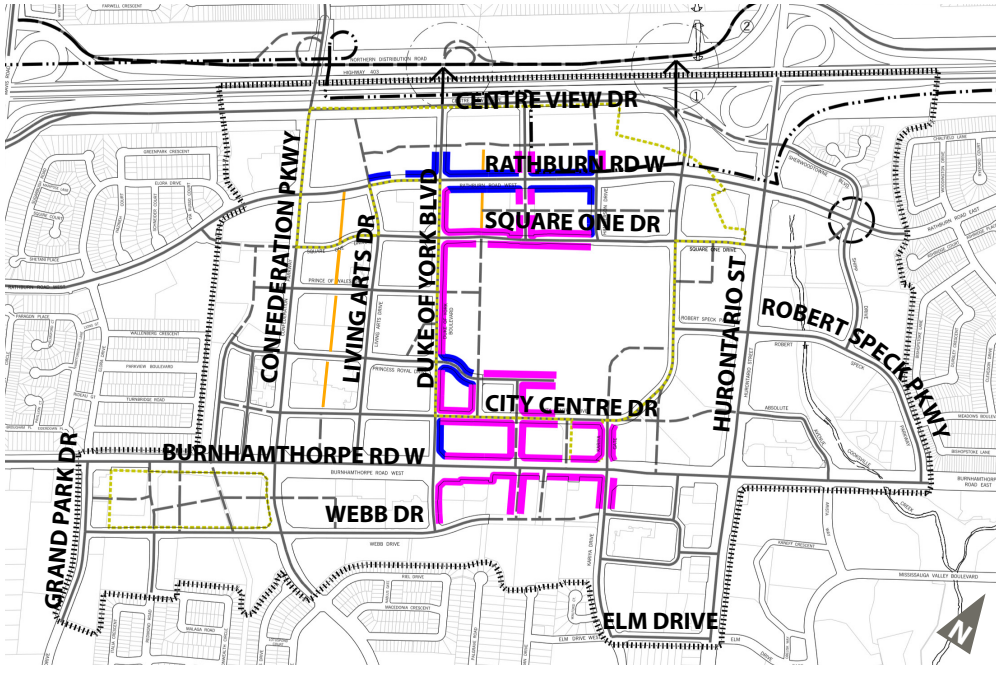
2.7.2.1 Provide narrow storefronts to a maximum unit width of 10.0 m;

2.7.2.2 Have a minimum unit depth of 10.0 m;

2.7.3.3 Design the entrances to retail units to a maximum spacing of 10.0 m between successive storefronts; and

2.7.4.4 To ensure the integrity of retail activation streets, main front entrances and lobbies that serve residential uses above the ground storey will be:

- limited to a maximum width of 6.5 m;
- located to establish and reinforce patterns of access between blocks of development; and
- positioned so that there is minimal interruption of retail units along the block.



Percentage of ground floor along the street frontage required to contain retail uses:

- 75%
- 50%
- Pedestrian Easements

Figure 23: The Retail Activation Plan identifies retail objectives in the Downtown Core for existing and new streets. Also, refer to Downtown Core Local Area Plan - Retail Activation Policies and Schedule.
Image Credit: Downtown Core Local Area Plan Retail Activation- Schedule 5

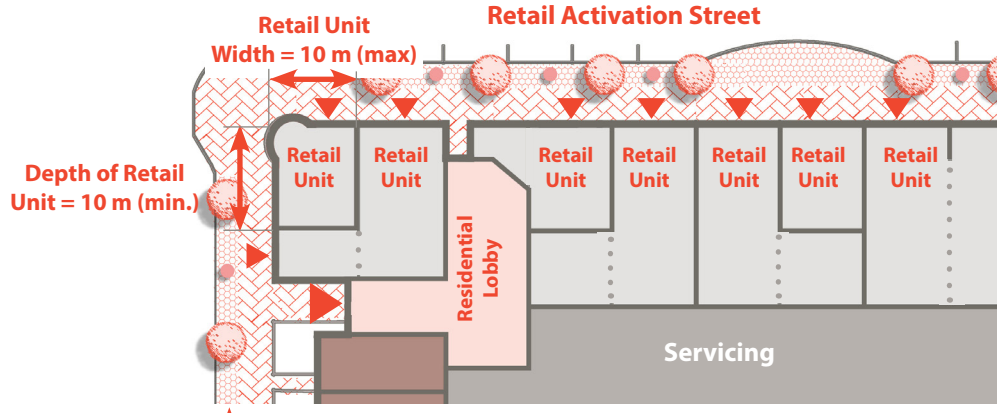


Figure 24: Interior demising walls for retail units can be configured to promote an expression of narrower units and smaller retail spaces along building frontages, opening up beyond to combine units into larger retail spaces.

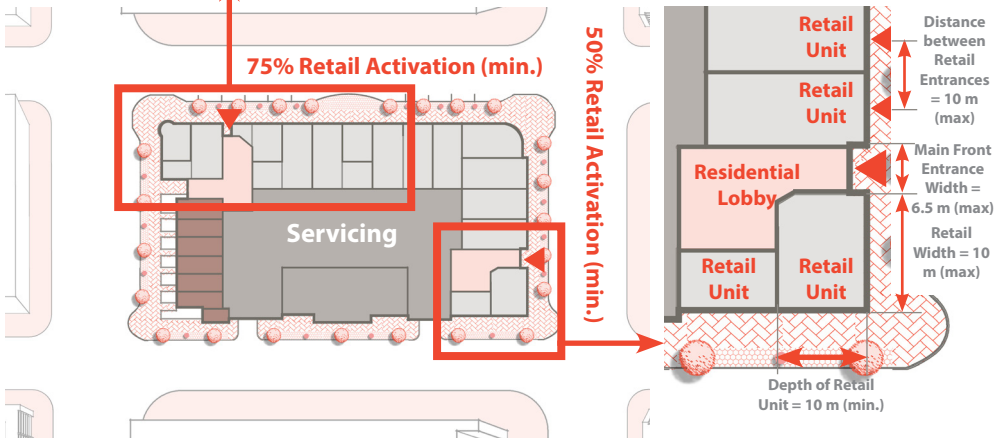


Figure 25: Main front entrances serving residential uses above the ground floor will be located to minimize interruption of retail units along blocks (Retail Activation Streets) and limited to a maximum of 6.5 m. Also refer to Downtown Core Local Area Plan policies and Retail Activation Schedule.



Figure 26: Design the entrances to retail units to a maximum spacing of 10 m between successive storefronts.
Downtown Mississauga, Confederation Pkwy & Prince of Wales Dr

2.8 Design for Structured Parking Facilities on 'A' and 'B' Street Frontages

Parking facilities will have an important role to play in supporting key uses, attractions and urban amenities in the Downtown Core. In general, development will locate structured parking and vehicular access to minimize impacts on the property and on surrounding properties and to improve the safety and attractiveness of adjacent streets, parks and open spaces. The following standards will apply:

2.8.1 Parking structures will not directly front onto 'A' Streets, but will be entirely screened by 'liner' buildings incorporating a mix of uses between the parking structure and street space in accordance with Section 2.1 – 2.3 for 'A' Street Frontages;

2.8.2 Liner uses should have a minimum depth of 10.0 m;

2.8.3 On the ground floor, parking structures will have active uses such as commercial or retail services with an appropriate scale and



Figure 27: Parking structures will only directly front onto one 'B' Street.
Downtown Mississauga, Burnhamthrope Rd W & Brickstone Mews



Figure 28: To animate the public realm, a 'veneer' (liner buildings) of uses are located between the parking structure and street space to conceal the parking structure (from behind) as part of an integrated development.
Downtown Mississauga, Confederation Pkwy & Webb Dr

architectural expression to support activity on the streets, including those fronting onto parks and/or open spaces (refer to Section 2.7 Ground Floor Treatments);

2.8.4 Parking structures will only directly front onto one 'B' Street where more than one 'B' street frontage exists;

2.8.5 When fronting onto 'B' Streets, parking structure façade elevations will be designed to the highest level of architectural treatment and animation to mask the parking and screen views of the interior;

2.8.6 Entrances, lobbies and passageways that provide a convenient means of access to parking facilities will be fully enclosed, appropriately signed and integrated into the façade design without appearing as dominant elements on the street frontages;

2.8.7 At grade exhaust vents serving structured parking facilities should be:

- Screened from public view;
- integrated into the design of buildings, expressed as part of the architectural character; and

2.8.8 Consult the **Crime Prevention Through Environmental Design (CPTED)** for the design



Figure 29: Transformer vault should be integrated into the design of buildings.
Downtown Mississauga, Curran Place & Brickstone Mews

Figure 30: At grade exhaust vents serving structured parking facilities should be integrated into the design of buildings.
Downtown Mississauga, Curran Place & Brickstone Mews



2.9 Mid-Block Pedestrian Connection

Mid-block pedestrian connections can build upon the downtown road network in certain locations, by providing improved permeability, additional linkages and access between multiple development blocks and open space. They are intended to have strong civic quality and robust urban character that is inviting, comfortable, accessible and easy to use for pedestrians (Refer to Figure 21).

Location and Placement

The design of mid-block pedestrian connections will be:

2.10.1 Coordinated across adjacent blocks to ensure permeability and ease of navigation;

2.10.2 Generally located mid-block providing direct connectivity between adjacent development blocks, existing and future streets, connections and open space;

2.10.3 Pedestrian and transit supportive;

2.10.4 Have a minimum overall width of 12.0 metres;

2.10.5 Incorporate a walkway zone having a minimum width of 4.0 metres (i.e. within the 12.0 metres);

2.10.6 Incorporate a strong urban expression and civic presence through design and choice of materials;

2.10.7 Be continuous, direct and barrier-free;

2.10.8 Perpendicular to the public sidewalk, providing clear sightlines from one end to the other;

2.10.9 Located at grade with the public sidewalk;

2.10.10 Open to the sky; and

2.10.11 Provide a comfortable year-round microclimate for pedestrians;

Relationship to Built Form

Development that incorporates a mid-block pedestrian connection will:

2.10.12 Provide a strong sense of enclosure along the length of the walkway by:

- creating a comfortable scale for pedestrians (both horizontally and vertically);
- ensuring that the design of built form achieves a height that is proportionally

Figure 31: Provide a minimum of 50% vision glazing along the at grade condition to ensure informal surveillance along the entirety of the walkway (i.e. "eyes on the walkway"). *Downtown Mississauga, a pedestrian connection between Prince of Wales Dr & Square One Dr*



equal to the width of the connection similar to a streetwall; and
- Incorporating a step-back at the 3rd storey (internal to the connection) to mitigate tunnel-like effects;

2.10.13 Provide variation in setbacks along the building edge that fronts onto the walkway to achieve:

- visual interest; and
- expanded landscaped areas and/or amenity space;

2.10.14 Where feasible, incorporate continuous active uses adjacent to walkways along the ground floor;

2.10.15 Provide a minimum of 50% vision glazing along the at grade condition to ensure informal



Figure 32: Appropriate patio design for townhouses.
Downtown Mississauga, Burnhamthrope Rd W & Brickstone Mews

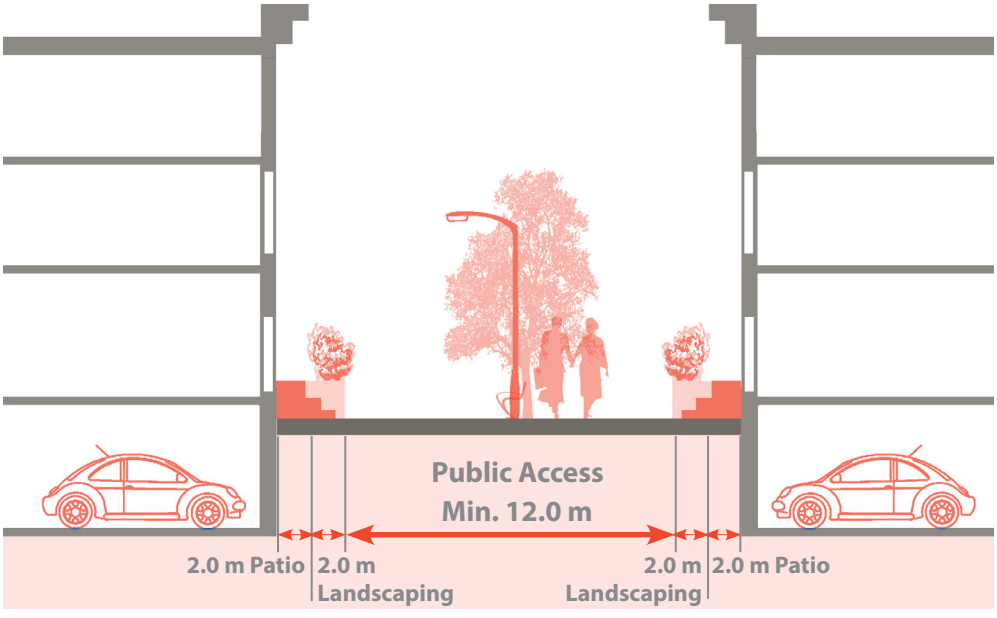


Figure 33: Section of mid-block connection.

surveillance along the entirety of the walkway (i.e. “eyes on the walkway”);

2.10.16 Ensure ample access to sunlight and sky views on the walkway;

2.10.17 Mitigate the effects of wind;

2.10.18 Be limited to one overhead pedestrian bridge that is:

- designed as distinctive architectural feature within the development;
- is a maximum of 6.0 metres in width;
- achieves at least 75% transparency and;
- is generally located mid-block.
- provides a minimum 9 meter passage below; and
- provides adequate lighting along the underside;

2.10.19 Development will provide pedestrian comfort through the incorporation of:

- building massing and articulation;
- architectural cantilevers, fixed canopies or awnings;
- architectural lighting;
- landscape treatments; and
- public art;

Access to Walkways

Pedestrian connections must be identifiable from the public sidewalk by:

2.10.20 Articulating building façades that signify the access through treatments such as emphasized chamfered corners, modulation, step-backs, use of colour, materials, patterns and/or textures;

2.10.21 Signage that is visually integrated with the built form or design of the connection;

2.10.22 Public art;

2.10.23 Enhanced landscaping; and



Figure 34: To promote the pedestrian experience, provide Landscape species that create visual and seasonal interest.
Downtown Mississauga, 352 Princess Royal Dr

2.10.24 Paving that is generally consistent with the public sidewalk;

Landscape and Amenities

To promote the pedestrian experience, the following landscape treatments will be provided within mid-block pedestrian connections:

2.10.25 A combination of soft and hard landscape treatments to define the walkway edges and amenity areas such as trees, pavers and planters;

2.10.26 Landscape species that create visual and seasonal interest;

2.10.27 Continuous soil trenches that provide a minimum 20.0 m^3 per tree (note: structural soil will be discouraged);

2.10.28 Provide a minimum clearance of 1.5 meters between the finished grade of the mid-block connection and the top deck of any below-grade structure;

2.10.29 Sod will generally be discouraged;

2.10.30 Benches and/or built-in seating spaced at regular intervals along the length of the walkway;

2.10.31 Pedestrian scale lighting;

2.10.32 Bike racks where appropriate;

2.10.33 Waste and recycling receptacles;

2.10.34 Where desirable, patios internal to the walkway may be incorporated to support active uses, provided they do not obstruct the required (4.0 metre) walkway width; and

2.10.35 High-quality paving materials that have a strong civic presence and which satisfy AODA standards.

Building Design Standards

3.1 Minimum Building Height
3.2 Streetwall and Building Façade Treatments

3.1 Minimum Building Height

Mississauga's vision to urbanize the Downtown Core 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 contain the street and support transit.

In a downtown environment, one storey temporary format buildings, such as large-format retail or entertainment facilities, served by surface parking, are examples of building typologies which are inefficient, suburban and do not lend themselves to creating a pedestrian friendly environment.

The following standards will apply:

3.1.1 All new buildings in the Downtown Core must achieve a minimum height of 10.7 metres (3 Storeys) both at the street frontage and across the entire area of the building.

N.B. Applicants should also refer to 'A' and 'B' frontage standards concerning build-to requirements, building placement, step-backs, etc.

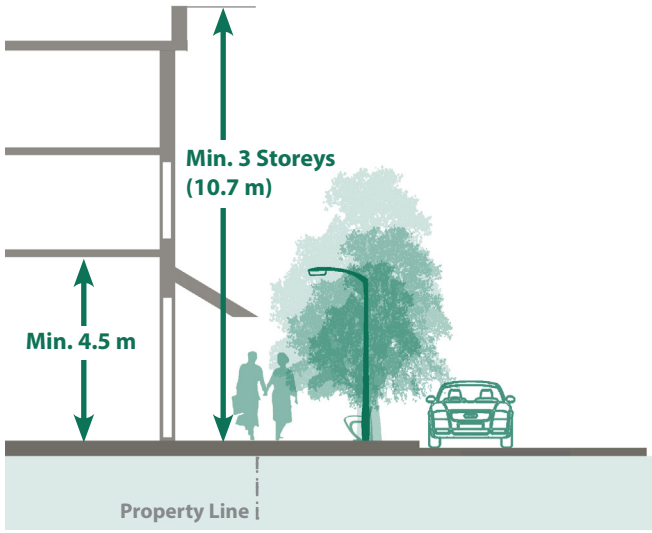


Figure 35: Illustration of 3 Storey Building Height.



Figure 36: A minimum 3 Storey mixed-use building with active ground floor retail/ commercial uses contains the street and provides a comfortable pedestrian scale. *Downtown Mississauga, Grand Park Dr & Webb Dr*

3.2 Streetwall and Building Façade Treatments

To ensure that development in the Downtown Core provides a strong sense of urbanity, the following built form treatments will be incorporated into the design of buildings:

3.2.1 Mitigate the perception of large buildings and long frontages by:

- ensuring buildings and their streetwalls are well proportioned to address human scale;
- incorporating variation or special massing; and
- providing a change in materials, textures, patterns, colours and details on building frontages to create a sense of smaller scale buildings;

3.2.2 Ensure that the design of street walls in mixed use buildings deploy:

- Base: to strongly define the at grade level;
- Middle: to define the upper storeys; and
- Top: to express the termination of the streetwall at the roof line, parapet, related floor juncture or storey, in a way that articulates the expression and character of the building;
- Elements that accentuate floor and/or ceiling junctures and transitions between subsequent storeys. The should include horizontal expression lines, such as belt-courses, cornices, banding(s) or architectural treatments integrated into the streetwall expression;

3.2.3 Establish a rhythm, with frequency and articulation, across the streetwall by deploying elements that are vertically oriented and scaled to the pedestrian to include:

- all forms of fenestration, including vision glazing, apertures, bow, bay, storefronts, dormer and monitor-style windows; and
- pilasters, engaged columns, recesses,



Image 37: The horizontal and vertical expression lines to support and reinforce pedestrian scale aspects and an expression well suited to urban environments.
Downtown Mississauga, Confederation Pkwy & Curran Place

Image 38: A strong vertical emphasis in the façade of this development creates rhythm and definition at the street edge.
Downtown Mississauga, Confederation Pkwy & Square One Dr



reveals, expression lines or other architectural treatments to create interest for the pedestrian and which serve to break up elongated facades;

3.2.4 Consider incorporating a balance in the proportion of glazing to solid wall materials in the design of facades in order to achieve pleasing symmetries and legible asymmetries;

3.2.5 Design corner lot buildings with special massing and architectural treatments on both streets to give prominence along the frontages and visually distinguish these sites;

3.2.6 Express principal building entrances with a height, proportion and level of articulation that is compatible with the ground floor storey height, so that entrances are visible and serve as focal points for orientation and access from the street (also, see Section 2.1 - 2.3, 'A'/'B' Standards for Street Frontage);

3.2.7 Incorporate upgraded doors for entrances, including egress and fire exit doors fronting onto streets;

3.2.8 Design balconies to be recessed and/or architecturally integrated into the design of the building façade incorporating high quality materials, balustrades and railings;

3.2.9 Integrate, conceal and screen roof top equipment into the complete building design;

3.2.10 Deploy a hierarchy of materials with solid, or 'heavier' materials located closer to the ground as a means to visually anchor the building to grade;

3.2.11 Construct building exteriors from enduring, natural materials such as clay brick, stone, metal, glass and wood in order to create durable buildings;

3.2.12 Durable materials should be used in the Downtown Core;

3.2.13 Consider using building materials that are energy efficient and/or those that have been reused or recycled (Please consult the City of Mississauga's Green Development Standards for sustainable approaches and further direction);

3.2.14 Building signage will be visually integrated with the development as sign-bands or fascia signs, and as an extension of the building's architectural expression;

3.2.15 Except for wayfinding signage and commemorative plaques, pylon and stand-alone signs are not permitted in the Downtown Core; and

3.2.16 Utilities, meters, gas pipes, and other building services should be incorporated into the building footprint and be screened from public view. Screening is meant to ensure that such building services do not take away from the scenic quality of existing or proposed developments in the Downtown Core.

Image 39: Utilities, meters, gas pipes, and other building services should be incorporated into the building footprint. *Downtown Mississauga, Confederation Pkwy & Square One Dr*



Tall Residential Building Standards

4.1 Tall Residential Buildings ~ Overview
4.2 Massing Standards
4.3 Podium Design
4.4 Middle Shaft (Residential Towers)
4.5 Uninterrupted Tower Shafts
4.6 Site Orientation
4.7 Park Orientation
4.8 Tower Top
4.9 Built Form Compatibility & Transition to Adjacent Development
4.10 Design for at grade Residential Uses
4.10.5 Standard Design for Raised Residential Units
4.10.6 Standard for Grade Related Residential Units
4.11 Non-Residential Tall Buildings

4.1 Tall Residential Buildings ~ Overview

Tall residential buildings characterize a good part of the Downtown Core and have a role to play among other building types and land uses in the emerging downtown context.

Tall residential 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 Core and the image of the City as a whole.

Tall residential buildings must consider location, placement, relationship to the street, height ranges, built form qualities, architectural treatment and their ability to enhance the pedestrian environment by minimizing shadowing of the public realm. They need to protect important views, impacts on cultural resources and be able to accommodate a range of uses and support for transit. Tall residential buildings must also ensure that fundamental quality of life aspects are provided for, such as access to natural light, sky views and privacy for those that live, work and visit the Downtown Core.



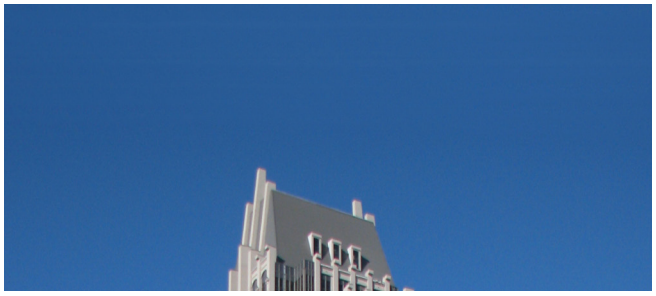
Figure 40: Absolute World is a residential condominium twin tower skyscraper complex.
Downtown Mississauga, Hurontario St & Burnhamthorpe Rd E

4.2 Massing Standards

Tall residential buildings in the Downtown Core will be designed to consist of three parts:

Top

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



Middle Shaft (Tower)

The floor plate size and shape of the middle shaft (tower) will be designed with appropriate dimensions for the site; the middle shaft will be located and oriented on the site and in relationship to the podium and adjacent buildings. Towers above the podium height are governed by the massing standards which provide direction on slenderness, orientation and separation.



Podium

The podium will enclose and provide definition and appropriate scale for adjacent streets, parks and open spaces, and integrate with adjacent buildings and address the impacts of parking, loading and servicing uses.

The podium includes the street level to midrise portion of the development which includes the streetwall. The podium will be designed in accordance with the frontage and massing standards set out in this document.

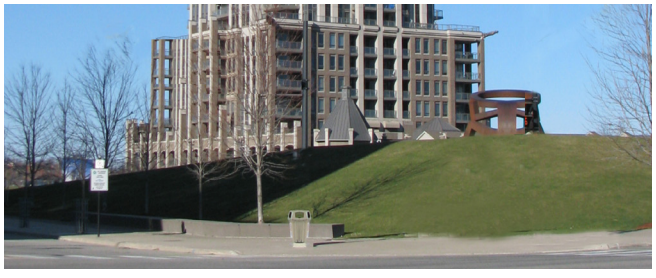


Figure 41: The tripartite form of the Tall Residential Building is well articulated in this downtown Mississauga development. *Downtown Mississauga, Confederation Pkwy & Prince of Wales Dr*

Tall Residential Buildings Anatomy

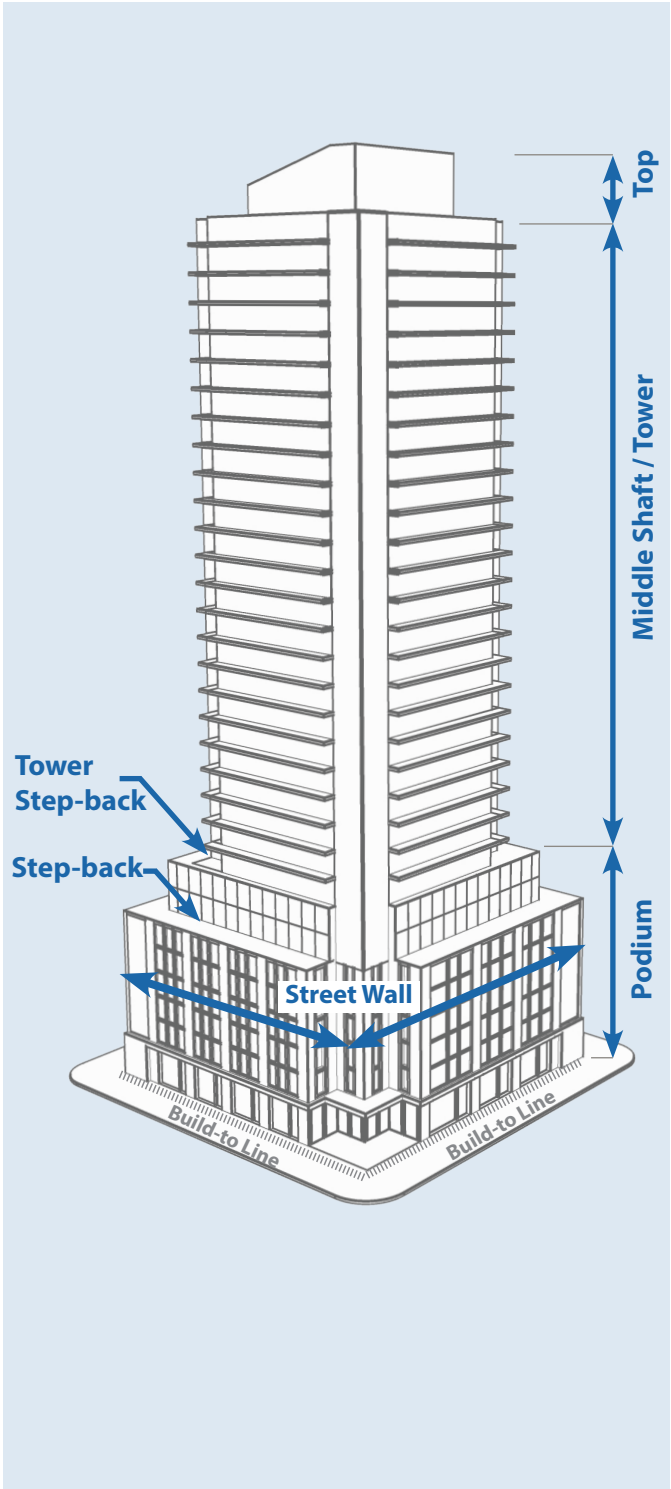


Figure 42: Tall residential buildings have a particular anatomy, defined by a number of form giving elements that contribute to their overall shape and massing. Many contemporary towers continue to deploy the design principles of historic skyscrapers born out of Chicago, USA, which were based on the composition of the classical column, incorporating a base, middle shaft and capital (top).

4.3 Podium Design

The design and placement of the podium requires careful consideration in terms of its role in helping to contain the street and achieving pedestrian scale qualities. Podiums will need to consider appropriate height in relation to the street right of way, streetwalls, and step-backs at the upper storeys, including ways in which sunlight can reach sidewalks to support a light-filled, vibrant public realm.

The following standards will apply:

4.3.1 The podium height will generally be equal to the width of the right-of-way, but not less than 3 storeys (refer to Figure 42);

4.3.2 The design of podiums that front onto Burnamthorpe Road should:

- not be less than 6 storeys in height; and
- have a height that is compatible with the podiums of adjacent development (existing or proposed and where they exceed 6 storeys) subject to Standard '4.3.5';

4.3.3 To support a pedestrian scale and contain the street, podiums will 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;

4.3.4 Where right-of-ways exceed 60 m, the street wall can be increased to a maximum of 6 storeys in accordance with Standard '4.3.2' (refer to Figure 43 and 44);

4.3.5 Podiums incorporate step-backs at the upper storeys 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 of Mississauga's Standards for Shadow Studies**; and
- mitigate the effects of wind on the pedestrian environment in accordance with the parameters set out in the **Pedestrian Wind Comfort and Safety Studies**;

4.3.6 Step-backs of 3.0 m will be applied to the street wall and podium design in order to achieve the angular plane (Refer to **City of Mississauga Standards for Shadow Studies**);

4.3.7 Towers should be setback a minimum of 3.0 m from the top tier of the podium edge in order to establish a clear definition between the podium and tower (Refer to Figure 44 for illustration of Podium Design);

4.3.8 When tall residential building proposals are phased, ensure that party walls of podiums are architecturally treated and enhanced to address interim conditions.

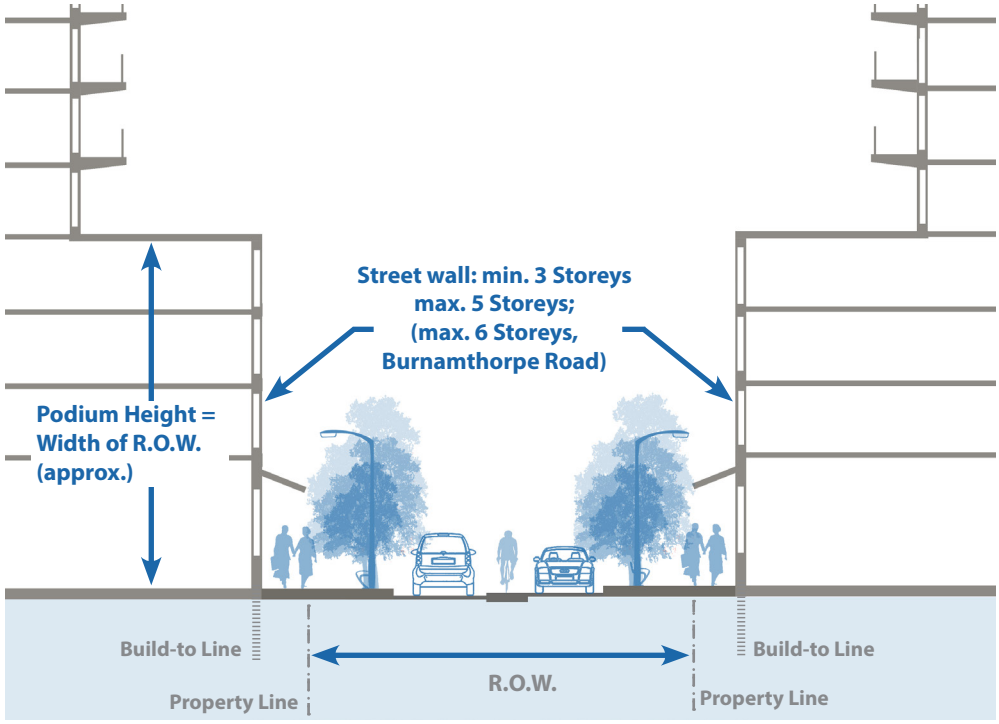


Figure 43: The podium height will generally be equal to the width of the right-of-way, but not less than 3 storeys (4.3.1).

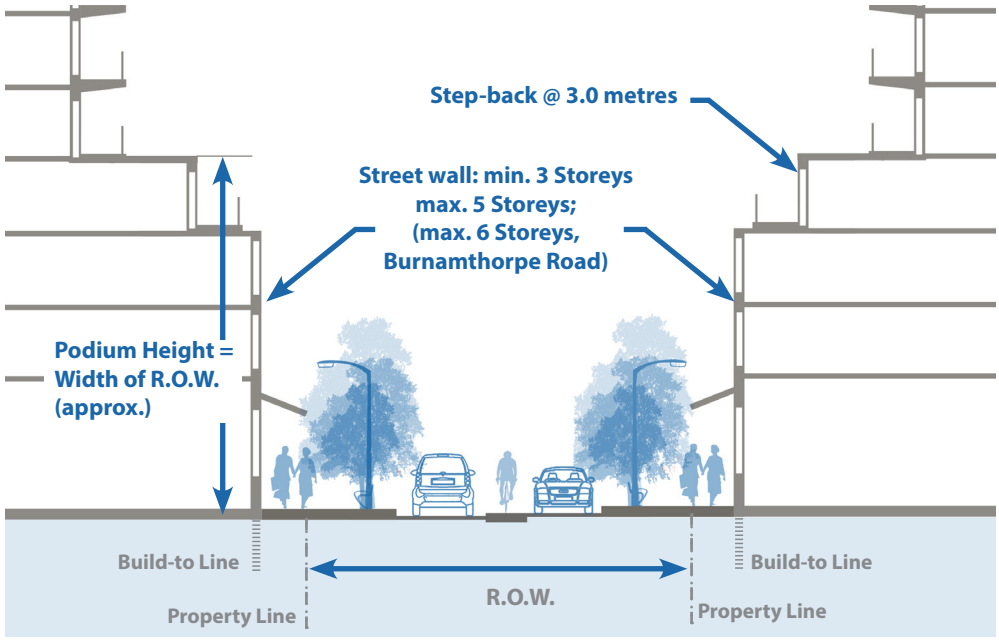


Figure 44: The podium will incorporate a street wall at the build-to line between 3 and 5 storeys in height **(4.3.3, On Burnamthorpe Road, street walls should be designed to a maximum of 6 storeys**.

N.B. DESIGN OF PODIUMS
Applicants will be required to demonstrate how proposals achieve the podium design in relation to the corresponding width of the Right-of-Way. As such, the City of Mississauga Standards for Shadow Studies shall be consulted to establish appropriate streetwall heights and sunlight provisions for the public sidewalk.

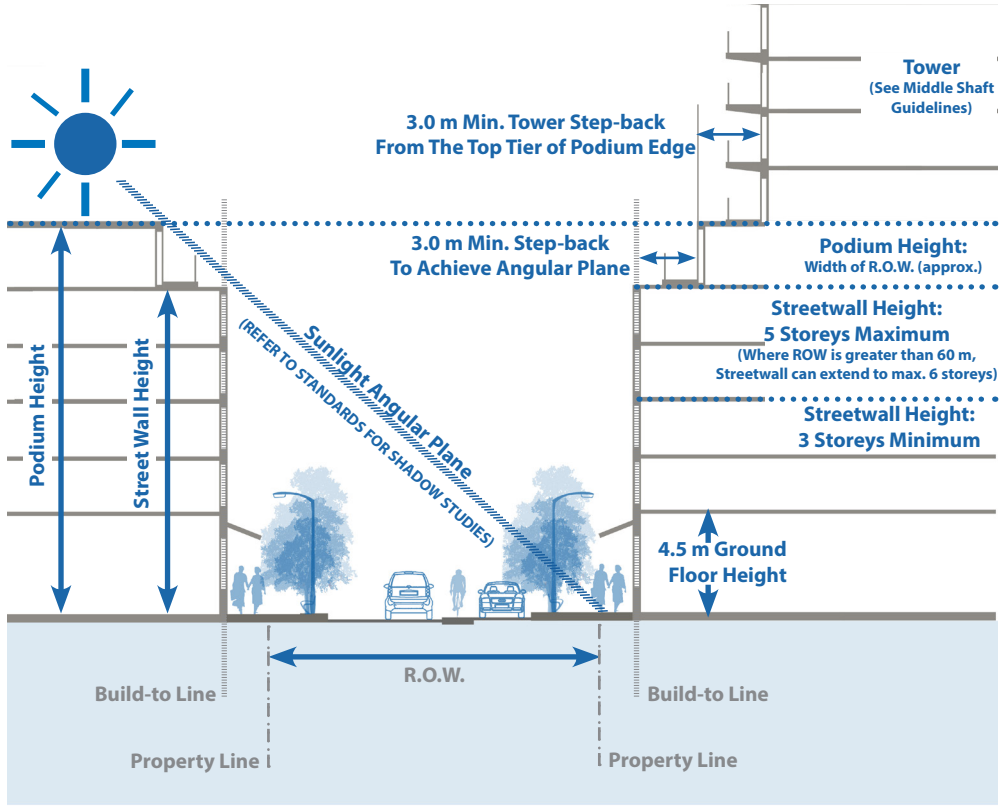


Figure 45: Podium Massing: To support a pedestrian scale and contain the street, podiums will incorporate a street wall placed at the build-to line. Together, these elements will mitigate the perception of height and create a comfortable scale for pedestrians using step-backs to maximize sunlight on the public realm in accordance with the **City of Mississauga's Standards for Shadow Studies**.



Figure 46: Podiums when well designed and executed contribute positively to the pedestrian environment.

4.4 Middle Shaft (Residential Point Towers)

Compact slim towers and small floor plates minimize shadowing; maximize separation, and views between buildings. They also improve privacy and reduce overlook impacts on adjacent streets, parks, open spaces and properties. The following standards will apply:

4.4.1 Design and articulate the floor plates to break down the mass of the building and to create 'street interest' and enhance skyline character;

4.4.2 Residential Tower Floor Plates above the podium height will not exceed a maximum area of 850 m² (Tower Floor Plate means the average floor area of all storeys within that portion of a building or structure or part thereof located above the podium, measured to the exterior faces of exterior walls of each storey of a building or structure) and should be designed to achieve proportionately slender tower profiles based on the suggested guideline/by-law:

- 0 - 30 Storeys = Up to 750 m² (Tower Floor Plate)
- 31 - 49 Storeys = Up to 800 m² (Tower Floor Plate)
- 50 Storeys and over = Up to 850 m² (Tower Floor Plate)

4.4.3 Provide a minimum spatial separation of 30.0 m between existing and proposed towers to maximize access to sky views, natural daylighting, adequate privacy, minimize wind conditions and collective shade on the streets, parks and open spaces.

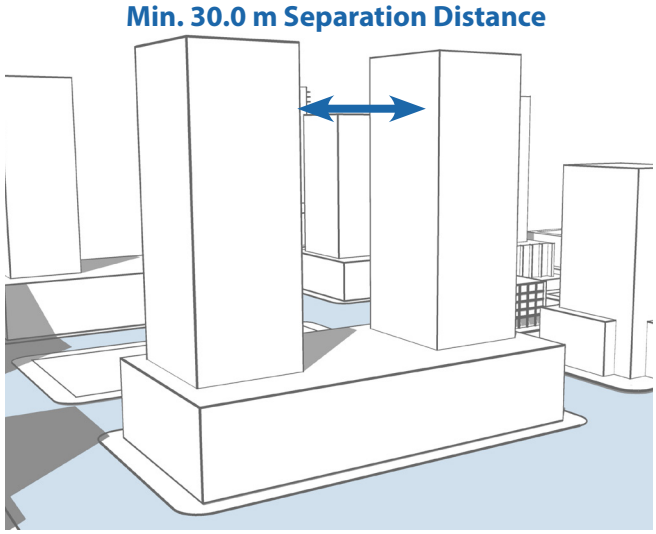


Figure 47: Tower Separation: Spacing towers with minimum separation will minimize collective shade and sunlight impacts of closely-spaced towers on streets, parks and adjacent residential buildings. This will also achieve increased access to sky views and natural lighting as well as increased privacy. The spacing between point towers will be a minimum of 30.0 m.

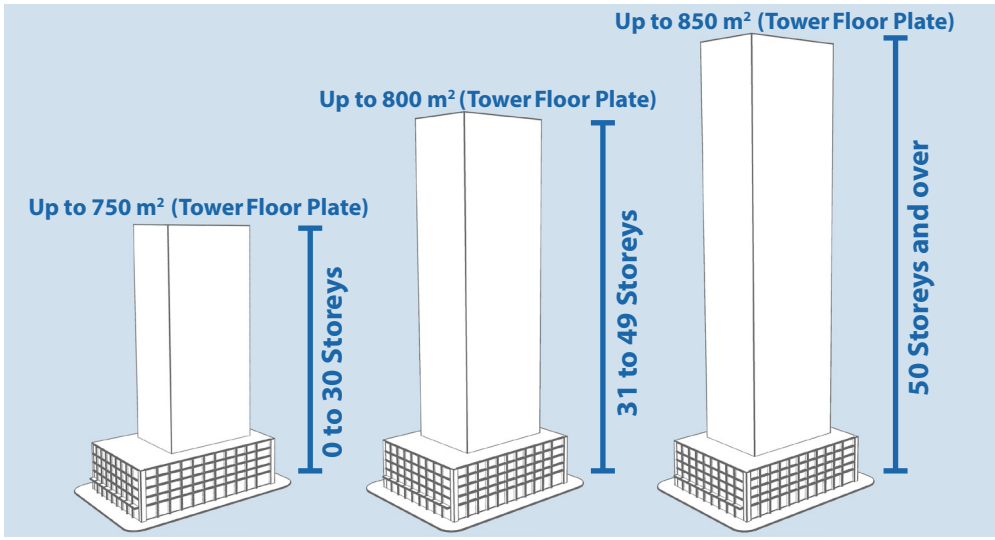


Figure 48: Slenderness & Floor Plate: Compact slim towers with small floor plates minimize shadowing, maximize separation and views between buildings, and reduce privacy and overlook impacts. To achieve the objective of compact slimmer towers, yet allow for tower massing flexibility, floor plates above the podium will be designed to a maximum of 850 m² (Tower Floor Plate). See '4.4.2'.

4.5 Uninterrupted Tower Shafts

To allow for different tower expressions and juxtaposition of form in the Downtown Core, a portion of the tower shaft may vertically extend down to grade in order to allow for an uninterrupted tower expression when incorporated into a podium or larger development scheme, subject to the following:

4.5.1 A maximum of 20% of the principal tower face may extend to grade without interruption by a Podium. Refer to Figure 48 for calculation of maximum allowable area of uninterrupted tower shaft;

4.5.2 The placement of the tower should not overshadow and impact sunlight on the public sidewalk;

4.5.3 The setback to accommodate an uninterrupted tower shaft will count towards the allowable setback set out by the frontage standards for 'A' and 'B' Streets (see Section 2.2—2.3, Street Frontage);

4.5.4 When deployed at corner locations, the exposed at grade portion of the tower will be designed to create a highly animated and active condition, with entrances, in order to positively reinforce and celebrate the corner;

4.5.5 Tall building proposals must demonstrate that uninterrupted tower treatments do not introduce significant wind impacts on the pedestrian realm by virtue of the tower location itself; and

4.5.6 Introducing design elements at grade within the private property to mitigate the effects of wind that are integrated with the architecture of the building or landscape design. Also, The use of landscaping as part of a mitigation strategy is not acceptable.

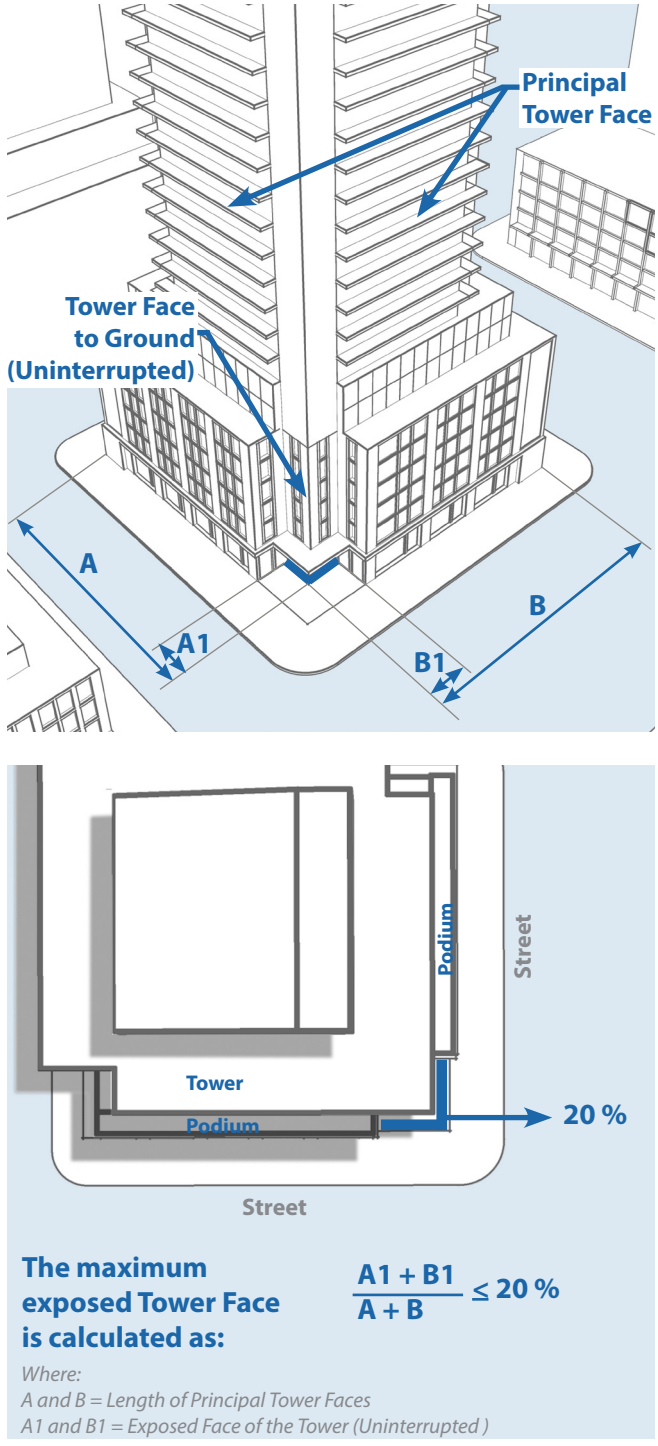


Figure 49: Calculation of uninterrupted tower shafts.

4.6 Site Orientation

Point towers should be located on their sites to minimize shadow impacts on adjacent streets and open space.

The following standards apply:

4.6.1 Point towers should be located on the north-west and south-west sides of a block or development site so that shadows fall primarily within the block itself rather than on the street;

4.6.2 Elongated floor plates should be oriented in a manner which minimizes shadow impacts this should be demonstrated in accordance with any sun/shadow studies that are required by the City.

4.7 Park Orientation

4.7.1 Locate towers to minimize shadow impacts on adjacent parks and open spaces;

4.7.2 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;

4.7.3 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; and

4.7.4 Buildings abutting or facing onto parks and open spaces will establish a maximum podium height and point tower location/ massing that maximizes opportunities for sunlight exposure in accordance with the City of Mississauga's Standards for Shadow Studies.

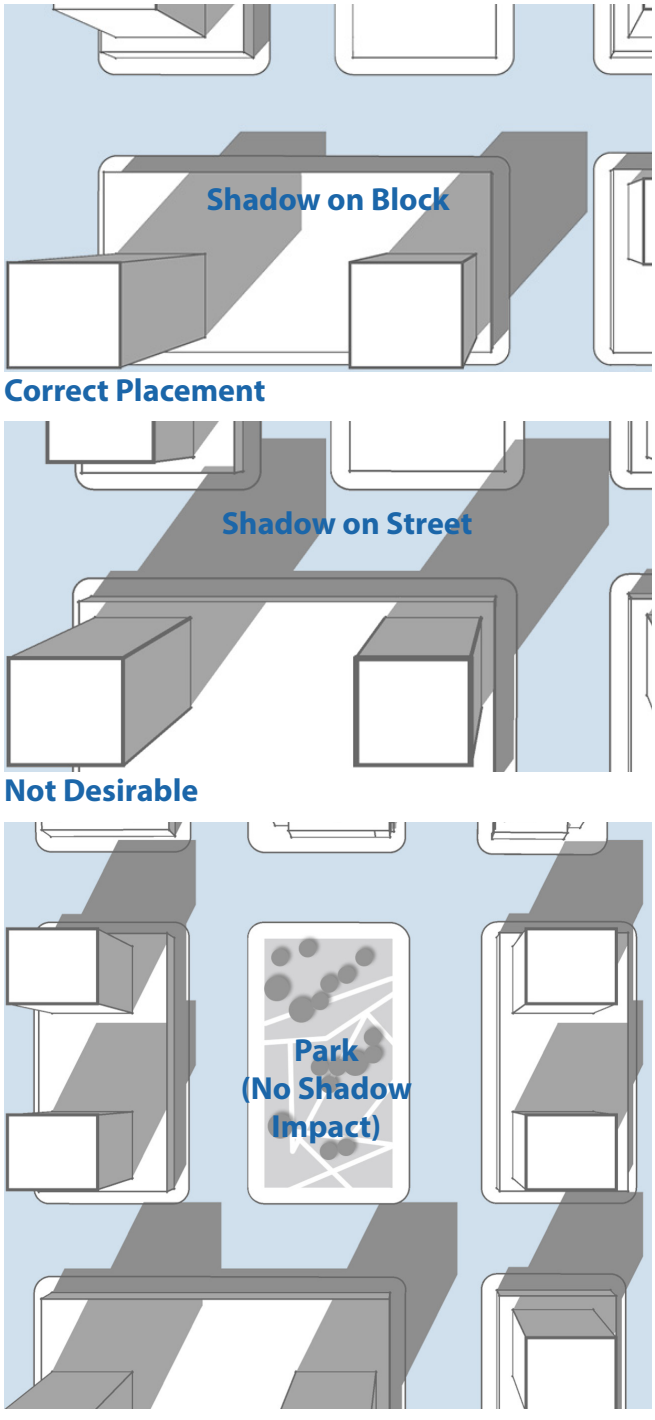


Figure 50: Towers should be placed on development blocks in locations that mitigate shadow impacts on the public realm.

4.8 Tower (Roof) Top

Towers contribute to the image of the Downtown Core. The tops of towers should be designed as distinctive elements against the skyline, when seen from the street or from a distance. Moreover, a well-designed roofline creates opportunities for views to distinctive landmarks, including orientation and wayfinding.

4.8.1 Design the uppermost floors of the tops of tall buildings to achieve a sculptural or distinctive profile;

4.8.2 Design the tops of tall buildings to integrate and screen the mechanical penthouse function and other roof top units into the complete building design;

4.8.3 Use materials, finishes and patterns that are consistent with the overall building design and architectural expression; and

4.8.4 Incorporate ways in which the roof top expression can be subtlety illuminated and enhanced with architectural lighting effects during evening hours.



Figure 51: Delineate the top of the tower with a change in architectural detail and have the top meet the sky with a distinctive profile.
Tall Residential Buildings in Downtown Mississauga

4.9 Built Form Compatibility & Transition to Adjacent Development

Taller buildings should be sited and organized to provide a desirable transition to adjacent lower form buildings and open space. They should also ensure compatible relationships between buildings of differing scale through adequate spatial separation.

Where a significant difference in scale exists between building heights, development will be required to deploy transition strategies through massing and built form, to achieve a harmonious relationship between proposed and existing development, and/or adjacent open spaces.

The following standards will apply:

4.9.1 Consider the size of the development area and the planned intensity of the use;

4.9.2 Consider the context of adjacent low scale development and other aspects such as the street width or adjacent open space;

4.9.3 Where a proposed development incorporates multiple buildings, design the buildings to step down in height from high to low, and where it abuts lower scale development;

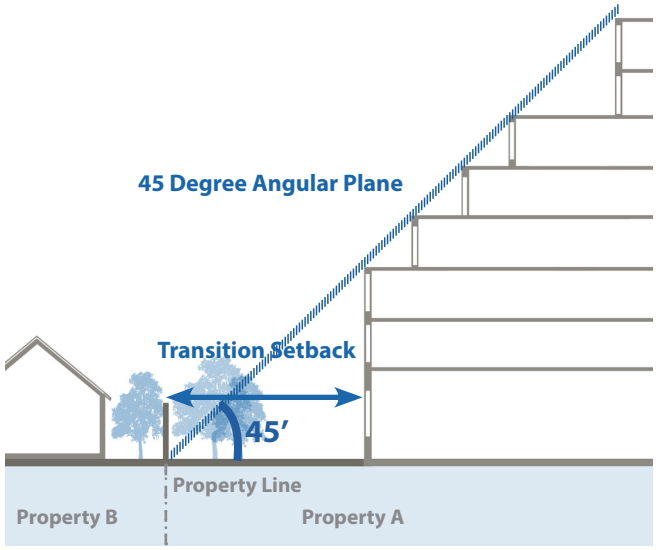


Figure 52: Taller buildings will mitigate height through step-down built form treatments in order to transition to adjacent lower scale development or open space.

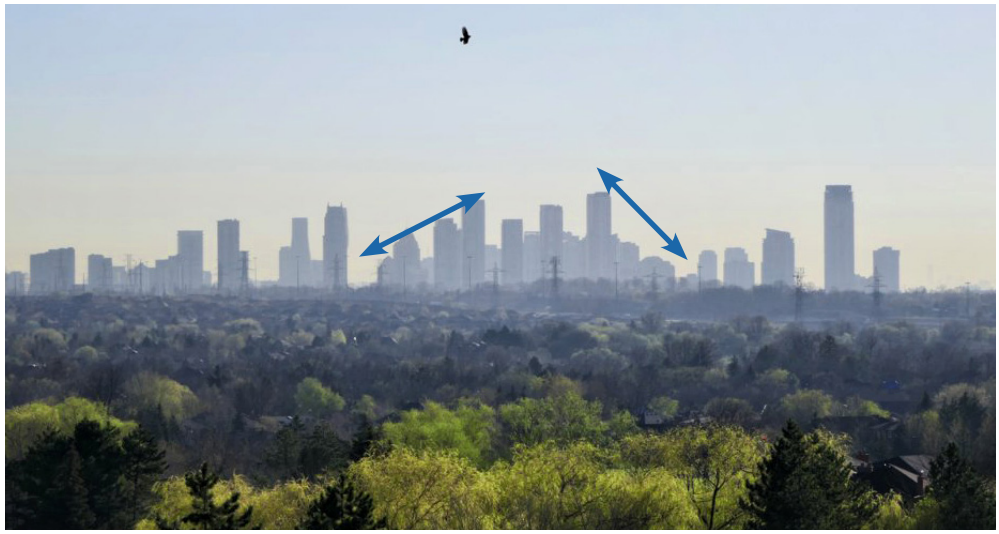


Figure 53: Design the development to address the impacts of shadow, sky-views. *Mississauga sky-view Image Credit: www.urbantoronto.com*

4.9.4 For large properties, use an angular plane of 45 degrees from the closest property line of lower scaled residential development, or open space, to determine the minimum setback and height of a building within a development;

4.9.5 For single properties, deploy a stepping down of the building height and mass to achieve a transition to adjacent lower scale development or open space;

4.9.6 Design the development to address the impacts of shadow, sky-views and how sunlight can be maximized on the private and public realm;

4.9.7 Where a group of buildings and/or spaces act collectively to create a special architectural context (i.e. related by similar scale, heights, materials, colours, architectural



Figure 54: Design the buildings to step down in height from high to low, and where it abuts lower scale development. *Mississauga Downtown, Image Credit: Google Earth*

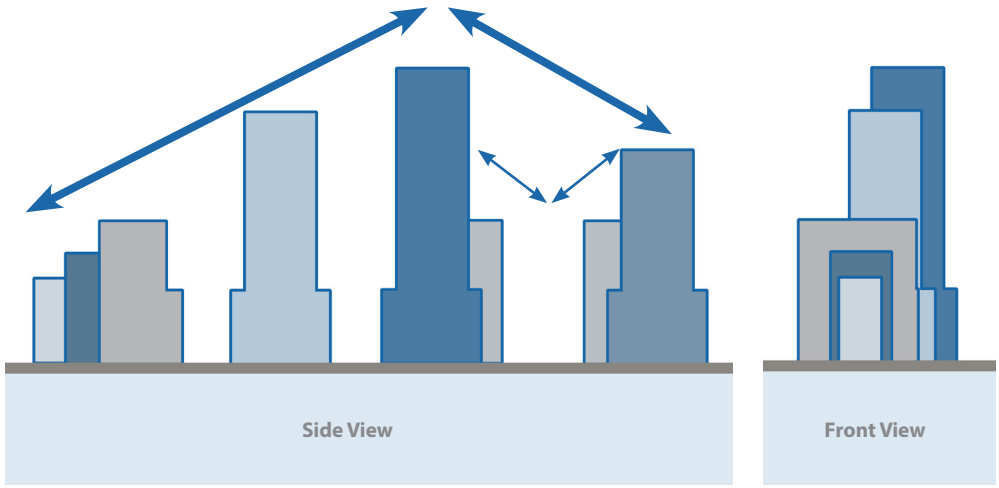


Figure 55: A progression in building heights over large blocks and areas can achieve more orderly arrangements and patterns in the built environment. Heights can be used to articulate and define the highest and most intense use of land, to the least intensive of uses.

character, landscaping and open space patterns or qualities) ensure that proposed infill development respects the context by deploying a strategy for building height that is compatible, and which positively contributes to the existing and/or anticipated pattern of development; and

4.9.8 Tall building proposals will not compromise important view corridors or silhouettes associated with the Mississauga Civic Centre/City Hall.



Figure 56: Tall building proposals will not compromise important view corridors or silhouettes associated with the Mississauga Civic Centre/City Hall.
Mississauga Downtown, Celebration Square, Burnhamthorpe Rd W& Living Arts Centre

4.10 Design for At Grade Residential

Tall residential building proposals can integrate townhouse form (horizontal multiple units) buildings to define edges, open space, streets and mews.

The following standards apply to townhouse form portions associated with tall buildings:

4.10.1 Create a high quality interface and transition between the public sidewalk and front door to ensure adequate separation, definition and privacy;

4.10.2 Provide high quality landscape and treatments within frontages, transition zones and setbacks;

4.10.3 Provide functioning, individual entrances to residential units and animate the frontage with windows on the ground floor that look out onto the street or open space; and

4.10.4 Incorporate ways in which ground floor residential uses may transition to commercial uses in the future.



Figure 57: Townhouse units address the street and incorporate landscaped transition areas between private individual entrances and the public sidewalk.
Downtown Mississauga, Burnhamthrope Rd W & Brickstone Mews



Figure 58: Landscape treatments within transition zones.
Downtown Mississauga, Confederation Pkwy & Prince of Wales Dr

4.10.5 Standard Design for Raised Residential Units

4.10.5.1 Provide individual unit entrances from the sidewalk;

4.10.5.2 Incorporate a minimum setback of 3.0 metres, which includes front steps (maximum 6.0 risers) and porch;

4.10.5.3 Buffer to include architectural and landscape treatments such as a raised planter, low fencing or landscaping to augment the transition zone; and

4.10.5.4 The ground floor should be raised between 0.9 – 1.2 metres above the sidewalk level.

4.10.6 Standard for Grade Related Residential Units (Including Retail Conversion as a Potential Future Use)

4.10.6.1 Provide individual unit entrances that are grade related, with a direct connection to the public sidewalk;

4.10.6.2 Incorporate a minimum setback of 4.5 metres from street line;

4.10.6.3 Buffer to include architectural and landscape treatments such as a raised planter, low fencing or landscaping to augment the transition zone; and

4.10.6.4 Incorporate a minimum floor-to-floor height (ground floor to second floor) of 4.5 metres.

N.B. The City of Mississauga recognizes that there may be other approaches which achieve similar objectives for the conversion of at grade residential development to commercial/ retail uses. These will be will be considered and assessed for their merit at the application stage.

Figure 59: Approach I: Residential uses are elevated above the ground floor, but directly linked to the public sidewalk through individual points of access serving each unit.

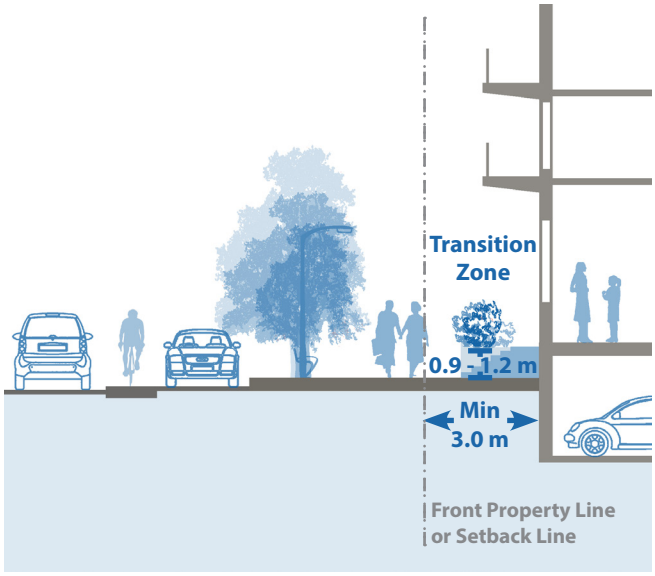
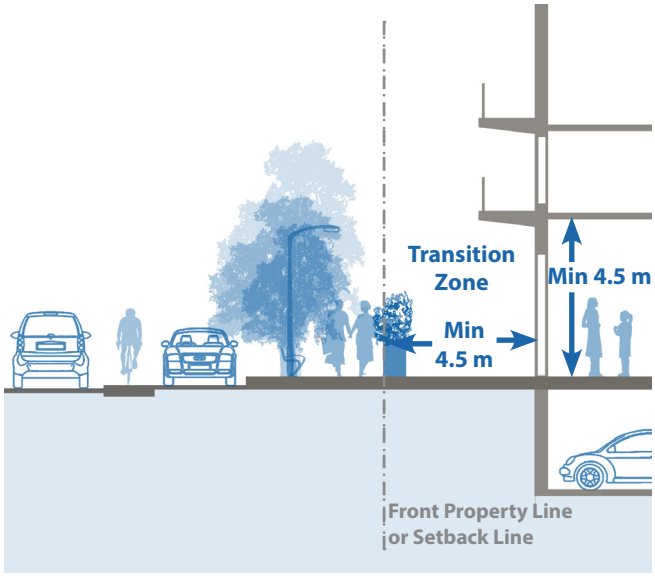


Figure 60: Approach II: Residential uses are located at the same level of the public sidewalk, with individual entrances, but designed for potential conversion to retail and or commercial.



4.11 Non-Residential Tall Buildings

In light of the significant effects which non-residential tall buildings have on the urban landscape, such buildings should be held to highest standards of design and innovation. It is of the utmost importance that such developments strive to use sustainable building materials and construction methods, and that considerable thought be given to the impact upon the city, its citizens, and the environment.

While most of the above-mentioned standards apply generally to all, non-residential tall buildings, some site-specific standards and guidelines pertaining to the design of the building may also apply. These site specific standards and guidelines will be provided by Urban Design Staff on a case-by-case bases.



Figure 61: Office Building Downtown Mississauga.
Downtown Mississauga, 1 City Centre Drive
Image Credit: Realty Advoisors Website

Glossary

Articulation - architectural detail that refines and gives a building interest and added richness.
At grade - refers to the uses located at the ground storey, and generally the manner in which they are expressed or articulated to positively support the public realm.

Build-to line - a designated line placed within the build-to area on a development block which informs the placement and orientation of the streetwall or building.

Built form - buildings and structures.

Compatible/Compatibility - when the density, form, bulk, massing, height, setbacks and/or materials of buildings are able to co-exist in harmony with their surroundings.

Curb cut - a break in the curb for vehicular access from the street onto a property.

Façade - means one or more exterior sides of a building, which may front onto or face a public space such as a street, park, access, etc.

Frontage Design - refers to the built form urban design requirements associated with a category of frontage such as 'A' or 'B' frontage.

Glazing - clear or transparent glass windows whose physical attribute allows light to pass through completely. In reference to at grade uses, it enables views towards the inside of a building space from the exterior at the sidewalk level.

Liner Building - a liner building vertically places useable building space between a parking structure and the street space (build-to line) in order to screen the parking from view.

Patio - an outdoor space generally used for dining that adjoins a restaurant, grocery store, coffee shop or café.

Pedestrian scale - a size of building, or space that a pedestrian perceives as not dominating or overpowering.

Main Building Entrance - the primary means of access which serves pedestrians, patrons and/or users of a building through a common entrance, internal lobby or vestibule that provides access to uses other than retail or commercial uses that are located at grade.

Podium - means the base of the building, structure or part thereof, located at or above established grade that project from the tower portion of the building.

Public realm - the streets, parks and open spaces that are available for any member of the public to access, use and enjoy.

Scale - the size of a building or an architectural feature in relation to its surroundings and to the size of a person.

Sidewalk - unobstructed pedestrian travel route generally situated with in the public right-of-way.

Spill-Out Zone - a space adjacent to storefront entrances where internal uses can spill out onto the public sidewalk or boulevard.

Streetscape - means the character of the street, including the street right-of-way, adjacent properties between the street right-of-way and building faces. Thus, the creation of a streetscape is achieved by the development of both public and private lands and may include planting, furniture, paving, etc.

Street frontage - the front and/or side of a property that faces an 'A' or 'B' street.

Streetwall - the façade of the building that defines the enclosure of the public space or street. It is defined through the use of a required step-back at the upper storeys that articulates the building massing and establishes a consistent architectural line along the street frontage.

Step-back - a required articulation of the building massing that helps establish the streetwall; it serves to reduce the appearance and bulk of the podium, mitigate the perception of height from the street and reduce shadow and wind impacts.

Storefront - the front of a store, or a room at the ground floor of a building that contains a display window at its front designed for commercial and retail uses.

Transit-supportive land uses - land uses that encourage transit use and transportation network efficiency.

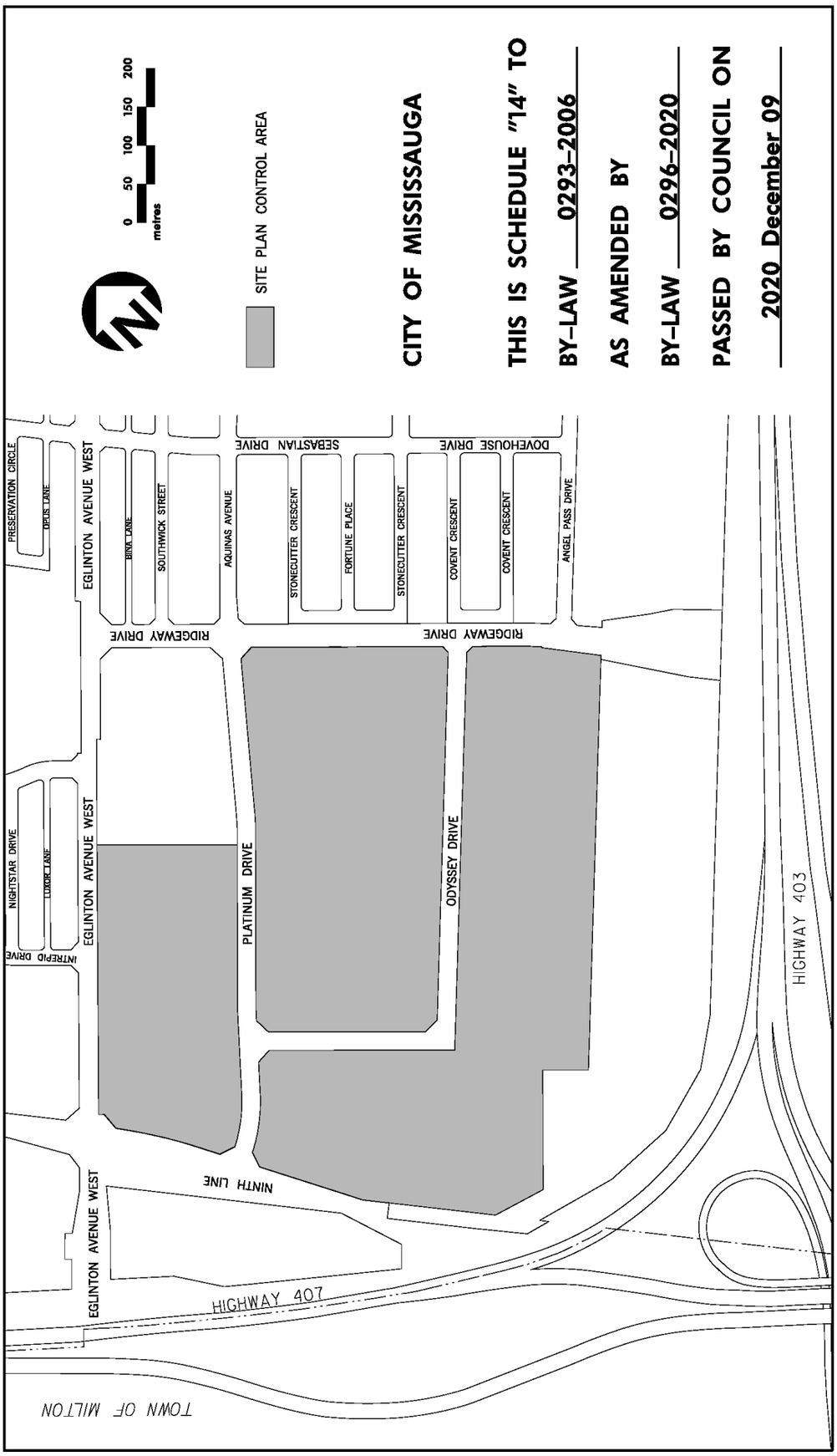
N.B. Definitions in the Zoning By-law should be consulted and will take precedence over this Glossary.

Schedule "13" to By-law 0293-2006
(0118-2014), deleted by 0073-2024

Schedule "13A" to By-law 0293-2006
(0118-2014), deleted by 0073-2024

Schedule "13B" to By-law 0293-2006
(0118-2014), deleted by 0073-2024

Schedule "13C" to By-law 0293-2006
(0118-2014), deleted by 0073-2024


CITY OF MISSISSAUGA
THIS IS SCHEDULE "14" TO
BY-LAW 0293-2006
AS AMENDED BY
BY-LAW 0296-2020
PASSED BY COUNCIL ON
2020 December 09
SITE PLAN CONTROL AREA
0 50 100 150 200
metres
PRESERVATION CIRCLE
OPUS LANE
EGLINTON AVENUE WEST
BIINA LANE
SOUTHWICK STREET
AQUINAS AVENUE
SEBASTIAN DRIVE
STONECUTTER CRESCENT
FORTUNE PLACE
STONECUTTER CRESCENT
DOVEHOUSE DRIVE
COVENT CRESCENT
COVENT CRESCENT
ANGEL PASS DRIVE
RIDGEWAY DRIVE
RIDGEWAY DRIVE
NIGHTSTAR DRIVE
LUXOR LANE
INTREPID DRIVE
EGLINTON AVENUE WEST
PLATINUM DRIVE
ODYSSEY DRIVE
HIGHWAY 403
NINTH LINE
EGLINTON AVENUE WEST
HIGHWAY 407
TOWN OF MILTON