Downtown Fairview, Cooksville and Hospital Built Form Standards

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City of Mississauga

Planning and Building Department
Development and Design Division
Urban Design Section

June, 2022

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

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Introduction

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1.1 Purpose of the Standards

The purpose of the Downtown Fairview, Cooksville and Hospital Built Form Standards (Standards) is to provide 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, and zoning by-law - all of which shape and influence the urban structure, built form qualities of the character areas.

Selected content from this document, has been incorporated into the Downtown Fairview, Cooksville and Hospital Character Areas in the Mississauga Official Plan (MOP).

Applicants should also refer to 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's strategic plan, green development strategy, shadow and wind study requirements.

1.2 Objectives of the Standards

Chapter 9 of MOP, 'Build a Desirable Urban Form' along with the policies contained in Chapter 12 'Downtown' set the urban design and built form policies to support the vision for a vibrant Downtown.
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;
- Create a framework that promotes downtown development in a coordinated, comprehensive fashion through urban design standards;
- Facilitate the fair and consistent application of design objectives;
- Integrate a mix of uses, through appropriate built form, including 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 urban context of the three character areas;
- 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 in addition to other city initiatives that support land use decisions and strategies for Downtown Fairview, Cooksville and Hospital.

The Standards set out detailed requirements to achieve a high quality built form 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.

It should be noted that the Standards may be amended, modified or updated on an as-needed basis to provide clarity on the intents of the City of Mississauga's Official Plan, provisions of the zoning by-law including the outcome of other studies or initiatives that affect Downtown Fairview, Cooksville and Hospital.

1.4 How to Read The Standards

The rationale of the Standards is best understood by reviewing all sections, text and diagrams, including the policies cited within the Mississauga Official Plan. The Standards reflect an integrated approach to Downtown Fairview, Cooksville and Hospital, through building frontage standards that guide and direct 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.

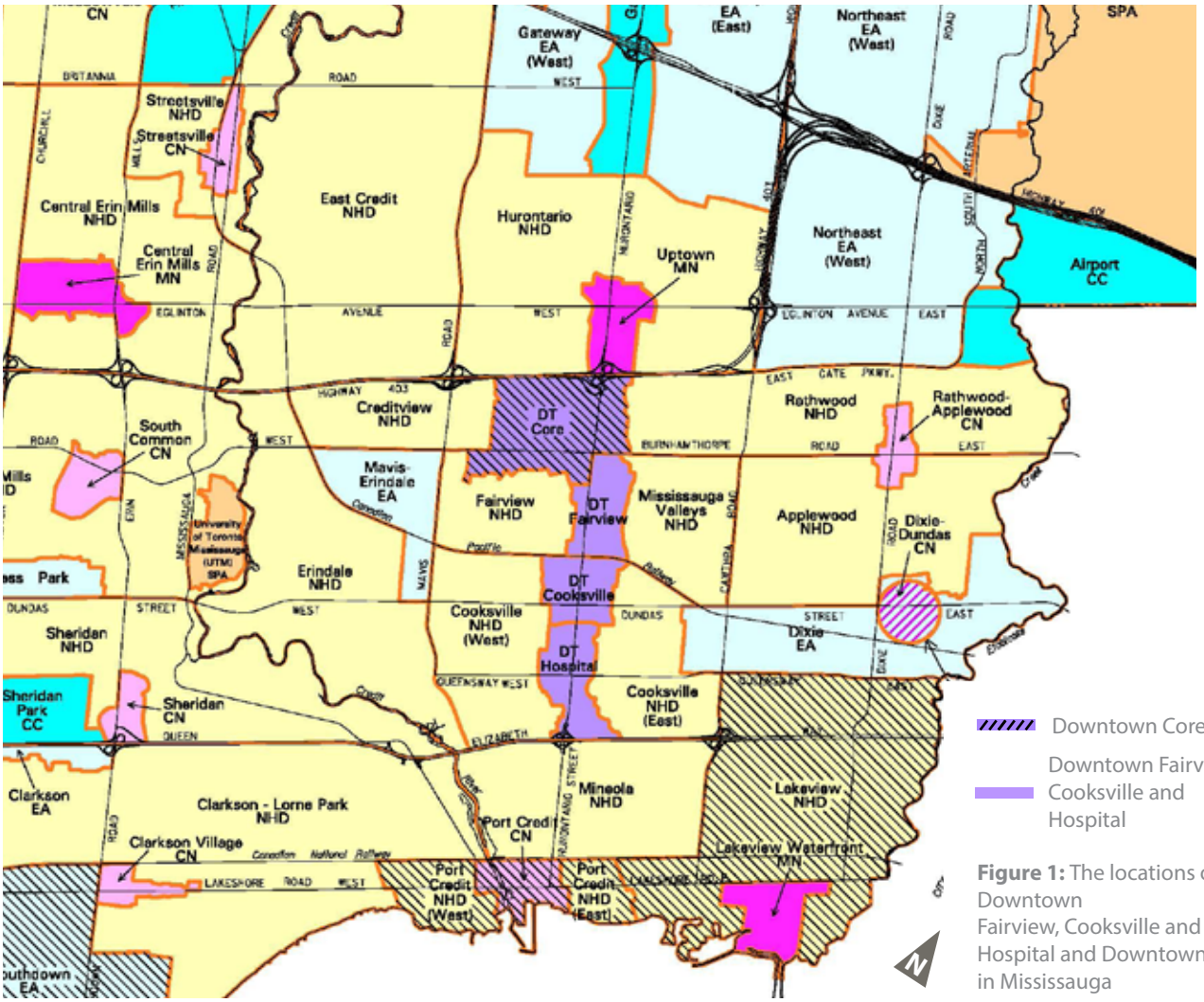

Figure 1: The locations of Downtown Fairview, Cooksville and Hospital and Downtown Core in Mississauga

General Standards

2.1 General Built Form Standards
- **2.1.1** Ground Floor Setbacks
- **2.1.2** Podium Stepbacks
- **2.1.3** Floor Plate Sizes
- **2.1.4** Tower Separation
- **2.1.5** Building Articulation
- **2.1.6** Building Top
- **2.1.7** Height Variation

2.2 Architectural Design Guidelines
- **2.2.1** Main Street Character
- **2.2.2** Choice of Materials
- **2.2.3** Building Corners and Sides
- **2.2.4** Parking Structures
- **2.2.5** Service, Parking and Loading

2.1 General Built Form Standards

2.1.1 Ground Floor Setbacks

Ground floor setbacks vary depending on the required uses on the ground floor, the character and configuration of the adjacent development and the required use on the ground floor. The setback also should provide enough space for appropriate landscape and streetscape treatment.

On streets where retail and service commercial is required, the ground floor setback from the property line should be between 2.0 metre and 4.0 metre from the property line to maintain a frontage that is close to the street.

On residential streets, the setback to a building shall be a minimum of 4.5 metre and a maximum of 6.0 metre to provide an adequate buffer between the private and public realms.

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2.1.2 Podium Stepbacks

Podium heights will be a minimum of 3 storeys and a maximum of 6 storeys (20 meters) with a minimum 3 - 6 meter stepback between the podium face and tower, depending on the site context.

Podium heights for buildings located in Downtown Cooksville - Special Site 1 (MOP) will be a minimum of 3 storeys and a maximum of 4 storeys (14 meters) with a minimum 6 meter stepback between the podium face and tower.

Further details on Podium and Ground Floor Setbacks are provided in Sections 3 of these Standards.

2.1.3 Floor Plate Sizes

For buildings up to 12 storeys tall the maximum allowable tower floorplate above the podium is 1000 square meters.

For buildings greater than 12 storeys, the maximum tower floorplate is 750 square metres

2.1.4 Tower Separation

Towers must be separated at least 30 metres, measured from the tower face (excluding projections such as balconies).

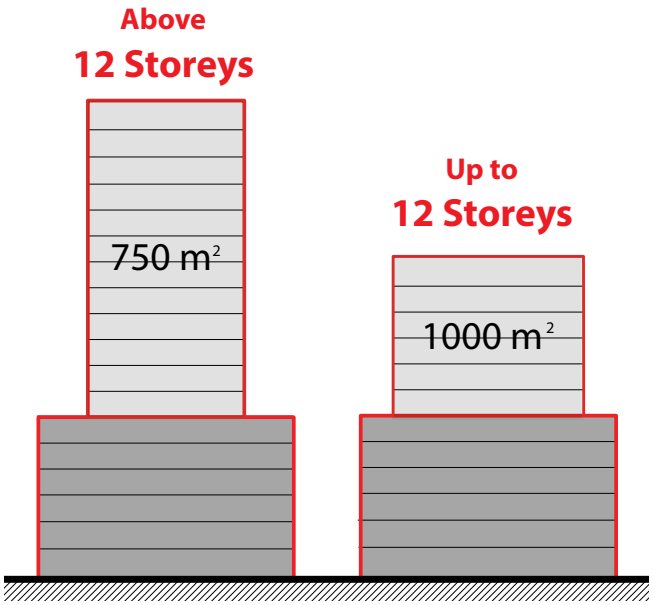


Figure 2: Maximum allowable floorplates above the podium are either 750 square meters or 1000 square meters, depending on building's overall height.

Figure 3: Tower separations and setbacks are measured from the outermost edge of the tower or podium face.

To maintain the 30 m separation distance, towers must have a minimum setback of 15 m from the rear and side yards.

2.1.5 Building Articulation

The podium levels must be designed to appear to be broken down into multiple parts by insetting small parts of the floor plan, articulating balconies differently, and varying the massing and materials.

2.1.6 Building Top

The top 2 to 3 levels of the building should be stepped back 3 meters to create visual relief at the top of the building.
The rooftop mechanical penthouse will be designed to stepped back and compliment the architecture of the building.

2.1.7 Height Variation

In a development with multiple towers, the height of no two towers can be the same. The height of the towers must be varied by 3 to 5 storeys.

2.2 Architectural Design Guidelines

2.2.1 Main Street Character

2.2.1.1 Street Wall Continuity

A street-wall is a single entity that is composed of the different exterior walls of buildings that face the same public right-of-way. A defined streetwall occurs when different building facades are coordinated to maintain visual continuity and a consistency in massing.

To ensure street wall continuity:

- Locate setbacks on development blocks to inform the orientation and placement of buildings and streetwalls;
- Coordinate setbacks with adjacent properties in order to create consistent edges and street walls along frontages;
- Locate buildings parallel to the street, with streetwalls placed at the setback, to contain the street and provide enclosure;
- Ensure a variation in setbacks along the building frontages to articulate façades and allow for visual interest, accommodate outdoor patios, recessed entries and landscaped areas; and
- Avoid blank walls on all street frontages unless designed as an articulated, finished architectural element.

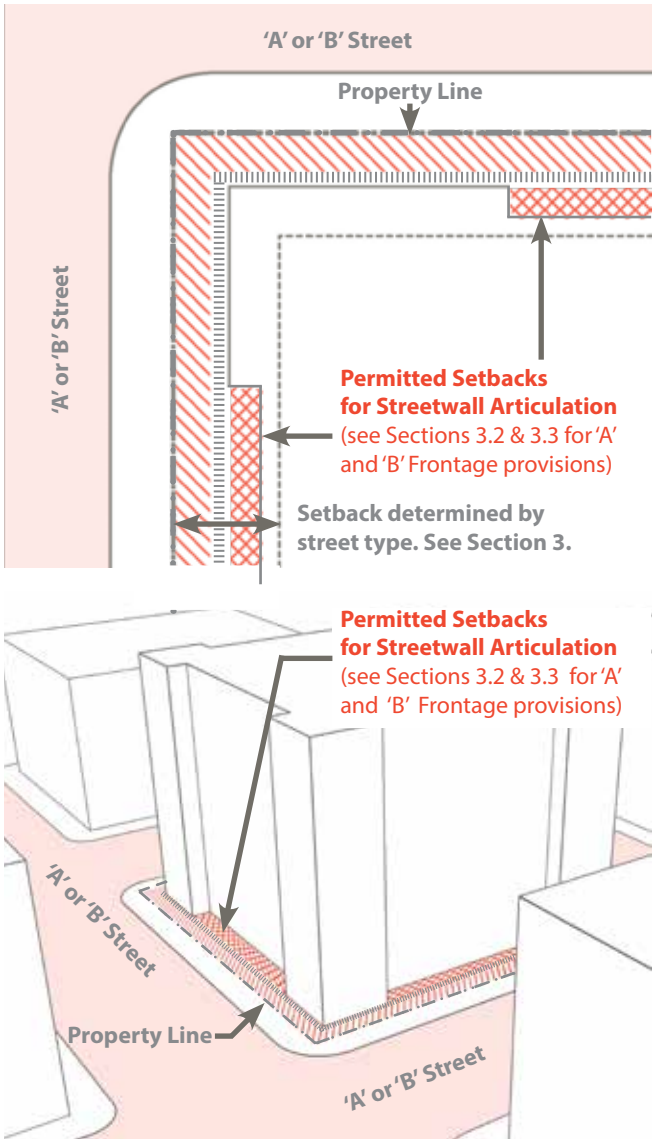
2.2.1.2 Façade Composition

When composing the building's podium ensure that the façade addresses the human scale. Building facades should be parallel with the street and provide periodic indentations for visual relief. Include features such as forecourts, plazas with streetscape amenities (such as trees, seating and public art) to improve the overall pedestrian experience.

Consider distinguishing three portions by having a base, a middle portion and a top portion or cap by:

- Reinforcing ground floor uses and access by integrating retail, entrances and lobbies

Figure 4: Development is located parallel to the street and placed at the required setbacks. The streetwall can step-back to accommodate façade articulation, patios and entrances.



together and establishing a clear base;

- Defining a middle portion of the street-wall which has material treatment that is separate from the base and the top portion of the street-wall; and

- Terminating the street-wall with a roof-line, a parapet, a juncture or a storey that further expresses the street-wall and the character of the building.

2.2.1.3 Storefronts and Bays

Storefronts must be designed with a traditional main street character that have regular sized bays with a combination of glazed storefronts between solid piers. Large expanses of glazed areas should be avoided.

- Incorporate a balance in the proportion of glazing to solid materials as well as openings to enclosure in the design of facades in order to achieve pleasing symmetries and legible asymmetries;

- A signage band should be included above the glass storefronts as a controlled location for signage;

- Locate main entrances flush with the public sidewalk;

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

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

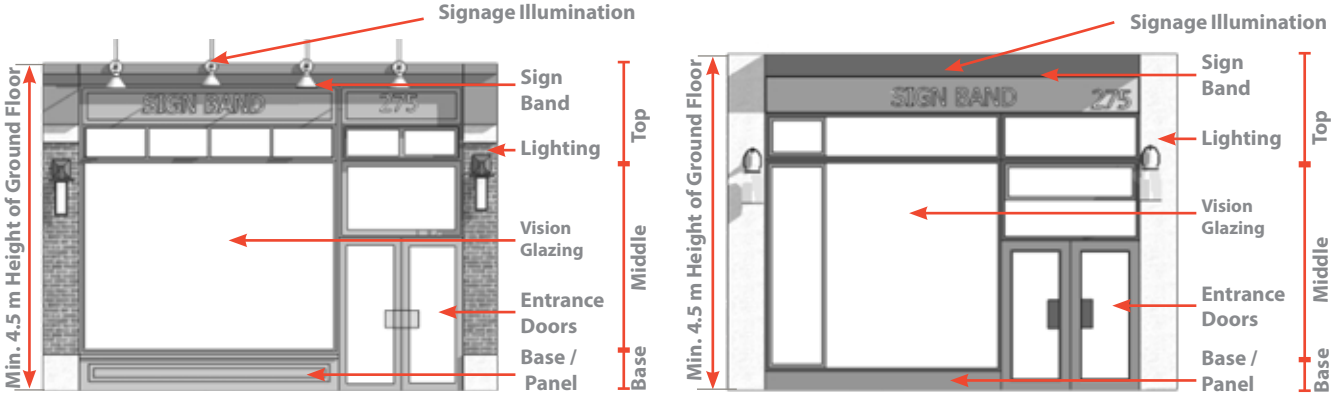
2.2.1.4 Awnings and Canopies

Continuous awning and canopies should be located above the storefronts approximately 3 – 5 meters above grade and provide wind protection over the storefronts and entrances.

2.2.1.4 Balcony Projections

Balconies should not project over the ground floor storefronts. Balconies must be setback from the face of the storefront. See sections 3.1 and 3.2 for more details.

Figure 5: 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



2.2.2 Choice of Materials

Construct building exteriors from durable, natural materials such as clay brick, stone, metal, glass and wood. Energy efficient, salvaged, recycled or reused building materials are also highly encouraged.
Building materials such as stucco, metal siding, embossed face brick panels and vinyl are generally discouraged as they do not age well, are not durable and are prone to weathering.

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.

2.2.3 Building Corners and Sides

Design building located at prominent corners with upgraded elevations and design features to create a focal point.

Articulate corner units with an ample setback to create space for patios and outdoor merchandising that will animate the corder.

Parti walls should be upgraded and not be exposed more than 5 storeys.

2.2.4 Parking Structures

Parking facilities will have an important role to play in supporting key uses, attractions and urban amenities. 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:

2.2.4.1 Above-grade parking structures will not directly front onto 'A' Streets*, but will be entirely screened by 'liner' buildings incorporating a mix of buildings between the parking structure and street space;

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

2.2.4.3 On the ground floor, parking structures will have active uses such as commercial or retail services with an appropriate scale and architectural expression to support activity on the streets, including those fronting onto parks and/or open spaces;

2.2.4.4 Parking structures should front C-Streets*. if not possible, parking structures will

**Please refer to Character Area Maps in Section 3 to find the location of 'A', 'B' and 'C' streets.*

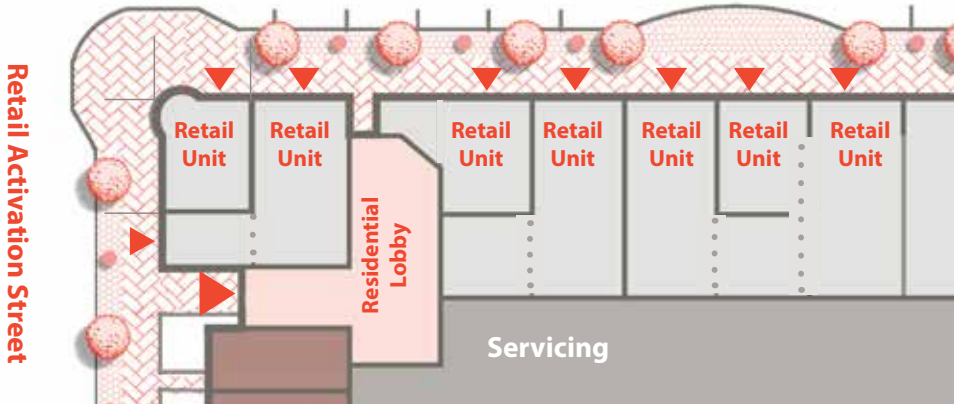


Figure 6: Interior demising walls for retail units can be configured to promote an expression of narrower units and smaller retail spaces along building frontages, opening up beyond to combine units into larger retail spaces.

only directly front onto one 'B' Street* where more than one 'B' street frontage exists;

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

2.2.4.6 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;

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

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

2.2.5 Service, Parking and Loading

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

2.2.5.1 Loading, garbage and service spaces will:

- Be located internal to the building to avoid noise and visual impacts;
- Prioritize pedestrian safety and the appeal of the public realm by incorporating special architectural treatment and using soft and hard landscape treatments to screen loading and servicing areas; and
- Provide safe levels of illumination and lighting.

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

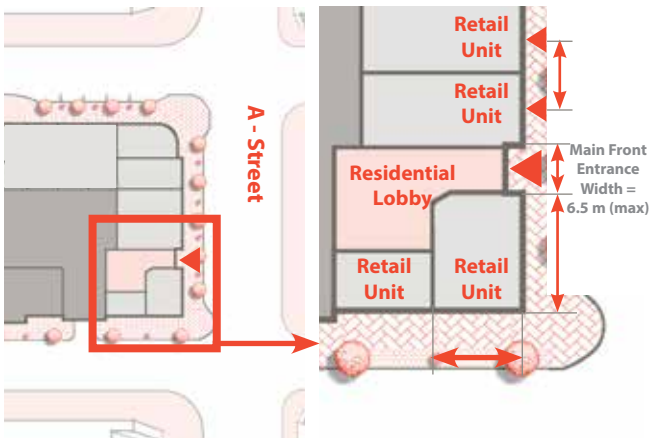


Figure 7: Main front entrances serving residential uses above the ground floor will be located to minimize interruption of retail units along A-Streets.

Character Areas and Street Types

3.1 Character Areas
3.1.1 Downtown Fairview
3.1.2 Downtown Cooksville
3.1.3 Downtown Hospital

3.2 A-Streets
3.2.1 General Standards for A-Streets
3.2.2 A-Street Subcategories

3.3 B-Streets
3.3.1 General Standards for A-Streets

3.4 C-Streets and Pedestrian Connections
3.4.1 General Standards for C-Streets
3.4.2 General Standards for Pedestrian Connections

3.5 Transition From Established Neighbourhoods

3.1 Character Areas

3.1.1 Downtown Fairview

Introduction

Downtown Fairview is situated on the periphery of Mississauga's Downtown Core and provides an area of transition to Downtown Cooksville. Downtown Fairview contains a number of sub-areas, each with its own unique character and built form.

Along Mississauga Valley Boulevard, 'tower in the park' developments, with generally 20 to 24 storey apartment buildings are surrounded by large open space areas with connections to trails and the Cooksville Creek. The area at Hurontario Street and Elm Drive West contains the greatest densities in Downtown Fairview, with point towers as tall as 50 storeys. The townhouses located in the southern end of Downtown Fairview are the predominant built form and provide housing for families.

There are limited retail and commercial uses along Hurontario Street, however with planned higher order transit, new developments can transform the street into vibrant places to shop, work and visit. Anchored by a grocery store, the existing retail site located at the northeast corner of Central Parkway East and Mississauga Valley Boulevard provides convenient shopping for nearby residents.

The Cooksville Creek is a significant natural heritage feature that runs north-south in Downtown Fairview and drains into Lake Ontario. Opportunities to enhance the ecological features of existing natural habitats and the urban forest will be encouraged.

The existing open space network is primarily concentrated adjacent to Cooksville Creek. To meet growth needs, opportunities for additional parkland and improvements to existing parks will be pursued.

Vision

Downtown Fairview will be a distinct, walkable community that provides a transition to lower heights and densities from the Downtown Core. With more shops and amenities along Hurontario Street, Downtown Fairview will be an attractive place where people can access their daily needs within a short distance from their homes and places of work. Mixed use development located at the northeast corner of Central Parkway East and Mississauga Valley Boulevard will serve the retail and commercial needs of the local community. The area along Mississauga Valley Boulevard will continue to be defined by existing towers in the park and beautiful green spaces, with improved connections to trails and Cooksville Creek.

An expanded pedestrian network will connect new development with nearby amenities and residential areas, and improve access to transit, parks and open spaces.

Guiding Principles

1. Heights and densities that are appropriate to the planned context. The greatest heights will be located at Hurontario Street and Elm Drive West, with a transition to lower building heights and densities for new developments south along Hurontario Street and east towards Mississauga Valley Boulevard;
2. An attractive, walkable environment along Hurontario Street with a vibrant mix of shops, restaurants, cafes and service establishments;
3. Accessible public spaces for all, with enhanced connections for walking and cycling; and
4. A mix of housing forms and tenure with a range of housing options that meet the needs of a diverse community.

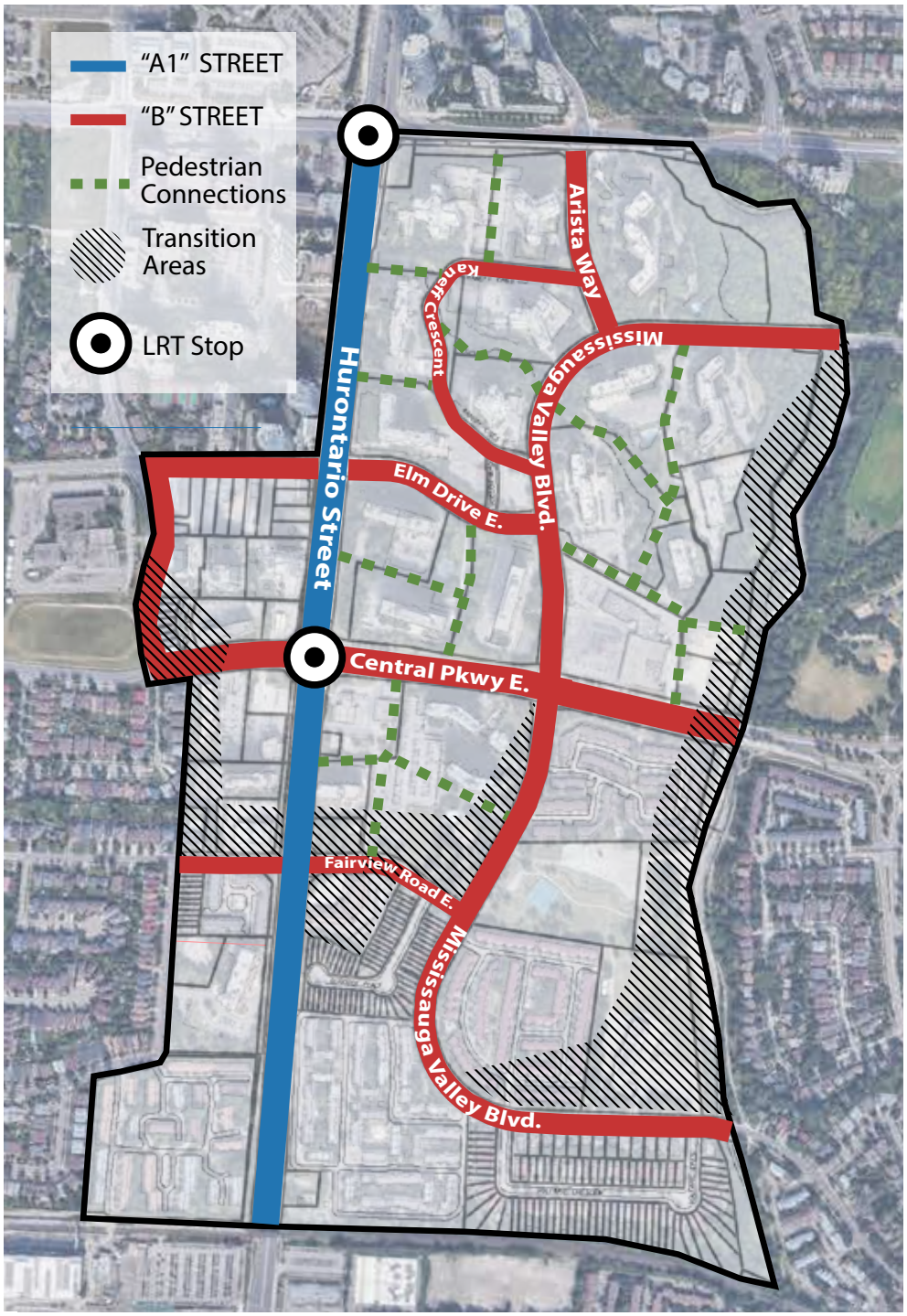


Figure 8: Street Types in the Downtown Fairview Character Area

3.1.2 Downtown Cooksville

Introduction

Centred at Hurontario Street and Dundas Street, Downtown Cooksville has a rich history as a destination for newcomers to Canada and as a place for entrepreneurs and small businesses to set up shop and thrive. The cultural diversity of the neighbourhood is reflected in the variety of shops, restaurants and services that are available in the area. Immigrant programs and services in Downtown Cooksville provide an important function in helping families transition to a new country.

Hurontario Street and Dundas Street is generally characterized by retail plazas that are one to two storeys with residential and/or office uses above and surrounded with surface parking. There are a few office and residential buildings along the corridor that are generally of a low or mid-rise form.

With the potential for two-way, all-day GO Transit service at Cooksville GO Station, planned Bus Rapid Transit (BRT) along Dundas Street and the Hurontario Light Rail Transit (LRT), significant transit investments will strengthen its connection to the rest of Mississauga and beyond. These transit investments will increase access to employment, shopping, entertainment and other destinations, while also attracting more visitors. Transit-supportive development will ensure transit investments are supported with greater access to housing, jobs and services.

The Cooksville Creek is a significant natural heritage feature in Downtown Cooksville. Cooksville Creek serves as a wildlife corridor and linkage to other features within and beyond Downtown Cooksville. This corridor is also used for recreation with opportunities for restoration, rehabilitation and hazard mitigation along the watercourse.

The existing open space network is primarily concentrated adjacent to Cooksville Creek. To meet growth needs, opportunities for additional parkland and improvements to existing parks will be pursued.

Vision

Downtown Cooksville will be a walkable mixed use community with places for community amenities, culture and art. Hurontario and Dundas streets will be animated with storefronts and other active uses that support existing and future local businesses. Downtown Cooksville will continue to offer a diversity of local retailers and restaurants. The area immediately surrounding the intersection of Hurontario and Dundas Streets (Cooksville Corners) will be developed with a vibrant main street focus that includes a mix of uses and a human-scaled built form. The Cooksville GO Station area will be a focal point for transit-supportive higher density development with a concentration and mix of residential, community, office, retail and service commercial uses.

Guiding Principles

1. Establish a mixed use, vibrant community – create a range of local and unique businesses along Hurontario and Dundas streets, spaces for educational, cultural and community uses, a vibrant public realm, and a network of connected parks and open spaces;
2. Plan for more people and employment – provide a range of housing options both in type and affordability, and jobs with the greatest heights and densities located in proximity to the Cookville GO Station;
3. Achieve a walkable, connected community – promote a pedestrian-oriented main street

character along Hurontario and Dundas streets, public art and a vibrant public realm, and improve pedestrian and cycling infrastructure; and

4. Plan for high quality transit – provide convenient and efficient transit with seamless connections to local and higher order transit services.

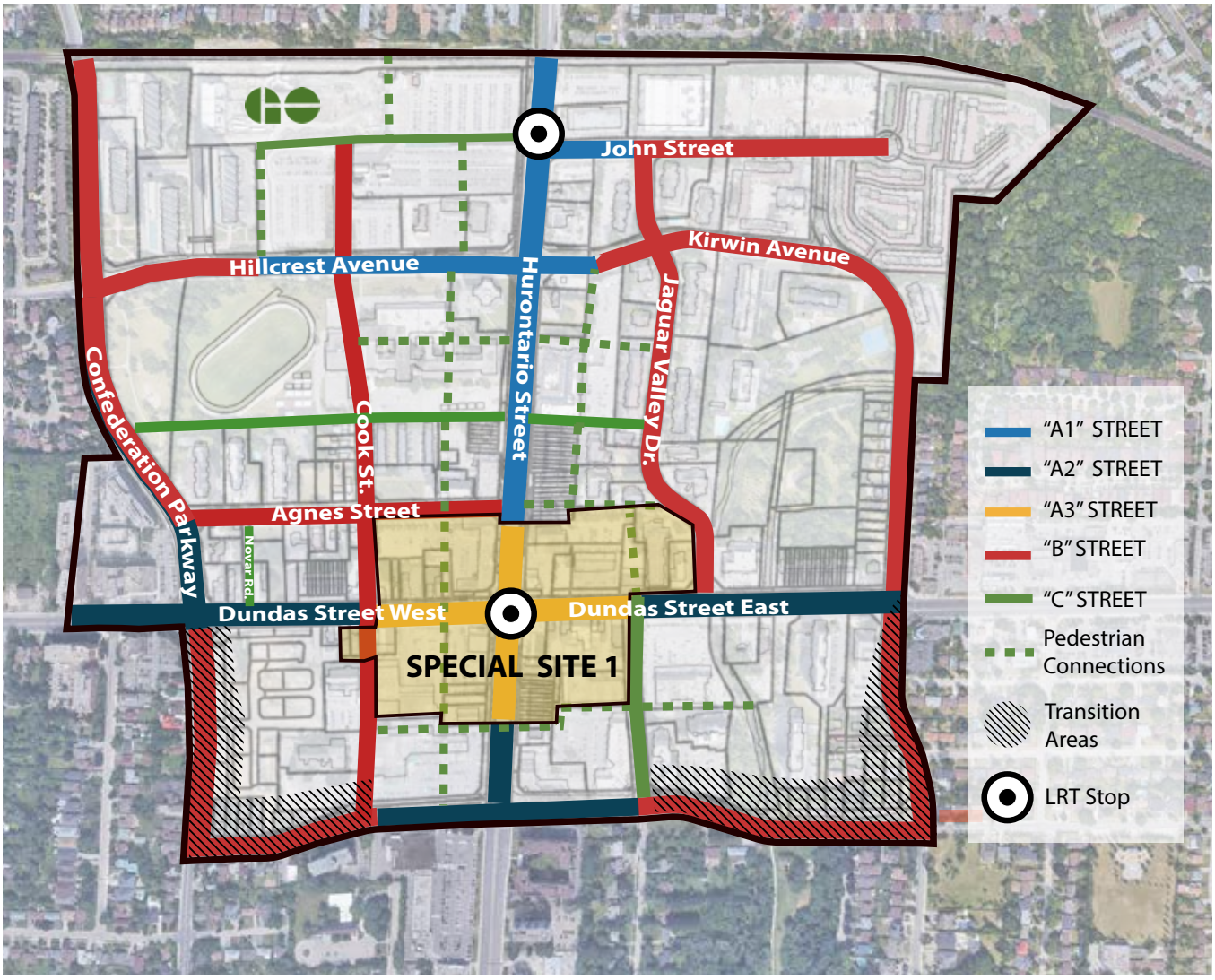


Figure 9: Street Types in the Downtown Cooksville Character Area

3.1.3 Downtown Hospital

Introduction

The focal point of Downtown Hospital continues to be the Mississauga Hospital, serving as one of Canada's leading health centres with specialized regional programs. Downtown Hospital consists primarily of residential high density uses. Small pockets of low rise dwellings are located on the edges of the Character Area. Office uses are located in the area surrounding the hospital along Hurontario Street and Queensway. Mixed commercial uses are clustered at three main intersections along Hurontario Street at King Street, Queensway and North Service Road.

Cooksville Creek is a significant natural heritage feature and portions of the creek have been impacted by channelization associated with flood and erosion control and storm water management. Enhancements to the ecological features of existing natural habitats and the urban forest will be encouraged.

The existing open space network is primarily concentrated adjacent to Cooksville Creek. To meet growth needs, opportunities for additional parkland and improvements to existing parks will be pursued.

Vision

Downtown Hospital will be developed as a health district, anchored by the hospital with a broad range of uses clustered around the Mississauga Hospital, supporting more retail and service commercial uses, research and development, health facilities, offices, parks and residential uses.

Transit-supportive development along Hurontario Street and Queensway with maximum heights of 25 storeys for new residential development will ensure greater access to housing, jobs and services.

Guiding Principles

1. Support health care services – promote a range of health care services, supportive uses and research and development that create a healthier community; and
2. Create a more walkable and transit-supportive community – provide pedestrian connections to Hurontario Street and Queensway, and street related retail and service commercial uses along these corridors.

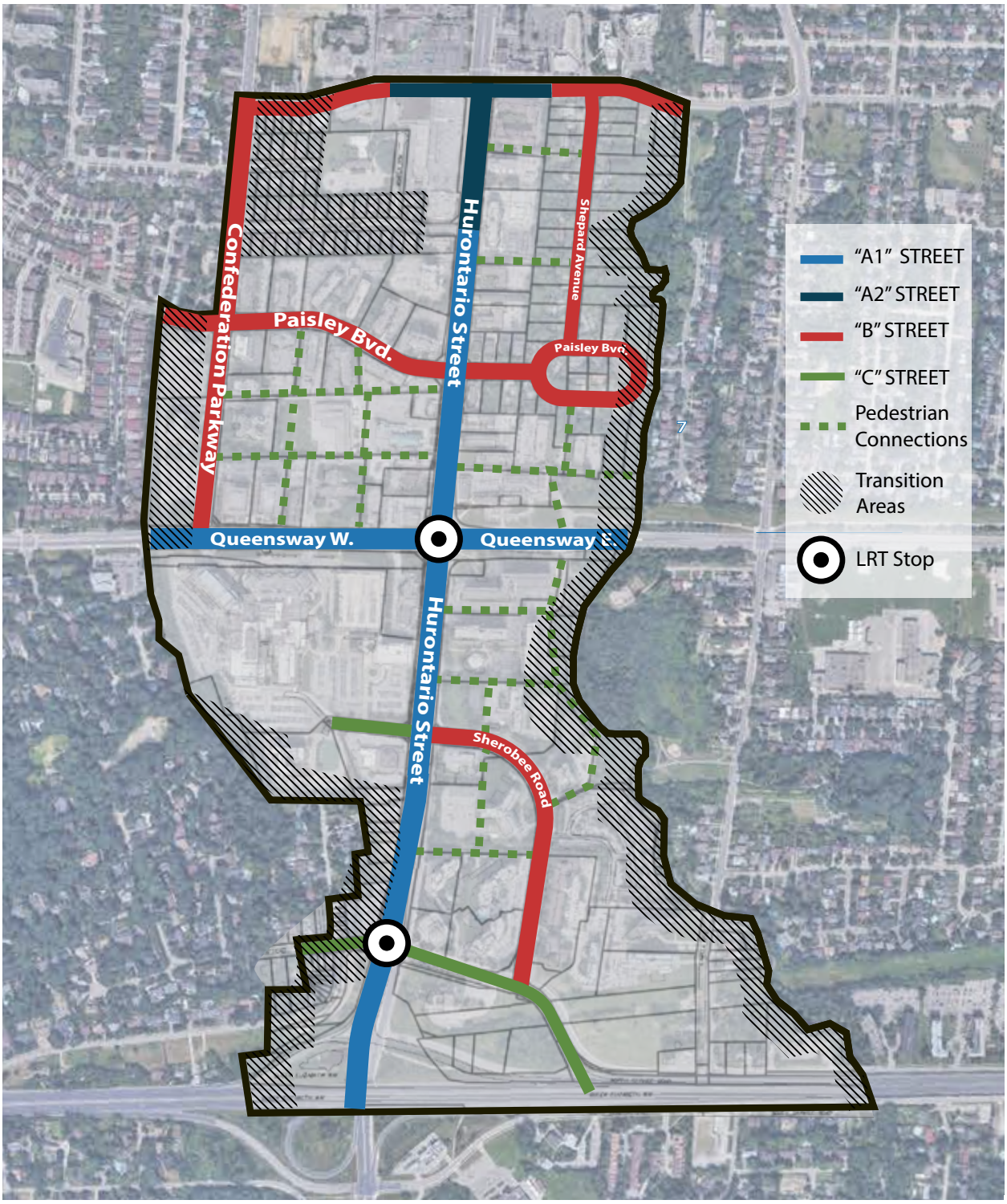


Figure 10: Street Types in the Downtown Hospital Character Area

3.2 A-Streets

A-streets are considered to be primary arteries and must incorporate at grade commercial and/or retail uses at grade. The design of A-Streets are critical to develop a lively urban environment that fosters active uses and a pleasant pedestrian environment.

A-Streets are distinct from secondary B-Streets, that are residential in character. B-Street provisions are discussed in Section 3.3

3.2.1 General Standards for A-Streets

The following standards will apply to all streets A-Streets in the three Downtown Character Areas:

3.2.1.1 Provide continuous buildings along 'A' Streets to maintain street continuity. A minimum of 90% of a property's frontage is required to be occupied by the streetwall that is located within 2.0 m. to 4.0 m from the property line. Up to 25% of the building frontage can be further setback to allow for outdoor patios, recessed entries and landscaped areas;

3.2.1.2 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;

3.2.1.3 Retail entrances should be located on primary frontages along A-Streets and provide a variability in scale of retail spaces to contribute to a healthy retail economy along A-Streets.

3.2.1.4 Where retail units occupy prominent corner locations, units should be designed to:

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

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

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

3.2.1.7 Entrance doors to retail units built to the property line should be recessed in order to minimize conflicts between door swings and pedestrians;

3.2.1.8 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.

3.2.1.9 At grade retail and commercial uses will incorporate the highest standard of storefront design consisting of:

- 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 placed on storefront windows are discouraged.

3.2.1.10 Consistent signage and lighting that integrates with the storefront design, and which complements or acts as an extension of the buildings architectural character;

3.2.1.11 The incorporation of architectural cantilevers, fixed canopies, awnings or similar features into a proposed development are encouraged 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;

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

3.2.1.13 Patios should have a depth of at least 3.5 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.

3.2.1.14 Balconies on A-Streets should be inset and cannot project from the podium or tower portion of the building.

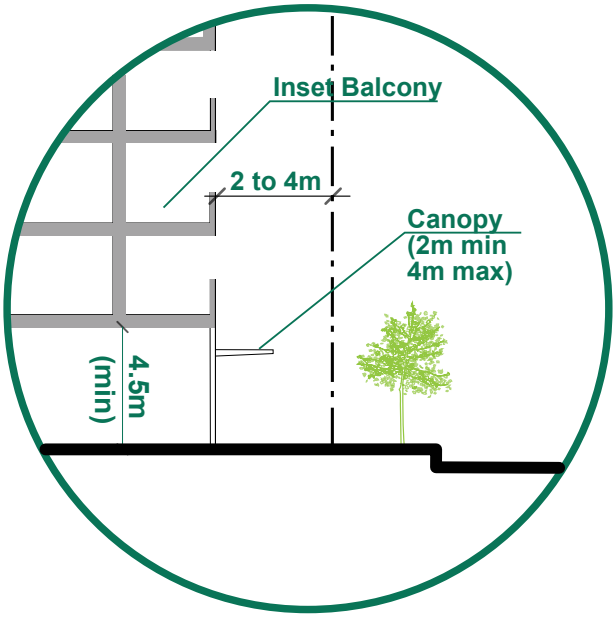


Figure 11: Storefronts when well executed, promote a vibrant street life and the pedestrian experience.
Downtown Mississauga, Living Arts Dr & Square One Dr

Figure 12: Ground floor conditions on all A - Streets. Balconies should be inset and any canopy projections should be between 2 and 4 meters.

3.2.2 A-Streets Subcategories

A-Streets are further divided into A1, A2 and A3 Streets with each sub-category having a variation in the built form, the required setback, podium height, step back and angular plane requirements.

These dimensions should always be revised to consider context. For example, where trees cannot be accommodated on boulevards, they will be required to be on private property, as determined during the application review process.

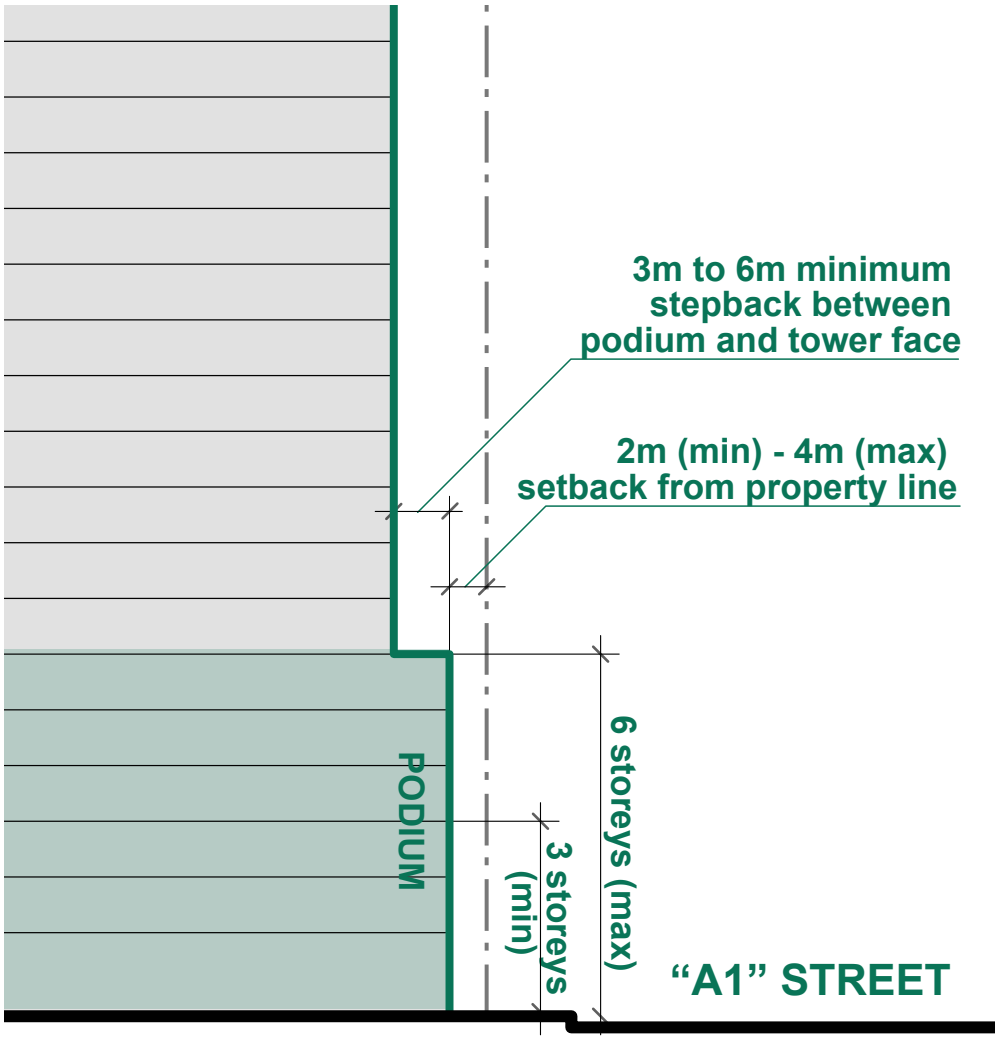


Figure 13: Frontage on an A1- Street with the required podium height, setbacks and stepback

3.2.2 A-Streets Subcategories

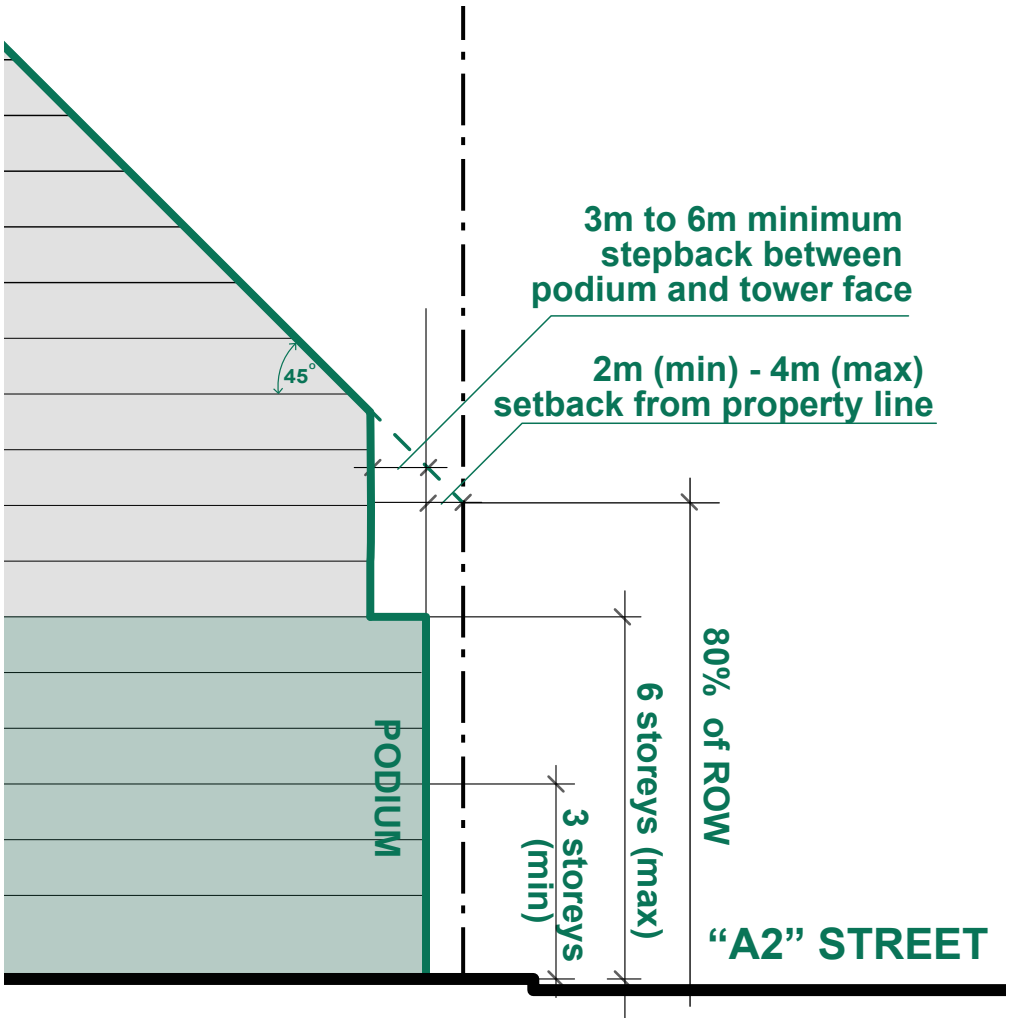


Figure 14: Frontage on an A2- Street with the required podium height, setbacks, stepback and angular plane.

3.2.2 A-Streets Subcategories

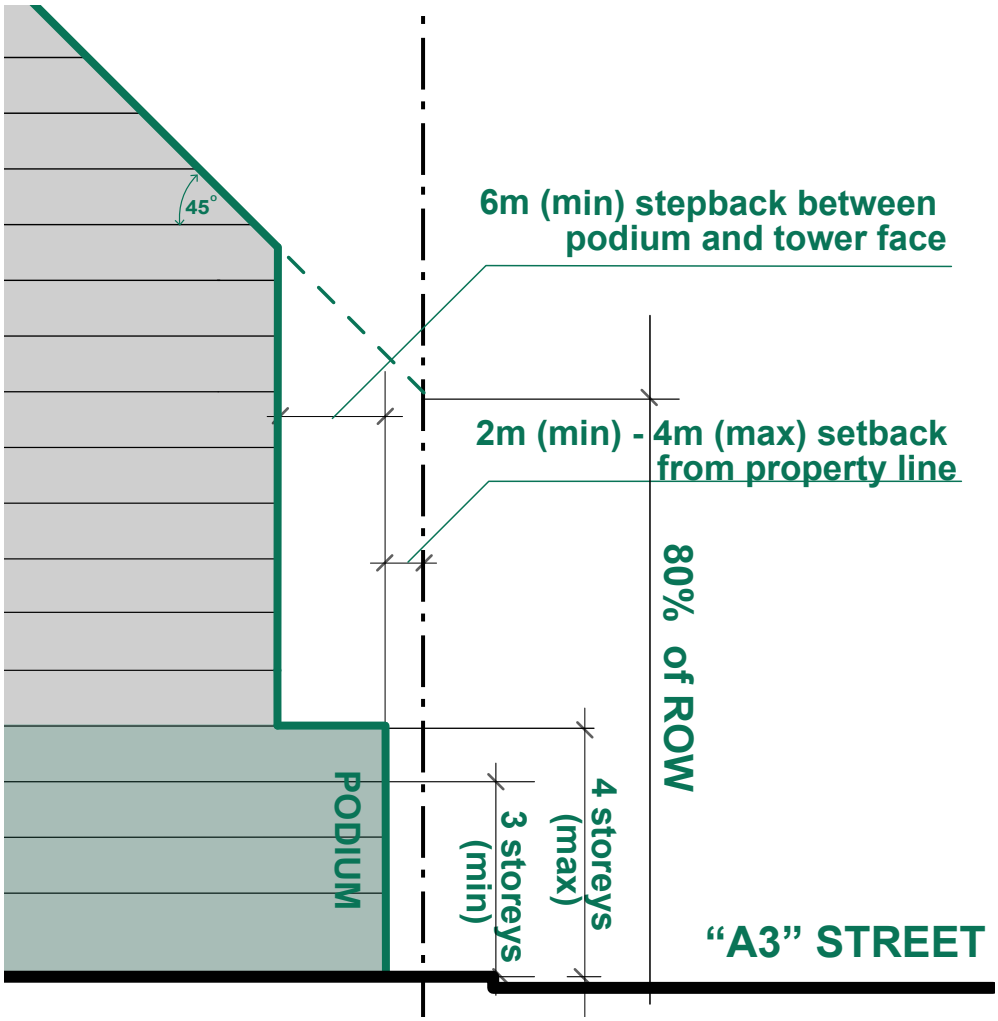


Figure 15: Frontage on an A3- Street with the required podium height, setbacks, stepback and angular plane.

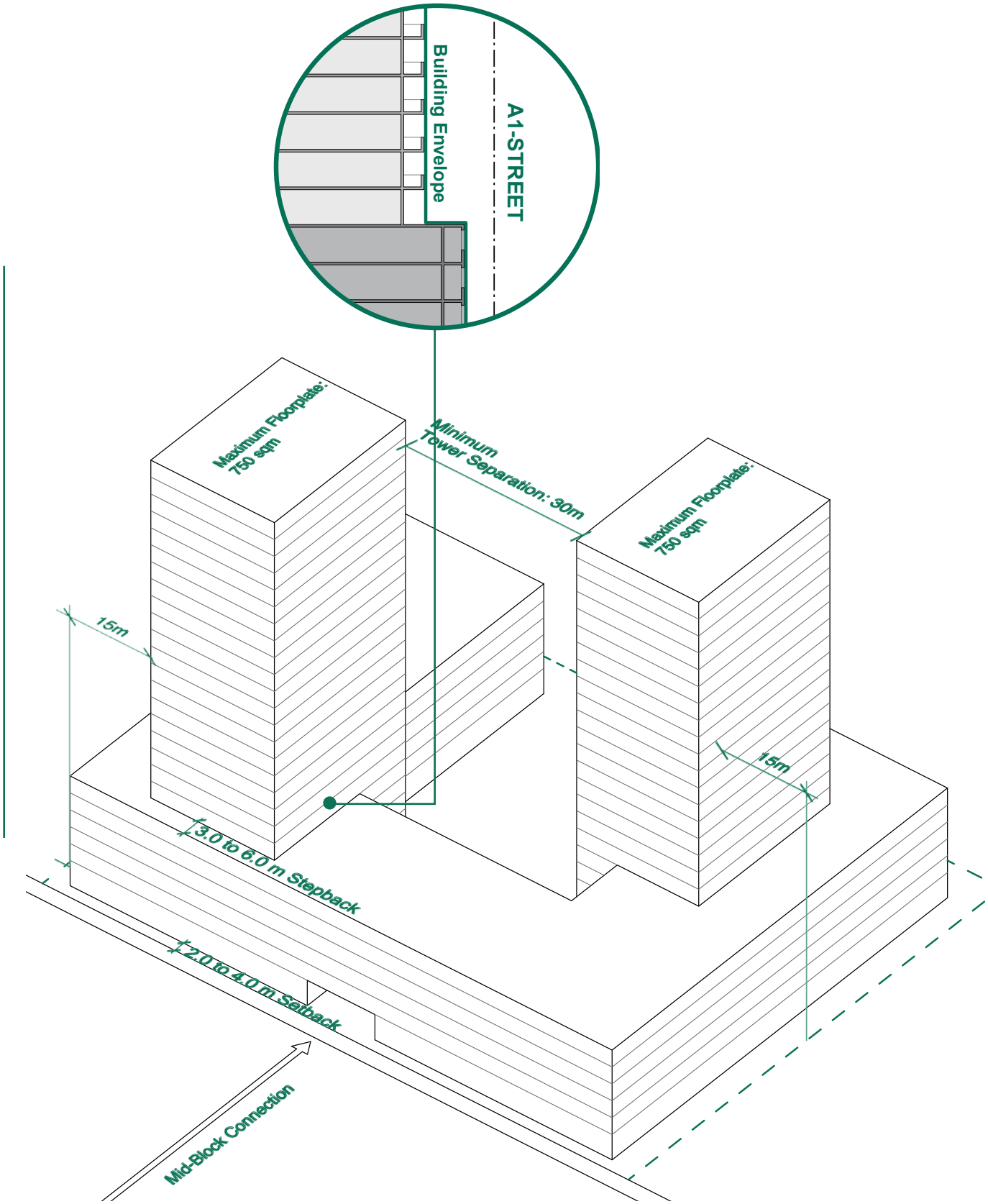


Figure 16: Frontage on an A1 Street. Tower separations, setbacks and floor plate sizes are also indicated.

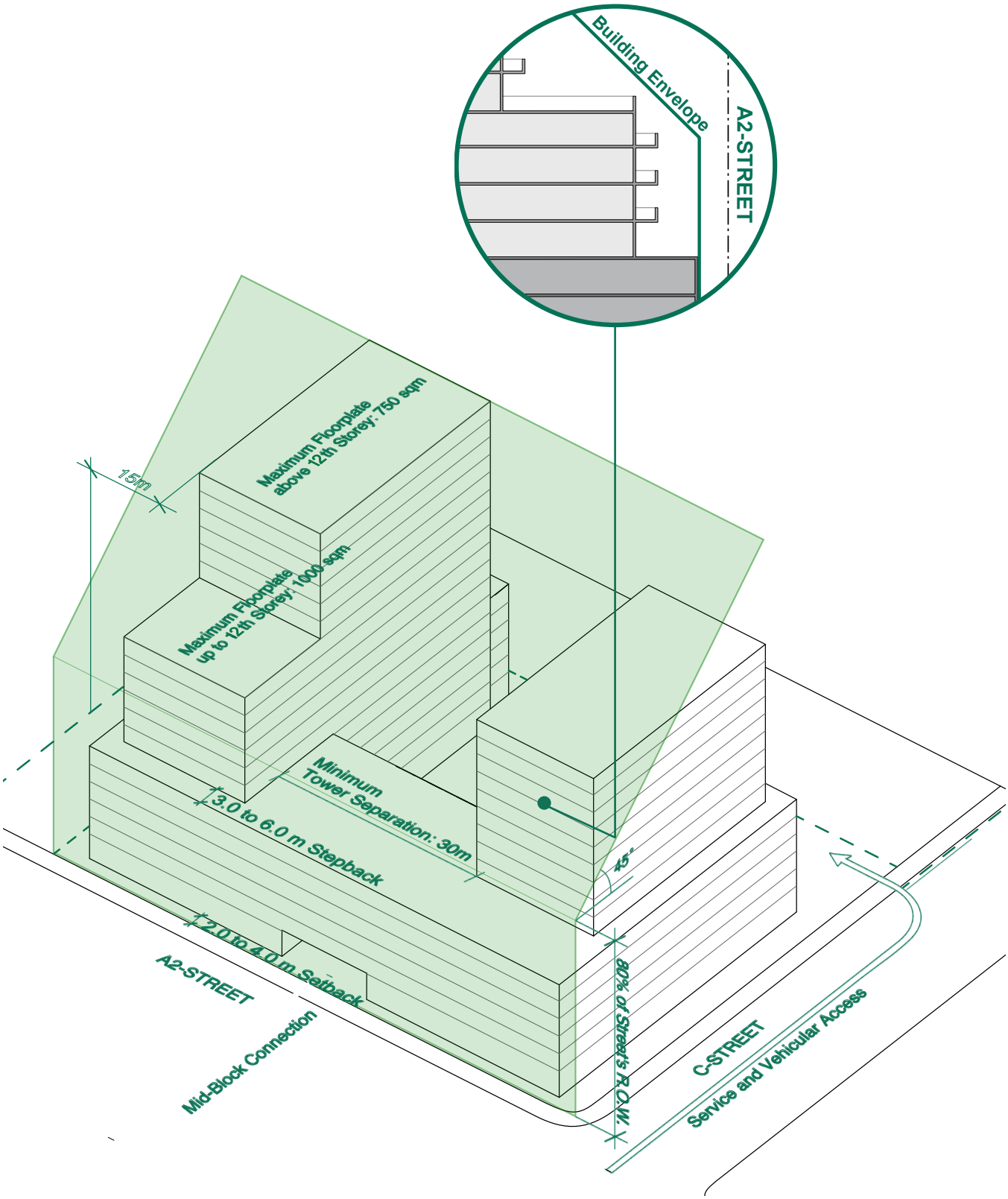


Figure 17: Frontage on an A2 Street with tower separations, setbacks, angular plane and floor plate size requirements indicated.

3.3 B-Streets

B-streets are secondary streets and are more commonly residential in nature. When the ground floor does not have retail uses, entrances should be raised from the sidewalk between 0.6 meters and 1.2 meters above grade and setbacks and landscaping should be designed in a manner that creates a buffer between the public and the private realms and maintain the residential characteristic of these streets.

These guidelines ensure that B-streets have a unified residential character, adequate access to light and sky views, and a building massing that respects the scale of the corresponding context.

3.3.1 General Standards for B-Streets

The following standards apply to residential frontages on B-Streets:

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

3.3.1.2 Provide individual unit entrances from the sidewalk when possible and animate the frontage with windows on the ground floor that look out onto the street or open space;

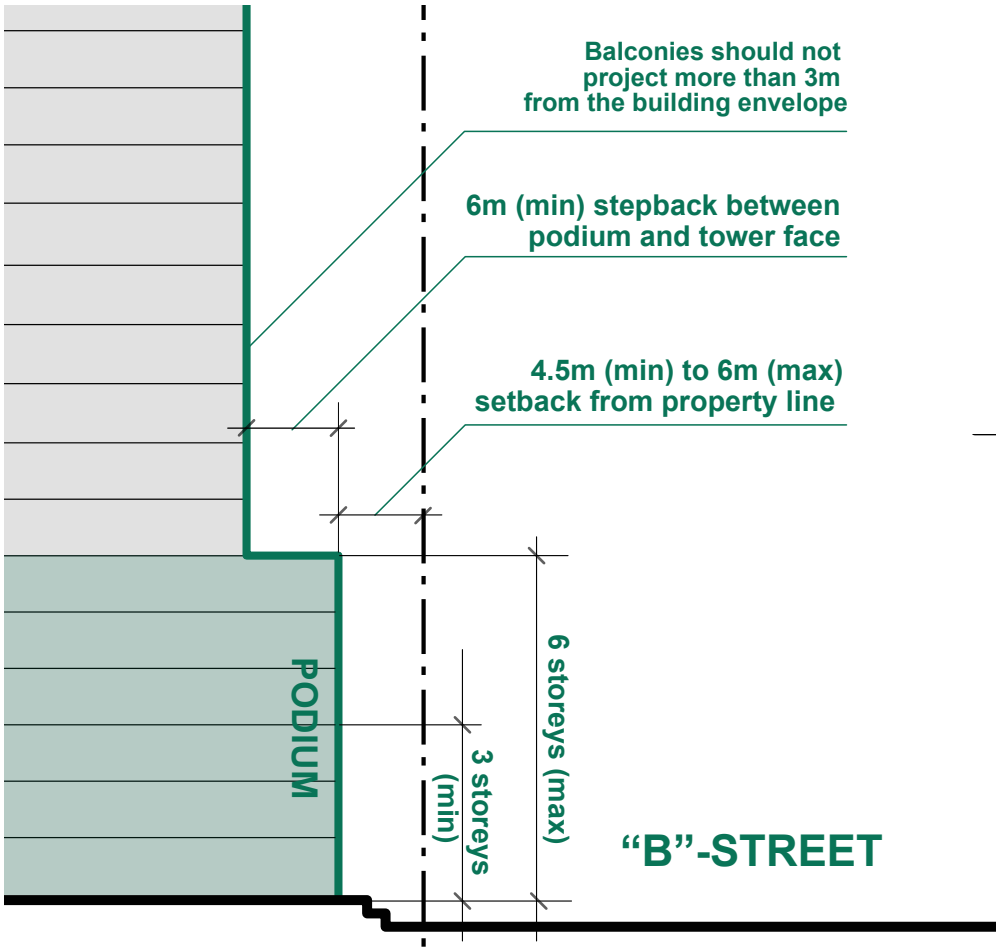


Figure 18: Frontage on a B Street with the required setbacks and stepbacks.

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

3.3.1.4 Incorporate a minimum setback of 3.0 metres and a maximum of 6.0 meters. This should include front steps and a porch;

3.3.1.5 The ground floor should be raised between 0.6 – 1.2 metres above the sidewalk level;

3.3.1.6 Residential uses should link to the public sidewalk through individual points of access serving each unit.

3.3.1.7 Balconies on B-Streets can only project a maximum of 1.5m.

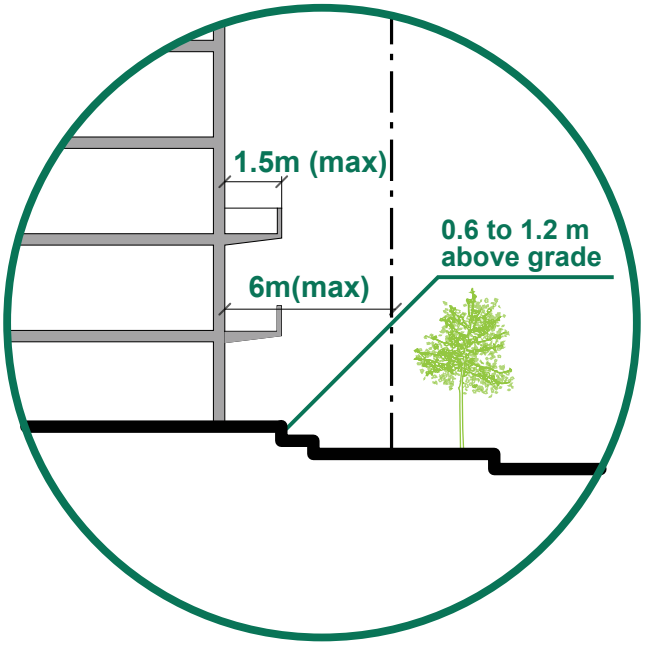


Figure 13: Ground floor conditions on B-Streets. Residential uses are elevated above the ground floor, but directly linked to the public sidewalk through individual points of access serving each unit.

Figure 19: Ground floor conditions on B-Streets. Residential uses are elevated above the ground floor, but directly linked to the public sidewalk through individual points of access serving each unit.

3.3.2 Intersection of A and B Streets

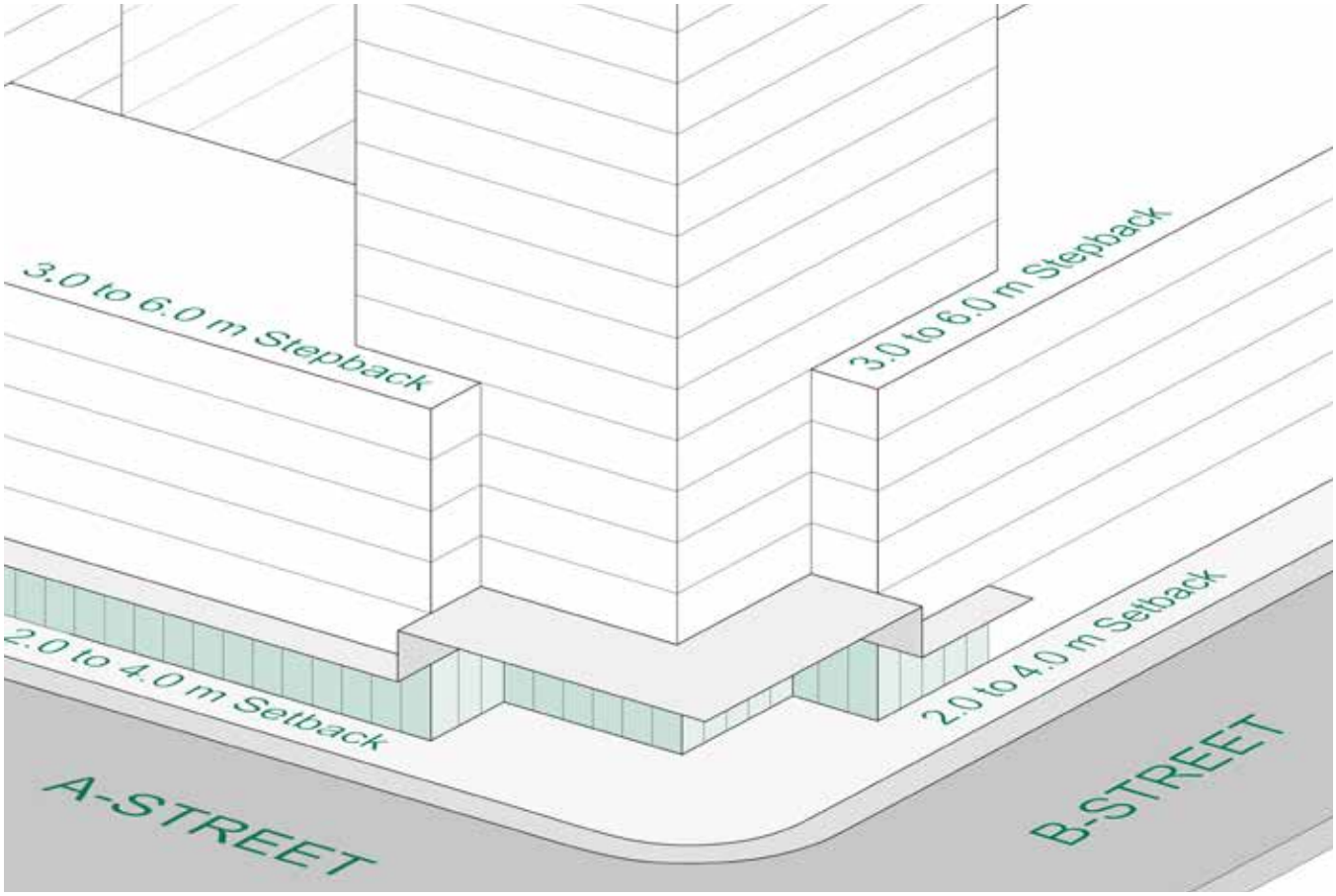


Figure 20: When A and B Streets intersect, commercial uses should wrap around the corner while the tower setback should step back

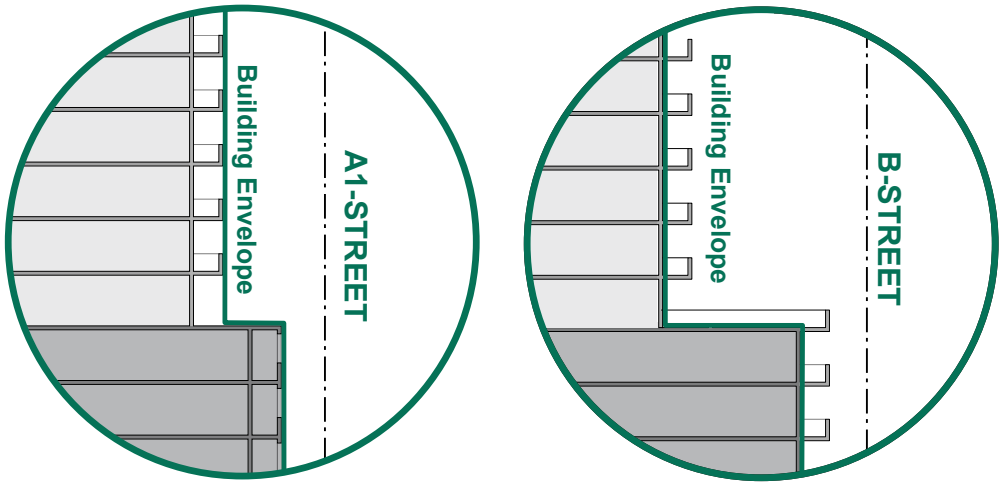


Figure 21: Balconies are only allowed to project when a building fronts a B-Street. On A-Streets, balconies cannot project from the building envelope.

3.4 C-Streets and Pedestrian Connections

3.4.1 General Standards for C-Streets

C-Streets are tertiary streets that connect A and B Streets. In contrast to 'A' and 'B' Streets, C-Streets 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.

'C' Streets are also intended to support a pedestrian environment, by integrating a high standard of urban design to support street activity. C-Streets could also accommodate residential and ret ail uses in some circumstances.

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

3.4.1.2 Provide functioning main front entrances to buildings on 'C' Street frontages when there are no 'A or B - Street frontages;

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

3.4.1.4 Service, parking and loading should be consolidated to serve a number of buildings simultaneously from one area;

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

3.4.1.6 Prioritize pedestrian safety and the appeal of the public realm by incorporating special architectural and landscape treatments to screen sevicing areas and providing a safe level of illumination.

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

Figure 22: Provision for vehicular access to off-street parking, access for deliveries, garbage pick-up, servicing and loading.
Downtown Mississauga, Webb Dr & Duke of York Blvd

3.4.2 General Standards for Pedestrian Connections

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

Mid-block pedestrian connections will:

3.4.2.1 Be coordinated across adjacent blocks and generally located mid-block providing direct connectivity between existing and future streets, connections and open space;

3.4.2.2 Be continuous, direct and barrier-free to be pedestrian and transit supportive.

3.4.2.3 Have a minimum overall width of 12.0 metres; with a minimum 4 metre wide walkway zone.

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

3.4.2.5 Be perpendicular to the public sidewalk, providing clear sightlines from one end to the other;

3.4.2.6 Provide minimal grade changes to maximize accessibility;

3.4.2.7 Provide a comfortable year-round enclosure that is open to the sky;

3.**3.4.2.8** Incorporate architectural and landscape treatments to mitigate any tunnel effect and is proportional to the built form;

3.4.2.9 Provide a minimum of 50% vision glazing along the at grade condition to ensure informal surveillance along the entirety of the walkway and incorporate active uses where feasible.

3.4.3 Landscape and Amenities

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

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

3.4.3.2 Landscape species that create visual and seasonal interest;

Figure 23: 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*

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

3.4.3.4 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;

3.4.3.5 Sod will generally be discouraged;

3.4.3.6 Integrate benches and/or built-in seating spaced at regular intervals;v

3.4.3.7 Provide pedestrian scale lighting, bike racks and waste and recycling receptacles;

3.4.3.8 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

3.4.3.9 High-quality paving with minimal grade transitions and materials that have a strong civic presence that also satisfy the AODA standards.

Figure 24: To promote the pedestrian experience, provide Landscape species that create visual and seasonal interest.
Downtown Mississauga, 352 Princess Royal Dr

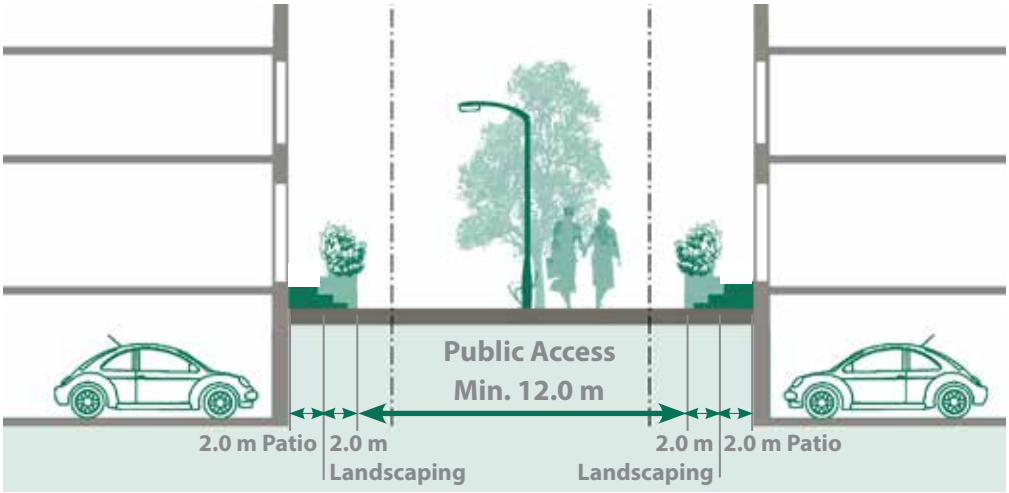


Figure 25: Section of mid-block connection.

3.5 Transition from Established Neighbourhoods

To create an appropriate built-form and to protect established neighbourhoods, parks and open spaces, the following standards provide setback and angular plane provision for new developments to create adequate transitions.

The following standards should be used wherever appropriate and could replace the other street frontage standards if deemed necessary by City staff or the applicant.

Figure 26: Transition from an established residential area separated by a road

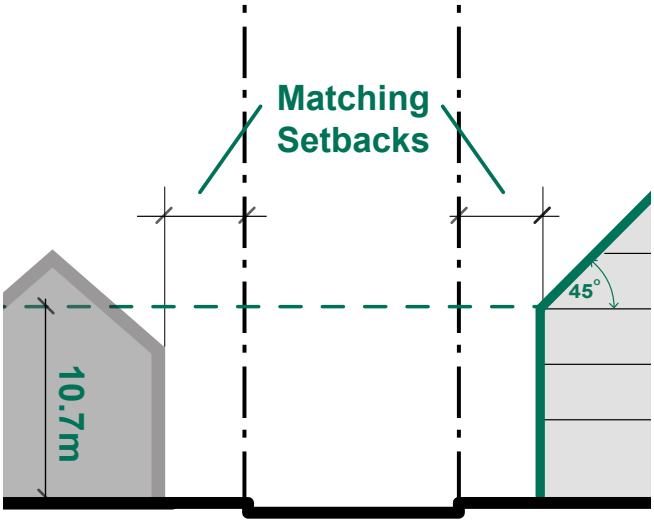


Figure 27: Transition from the rear property line abutting an apartment building in an established neighbourhoods.

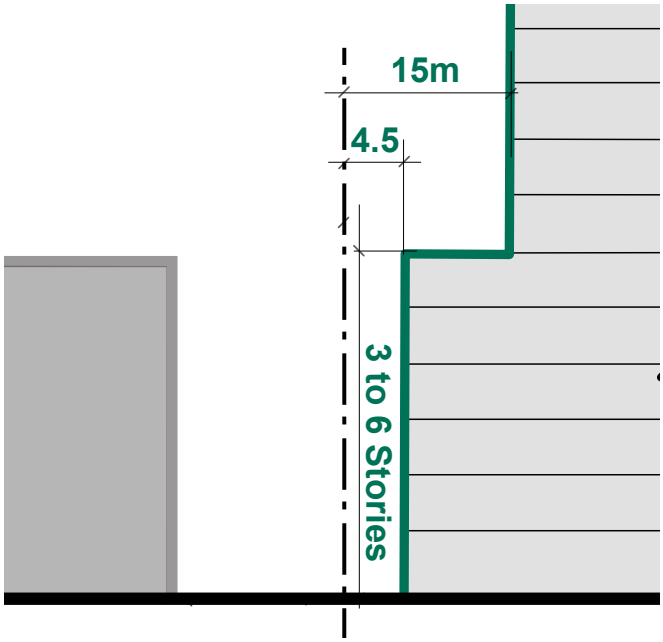
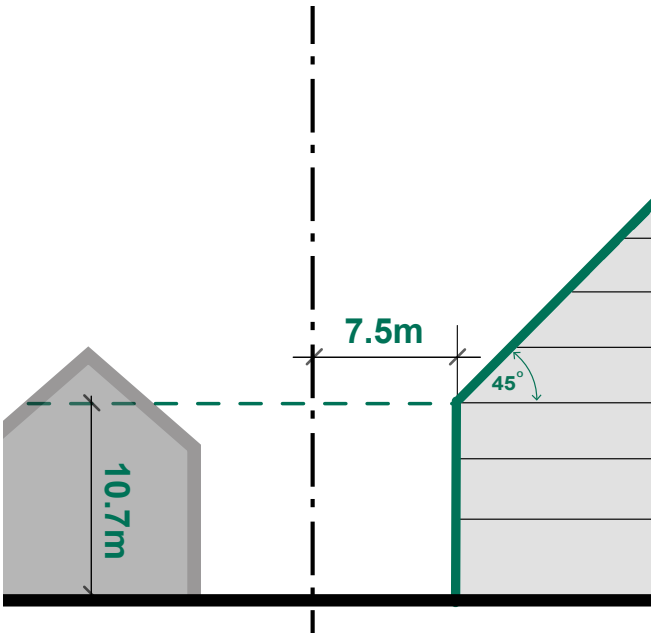


Figure 28: Transition from the rear property line abutting an established residential area or an open space.



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.

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.

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.

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.

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.

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