

The following report is a resource that can be used by the City of Mississauga, developers, and other municipalities who are interested in implementing light rail transit (LRT) and associated developments on formerly suburban streets. Municipalities that contain a regional mall and an existing or future light-rail transit system will benefit most from the lessons

developed by Ried Ewing and Otto Clement, in their book, "Measuring Urban Design." Information gathered from the two methods were consolidated into a Strengths, Weaknesses, Opportunities, and Challenges table for further analysis.

**Two Case Studies** were performed on successful Transit Oriented Developments in formerly suburban cities with a central mall: Downtown Kendall, FL, and Surrey City Centre, BC. The case studies were then collectively summarized and discussed in the context of Downtown Mississauga.

**Design Guidelines and Recommendations** were then formulated using contextual information gathered from the site

## Case Studies

### Downtown Kendall, Florida

Downtown Kendall, Florida is an American TOD with strong emphasis on built form and streetscapes. The Downtown is relatively developed with big-box retail, scattered office buildings, hotels, and surrounding residential neighborhoods. Like Mississauga, Kendall contains a thriving regional mall at the center of their downtown. Although the area benefits from a variety of densities, Downtown Kendall is largely auto-dependent with poor pedestrian accessibility.

A new Master Plan for the downtown was created by Victor Dover and Joseph Kohl following a successful 7 day design

charrette. The Master Plan is successful because it was developed in consultation with all stakeholders. New developments largely adhered to the new urbanism principles set out in the special districts zoning ordinance; particularly with a network of new colonnaded sidewalks and mid-rise perimeter blocks. However, despite prior support and consultation, Simon Properties, the owner of the Dadeland Mall has gained legal

## Surrey City Centre, British Columbia

Downtown Surrey BC is an urbanizing suburban city located 35km south-east of Vancouver. The Surrey City Centre case study is a Canadian example of a successful transit-oriented development that had direct support from the affected mall. In 2003, Bing Thom architects completed an infill project that would transform the struggling mall in to a highly successful mixed use transit oriented development. The public-private development features a five-story galleria of classrooms for Simon Fraser University, a 25-story office tower, and a shared

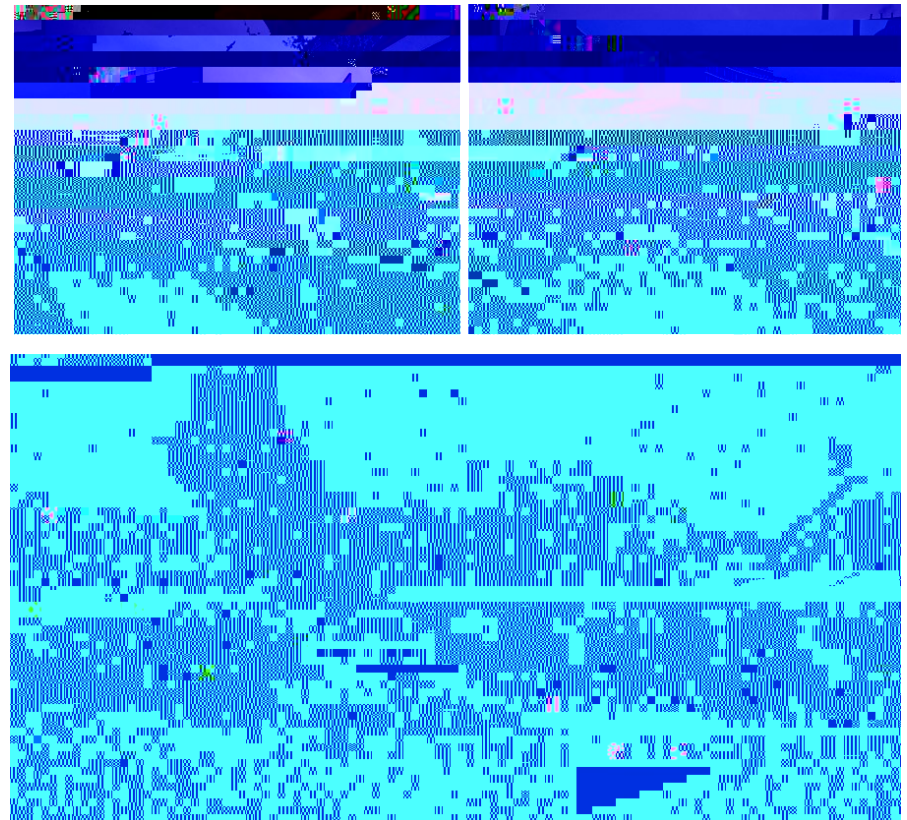
# Urban Design Guidelines and Recommendations

Based on the lessons from the site analysis and case studies, the following 5 objectives were formulated to guide the design guidelines and recommendations.

1. Put pedestrians and cyclists first
2. Encourage mixed use development
3. Support transit through appropriate density and built form
4. Appropriate building orientation, design, and massing
5. Manage Parking

Using the SWOC analysis, three main recommendations were discussed and visualized in order to illustrate the potential impact of the design guidelines.

1. Preserve the roundabout on Duke of York
2. Develop underutilized parking lots along Burnhamthorpe
3. Retrofit suburban buildings and streetscapes along Rathburn to create pedestrian oriented environments.



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## Evaluation of Recommendations

In addition to the renders, the effectiveness of the design guidelines and recommendations were evaluated using a TOD

assessment tool developed by the Institute of Transportation and Development Policy (ITDP). Based on a 100 point scoring system, across 21 metrics, successful TOD projects can either be awarded Gold, Silver, or Bronze rankings. Plans are awarded points based on the following 8 principles of transit-oriented development: Walk, Cycle, Connect, Transit, Mix, Density, Compact, and Shift. The design guidelines and recommendations outlined in this report achieved 76 out of 100 possible points for TOD successes. The score translates into a Silver award which indicates the plan adheres to the majority of TOD objectives with a high level of quality and integration. TOD Standard cycling and affordable housing objectives were largely not achieved through the recommendations. However, the design guidelines excel at reducing and screening parking, creating a vibrant mixed use environment, and increasing walkability in the downtown. Despite some gaps, the evaluation tool suggests that the recommendations will achieve the majority of TOD objectives with a high level of quality and integration.

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