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Downtown Core

1.0 HOW TO READ THE DOWNTOWN CORE LOCAL AREA PLAN

Mississauga Official Plan (the Plan) consists of a principal document and a series of local area plans, provided under separate cover. This is the Downtown Core Local Area Plan (this Area Plan) and provides policies for lands located in central Mississauga, as shown on Figure 1. It includes lands identified in the City Structure as the Downtown Core.

There are some instances where the policies and schedules of the principal document do not address all circumstances particular to the Downtown Core. In these cases, the Downtown Core Local Area Plan elaborates on, or provides exceptions to the policies or schedules of the principal document.

This Area Plan must be read in conjunction with the Mississauga Official Plan principal document. Parts 1 to 4, the schedules and the appendices of the principal document, are applicable to the Downtown Core area, unless modified by this Area Plan. For example, the policies of this Area Plan must be read in conjunction with the environmental, multi-modal, urban form and land use policies of Parts 2 and 3 of the principal document. In the event of a conflict, the policies of this Area Plan take precedence.



Map 1: The Downtown Core Local Area is located in central Mississauga and is identified in the City Structure as Downtown Core.

2.0 CONTEXT

Since its rural beginning as farmland in the 1970s, Downtown Mississauga has been evolving into an exciting urban place. Today the Downtown Core consists of high density residential developments, office buildings, mixed use developments, parks, post-secondary institutional and cultural facilities, civic uses and recreational and entertainment uses developed around the periphery of the Square One Shopping Centre.

Over the last decade, flexible zoning provisions combined with favourable market conditions have resulted in extensive private investment in high density residential and mixed use condominium development such as the internationally acclaimed Absolute/Marilyn buildings. During this time, the Square One Shopping Centre has also strengthened its position as a significant premier retail destination in Ontario, but there has been limited new office development.

Recent public investments, including the new Sheridan College campus, regional transit infrastructure Bus Rapid Transit (BRT), planning for Hurontario Light Rail Transit (HLRT) and significant city wide public realm investments and amenities such as Celebration Square continue to enhance the Downtown's role as a regional destination in the Greater Toronto Area. The Downtown Core is located within a major designated growth area and identified as an Anchor Hub in the Regional Transportation Plan. The Downtown Core continues to be a significant focus for investment in the Greater Toronto Area.

3.0 COLLABORATION

The Downtown 21 Master Plan process was the basis for reviewing the Local Area Plan policies of this Plan. The goal of this Area Plan is to establish a framework for the development of a vibrant, urban downtown that serves as the commercial, business and cultural centre of Mississauga and is a place where people choose to live, work and play. The public were engaged throughout the process in

open houses, workshops and presentations and will continue to be consulted as changes to the plans evolve.

4.0 VISION

A key goal of the City's Strategic Plan is to Create a Vibrant Downtown that will be the civic and cultural soul of the city as well as a strong economic centre.

The basis for the Downtown Core Local Area Plan is the Downtown21 Master Plan, which was received by Council in April 2010. The Downtown21 Master Plan sets the direction for transforming the Downtown Core from a suburban model to an urban mixed use centre.

The objective is to create a high quality, pedestrian friendly, human scaled environment that is a meaningful place for all citizens and also continues to attract lasting public and private investment in the Downtown to support existing and planned infrastructure, particularly higher order transit.

Additional investment is being made to transit in the Downtown, including the Light Rail Transit system along Hurontario Street and through the core. The Bus Rapid Transit system will also serve the Downtown Core connecting it with areas to both the east and west. The current focus for local and interregional public transit is in the area of Rathburn Road West and Station Gate Road consisting of the City Centre Transit Terminal and GO platforms. The future BRT station will also be constructed in this area. With the ongoing commitment to public transit infrastructure combined with transit supportive developments this area will develop as a key mobility hub within the Greater Toronto Area.

The existing road pattern is made up of super blocks. An expanded road network is proposed that will create an urban pattern of development blocks that are walkable in scale and well connected. The new road network will result in urban scaled blocks, providing routing options for vehicular, servicing and goods movement, pedestrian and cycling movement within the Core. The scale of the streets is to be narrower with special attention paid to the public

realm and elements within the boulevard to ensure a comfortable, enjoyable and safe pedestrian environment.

Downtown Mississauga has already begun its transformation from a suburban auto-oriented centre, to one that is truly urban, rich in character, memorable and geared to the pedestrian experience.

The Downtown, which forms a part of the Urban Growth Centre is expected to be the focus for population and employment growth in the City to 2031. The Core is expected to maintain its prominence as the city's highest density mixed use centre. Going forward, it will be necessary to ensure a balance between residential and employment uses including retail, in order to achieve a sustainable downtown core.

4.1 Guiding Principles

This Area Plan aims to support the following key opportunities for the Downtown Core:

- a. strengthen the Core's role as the primary location for major office, highest concentration of regional serving retail, commercial, mixed use, civic and cultural uses;
- b. accommodate forecasted growth without impacting the natural environment and quality of life;
- c. attract new jobs, particularly in the office sector to balance population and employment;
- d. create a fine-grained, well connected road network that supports multi-modal transportation modes: walking, cycling, transit, servicing and goods movement, and the car;
- e. develop an integrated urban place that achieves design excellence in buildings, the public realm and a distinctive, memorable character in mixed use districts; and
- f. provide a new development framework and policy regime founded on greater predictability

and certainty of outcomes while allowing flexibility in unique circumstances, to better direct growth and support existing and planned services.

The vision for the Downtown Core is to be a mixed use urban centre, with a balance of residential, office and retail employment uses, complemented by civic and cultural uses. Continued development of a variety of entertainment activities that will contribute to activity both day and night will be encouraged where appropriate.

Additional office development is critical to achieve a strong employment base and move the Downtown in a forward direction.

This Plan will better direct development, achieve a stronger economic base, strengthen the transportation systems, create linkages and access, improve urban design and enhance the pedestrian experience resulting in a more vibrant and active mixed use Downtown Core.

4.2 Community Concept

The focus of these policies is to reinforce and enhance the image of the Downtown Core as a prominent destination and urban mixed use centre in the Greater Toronto Area. These policies also address the role of the Downtown Core as a community within Mississauga.

The Downtown Core's position as an employment, retail commercial, civic and cultural centre will be balanced by residential development, education, entertainment, and facilities for business visitors and tourists. New districts are proposed within the Downtown Core to support these existing and emerging activities. Each district will develop with its own character, mix of uses, function and scale. The policies of this Area Plan will serve to facilitate the dynamic growth and change of the Downtown Core as it matures.

4.3 Districts

The City will prepare detailed plans and policies for the various Districts identified on Schedule 1, Downtown Core Districts, each with its own identity, scale and character, through future amendments to this Area Plan. The following provides a general outline of the intended character for each District within the Downtown Core. The Districts are:

- The Exchange
- Civic
- Confederation
- Rathburn
- Cleary Park
- Hurontario
- Square One
- Sussex

4.3.1 The Exchange District

The Exchange District is envisioned as the heart of the Downtown Core, with a broad mix of active street level retail, restaurants, cafes, patios and entertainment facilities with a mix of uses above. The District will be a vibrant, walkable place that is active at all times of the day. The Exchange District is intended to bring together the commercial activity of the north, the Civic Centre district to the west, with the residential developments to the south. The District straddles Burnhamthorpe Road West, extending southward to the south side of properties on the south side of Webb Drive and northward to Square One Shopping Centre. The Civic District and Duke of York are the western boundary with Kariya Drive and the Sussex and Hurontario Districts being the eastern boundary.

The vision for this District is to create an active lively pedestrian oriented urban place in the heart of the

emerging “downtown” that would serve as a model, catalyst and attractor for ongoing investment in the larger area. Key objectives include the following:

- a. to create at its heart a “main street” that connects from Square One Shopping Centre across Burnhamthorpe Road West to the larger residential communities to the south of Burnhamthorpe Road West;
- b. to incorporate a broad mix of uses and users that would contribute to make this a vibrant part of the city fabric;
- c. to create a critical mass of at least 5,000 residents, 5,000 employees, with neighbourhood-oriented retail/restaurant uses; and
- d. to realize this vision in a relatively short time horizon.

The Exchange Street Transit Stop Area

4.3.1.1 The Exchange Street Stop serves as a destination node for The Exchange District and is shown on Schedule 3, Long Term Transit Network of this Plan. This stop area will be a vibrant, walkable, mixed use place.

4.3.2 Civic Centre District

The Civic Centre District is a five block public campus and public open space that is home to the city’s premiere public institutions including the Civic Centre, Celebration Square, Central Library, Living Arts Centre, Scholars’ Green and the Sheridan College Campus. This district is envisioned as a singular civic space comprised of smaller parks and plazas and institutional uses, linked together by the pedestrian street design of Duke of York Boulevard, Living Arts Drive and the flush street design of City Centre Drive, Princess Royal Drive, Prince of Wales Drive and Square One Drive.

Civic Centre Stop Area

The Civic Centre Stop Area serves as a destination node for the concentration of civic uses along Living Arts Drive including Celebration Square, Civic Centre, Central Library, YMCA, Living Arts Centre and Sheridan College. Shown on Schedule 3, Long Term Transit Network of this Plan, the stop area will provide connection to the public open space network and serve a significant residential population in the Confederation Parkway District. Placemaking and wayfinding objectives will guide the development in this stop area.

4.3.3 Confederation Parkway District

The Confederation Parkway District serves as the western gateway to the Downtown Core. This is a rapidly growing urban residential neighbourhood that will be home to over 20,000 people, centred along Confederation Parkway. The district will contain a series of new park spaces that will connect Zonta Meadows Park to the Civic Centre District. The Confederation Parkway District will serve as the northwestern gateway into the Downtown Core and will include a mix of uses which encourage a sense of place and pedestrian movement.

4.3.4 Rathburn District

The Rathburn District is currently a pattern of suburban retail uses and surface parking lots. This district will intensify over the long term with an emphasis on office and employment uses that can take advantage of highly designed, efficient, comfortable pedestrian amenities and access to future higher order transit. Visibility and access to Highway 403 and transit make this a prestigious employment district.

Rathburn Transit Station Area

4.3.4.1 The Rathburn Station Area is served by the LRT and Bus Rapid Transit and, is adjacent to the City Centre Transit Terminal. It connects with the future development north of Square One Shopping Centre along Rathburn Road. The station area is

characterized as an office district, with some entertainment uses.

4.3.5 Cleary Park District

This future neighbourhood extends west to Grand Park Drive and forms the south western gateway to the Downtown Core. The extension of Budd John Cleary Park north to Burnhamthorpe Road will serve the future residential community and completes the Mary Fix Greenway connection, which will link this neighbourhood to the balance of the Downtown Core.

4.3.6 Hurontario District

The Hurontario District permits a mix of commercial and residential uses and includes the Downtown's highest concentration of existing office uses, providing the foundation for new office development in the short term. The district has the potential to increase the amount of office space through new development and intensification of existing sites. In order to improve connectivity through large blocks within the District and achieve urban design objectives, additional private roads and pedestrian easements with public easements may be required through the development application process.

Robert Speck Stop Area

4.3.6.1 This stop serves the concentration of office at Robert Speck Parkway and Hurontario Street and future office development along City Centre Drive.

4.3.7 Square One District

The Square One District is home to the Square One Shopping Centre, one of the largest and most successful shopping centres in Canada. It is expected that the shopping centre will continue to draw people from across the city and the larger region. It is also expected that it will evolve, intensify and adapt to develop under-utilized surface parking lots. Office uses combined with ground floor retail and possibly residential on the upper floors are encouraged, particularly along City Centre

Drive, Duke of York, Robert Speck Parkway and Square One Drive. In the process of intensifying, the connectivity of the shopping centre to the surrounding area and the street network will be strengthened and a more urban built form will emerge.

4.3.7.1 Additions to Square One Shopping Centre will:

- be expressed in an outward fashion and designed to support a pedestrian friendly environment along the frontages;
- be designed in accordance with 'A' street frontage requirements when additions surround, have proximity to or have frontage facing public or private open space;
- have the highest level of architectural expression, articulation and use of materials at the frontage;
- have active ground floor uses to animate the adjoining walkway area, street or public or private open space; and
- have ground floor uses that incorporate transparent windows and entrances that have direct access to the adjoining walkway, street, or public or private open space.

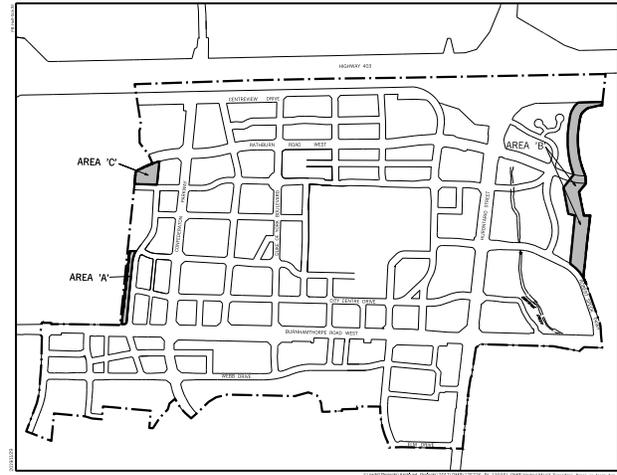
4.3.8 Sussex District

This is currently the densest, mixed use district in the Downtown Core and includes significant office and residential development. Some infill opportunities exist for additional office, ancillary uses, and residential development.

Matthews Gate Stop Area

4.3.8.1 This stop area at Hurontario Street and Matthews Gate serves the concentration of office and residential lands in the Sussex and Mississauga Valley Precincts. The stop area will be designed to facilitate pedestrian connections among the Sussex Centre, Kariya Park, and the school board lands

while also serving the needs of a dense residential area population.



Map 2: Transition Areas

4.3.9 Transition Areas

4.3.9.1 The Transition Areas will promote positive integration of building scale and intensity of development between the Downtown Core and abutting communities.

4.3.9.2 The design of the built environment should encourage:

- mid-rise built form adjacent to the Downtown Core boundaries and north of Burnhamthorpe Road West, with height transitions to a maximum of five storeys, on lands shown as Area 'A' on Map 2;
- low-rise built form adjacent to the Downtown Core boundaries, with height transitions from a maximum of two storeys at the Downtown Core boundaries to a maximum of eight storeys at the inner edge of the Transition Areas for lands abutting the easterly limit of the Downtown Core, shown as Area 'B' on Map 2 and lands immediately south of Rathburn Road West, shown as Area 'C' on Map 2;

- c. orientation of buildings enabling a sensitive integration with adjacent low density development;
- d. internalized service areas and parking to minimize impact on adjacent residential;
- e. pedestrian and bicycle links to adjacent communities; and
- f. appropriate setbacks and landscaping adjacent to the existing walkways.

5.0 DIRECT GROWTH

5.1 Introduction

The Downtown Core constitutes one of the four Character Areas within the greater Downtown, which is the City’s Urban Growth Centre (UGC). The Downtown is intended to contain the highest densities, tallest buildings and greatest mix of uses. The entire UGC is planned to achieve a minimum gross density of 200 residents and jobs combined per hectare by 2031. The City will strive to achieve a gross density of 300 to 400 residents and jobs combined per hectare. The Downtown is also planned to achieve an average population to employment ratio of 1:1 measured as an average across the entire Downtown.

The existing gross density in the Downtown Core is approximately 210.7 residents and jobs combined per hectare¹. Based on existing development and that under construction, the current population to employment ratio is 1.6:1.² It is estimated that existing planned and approved residential development will add up to 10,000 additional residents to the Downtown Core in the next decade.

With a gross density of 210.7 residents and jobs combined per hectare, the Downtown Core exceeds the minimum density target. As the Downtown Core will likely need to offset lower densities elsewhere in the Downtown, additional overall intensification is desirable.

¹Focus on Mississauga 2012, City of Mississauga

²Focus on Mississauga 2012, City of Mississauga

Given the unlimited height and density permitted in the Downtown Core and prevailing market conditions, high density residential development has predominated. Employment growth has not kept pace with residential development in the Downtown Core. The expected additional residential population will further skew the population to employment ratio. The challenge will be to meet the employment targets in order to achieve a sustainable balance between residents and employees. Additional employment which includes retail, office, public sector, institutional and other jobs will be required to provide more opportunities to live and work in the City and to support transit and other investments.

5.1.1 The City will monitor the gross density and population to employment ratio in the Downtown Core and assess its ability to accommodate further growth through the development approval process.

5.1.2 Increases in employment opportunities will be accommodated on lands designated mixed use, office and the non-residential component of high density residential development where applicable.

5.1.3 Strategies to encourage, incent and support employment uses may be pursued including consideration of Community Improvement Plans and other planning tools.

6.0 VALUE THE ENVIRONMENT

6.1 Parks and Open Spaces

Open space in the Downtown Core has a distinct character from other city parks with a focus on place making, social interaction and district identity. Open space and publicly accessible ground related amenity areas may take the form of civic gathering spaces, neighbourhood parks, naturalized spaces, public squares and private amenity areas. They should be accessible to people of all ages and abilities as facilities for passive enjoyment and urban life.

6.1.2.1 Public open space within the Downtown Core should be flanked by public roads to ensure they are open to all and not considered private spaces.

6.1.2.2 Public open spaces will be connected and continuous to form an 'Emerald Necklace' throughout the Downtown Core and connect the downtown to existing adjacent parkland such as Zonta Meadows Park, John Cleary Park, Civic View Walk and Kariya Park, and as Greenlands such as Bishopstoke Walk along Cooksville Creek. The size and configuration of all proposed parks will be subject to further review through a Local Area Plan update or through the review of individual development applications.

6.1.2.3 Stormwater retention and stormwater quality ponds are generally not appropriate uses for public parkland, however, in some instances overland flow pond stormwater facilities may be accommodated in public parkland.

6.1.2.4 Opportunities to obtain additional parkland and open space will be explored through purchase by the City, establishment of easements (privately owned public space (POPS)), land dedication, or future agreements with land owners to ensure the adequate provision of parkland and open spaces.

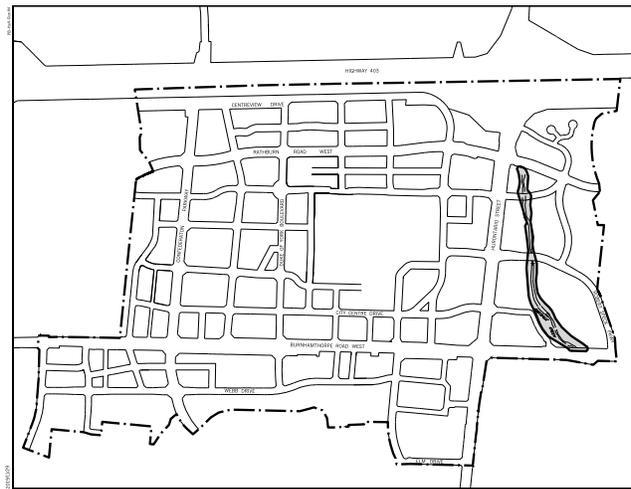
6.1.2.5 Privately Owned Public Space (POPS) will be:

- a. generally subject to the Public Open Space policies of this Plan; and
- b. privately owned and maintained outdoor space that is universally accessible and open to the public.

6.2 Cooksville Creek Corridor

6.2.1 The Cooksville Creek Corridor as shown on Map 3 is recognized as a public amenity and resource. To protect, enhance and restore this natural feature, the design of the built environment will ensure:

- a. appropriate setback of buildings from the corridor (landscaping only);
- b. improved visibility, access and linkage to the corridor from development parcels and public streets;
- c. views/informal surveillance to the corridor;
- d. integration of public/private open space and landscape areas;
- e. compatible positive relationship between the built form and the corridor;
- f. parking structures are designed and located to complement the corridor.



Map 3: Cooksville Creek Corridor

6.3 Stormwater Management

6.3.1 Any development within the Cooksville Creek watershed will require the implementation of on-site stormwater management techniques to control the 100 year post development stormwater discharge to 2 year pre-development levels.

6.3.2 Development applications will follow the Green Development Standards as they relate to storm water management measures. All practices will be designed and implemented to the satisfaction of the City and CVC Authority.

7.0 Complete Communities

7.1 Introduction

The Downtown Core contains many elements of a complete community including:

- a mixture of land uses and an assortment of activities such as retail stores, employment uses, community and facilities, parks and public transit;
- a mixture of housing forms and densities;
- cultural and educational resources such as the Living Arts Centre, the Mississauga Art Gallery, the Central Library and Sheridan College; and
- opportunities for people to engage in community life through a high quality public realm in the Civic District, vibrant cultural activities and meeting facilities.

7.1.1 In order to achieve a complete community in the Downtown Core, Mississauga will guide development toward:

- a compact urban form that is walkable and provides convenient access to a variety of land uses and public transit;
- a range of housing options;

- additional cultural resources, community infrastructure and educational institutions; and
- opportunities for enhancing the public realm.

7.2 Community and Cultural Infrastructure

Community and cultural infrastructure in the Downtown Core is unique in that it functions both as a city wide and sometimes regional draw as well as serving the local community who live in the core. The Downtown contains a significant concentration of distinctive cultural resources such as facilities, buildings and events which represent a cultural infrastructure cluster considered to be a cultural node.

7.2.1 Mississauga will encourage partnerships and collaboration to further develop community and cultural infrastructure resources in the Downtown Core.

7.3 Distinct Identity and Character

The Downtown Core exhibits a distinct identity and character from the rest of the city.

7.3.1 Opportunities to further the significance of the Downtown Core through the design of the road and transit network, the public realm and built form will be addressed through the review of development applications and City initiatives.

8.0 CREATE A MULTI-MODAL CITY

The Downtown Core will accommodate all modes of transportation to enable the movement of people and vehicles to, from and within the Downtown Core.

8.1 Multi-Modal Network

A multi-modal transportation system is key to ensure the efficient movement of people and goods within the Downtown Core. Arterial roads, Highway 403 and a system of local collectors and roads

facilitate the movement of vehicles, transit, cyclists, pedestrians and goods into, out of and within the Core.

8.2 Road System

8.2.1 All roads shown on the Downtown Core Long Term Road Network and Classification, Schedule 2 will be public, unless otherwise indicated. The design, access requirements and public/private responsibilities for roads and pedestrian connections will be determined through the development application process or through a Local Area Plan update.

8.2.1.1 A private road with a public easement will be designed to look and feel like a public road and will include sidewalks and street trees on either side of the road to the City's satisfaction, with a public access easement for all modes of transportation (e.g. vehicles, bicycles, pedestrians).

8.2.1.2 Pedestrian connections with public easements will provide mid-block linear pedestrian connections that complement and enhance the surrounding road network.

8.2.2 Minor adjustments to the basic rights-of-way for minor collector roads and local roads, including private roads with public easements may be made without an amendment to this Plan subject to the City being satisfied that the role and function of such roads are maintained.

8.2.2.1 Additional private roads and pedestrian connections with public easements may be required through the development application process where deemed necessary to break up large blocks, without amendment to this Plan.

8.2.2.2 The location of private roads and pedestrian connections with public easements may be altered without amendment to this Plan through the development application process, subject to the City being satisfied that the role and function of such roads or pedestrian connections are maintained.

8.2.3 Within the Rathburn and Square One Districts, adjustments to the road network and the classification of roads may be made without amendment to this Plan at the City's discretion to reflect the possible relocation of the transit terminal and to accommodate block development, while maintaining the goal of breaking up large blocks with roads and pedestrian easements.

8.2.4 Below-grade encroachments into the public road system are generally not permitted. On an exception basis, limited encroachment into the public road allowance may be considered by the City without amendment to this Plan, where the City is satisfied that its servicing, streetscape, transportation and design objectives are not compromised.

8.2.5 Additional rights-of-way will be required for the proposed roundabouts identified on Schedule 2, Downtown Core Long Term Road Network and Classification.

8.2.6 As traffic volumes increase, dedicated transit lanes may be necessary.

8.2.7 The proposed Highway 403 North Collector (Northern Distribution Road) , located north of the Downtown Core, is intended to provide access to and from the Downtown Core road network.

8.2.8 Centre View Drive is intended to provide access to eastbound Highway 403 via a link east of City Centre Drive.

8.2.9 A future functional feasibility study will be undertaken to review the north collector, Centre View Drive link to Highway 403 and other road or ramp proposals contained in the Downtown21 Master Plan which may impact Highway 403.

8.2.10 Cycling facilities will be incorporated per the Mississauga Cycling Master Plan. The City may in the future identify secondary cycling routes to be integrated with the design of the public realm.

8.3 Parking and Transportation Demand Management

8.3.1 The City will undertake a strategy to evaluate the provision of parking in the Downtown.

8.3.2 Parking for new development will be accommodated in below ground or above ground structures.

8.3.3 Surface parking lots for new development will not be permitted.

8.3.4 Mississauga will encourage Transportation Demand Management measures as part of development applications within the Downtown Core.

8.4 Anchor Hub

8.4.1 The Downtown Core will be served by a **higher order transit** system that provides service within the Downtown with connections to other parts of the City, neighbouring municipalities and interregionally as identified on Schedule 3, Downtown Core Long Term Transit Network.

8.4.2 An **Anchor Hub** is designated at the interchange of the Bus Rapid Transit Corridor and the Hurontario Light Rail Corridor. The exact location will be determined through a future study.

8.4.3 As part of the proposed Mississauga Bus Rapid Transit (BRT) facility, the existing transit terminal may be modified to serve future development growth and to connect with the BRT facility. In the long term, an additional BRT station is also proposed near the intersection of Rathburn Road West and City Centre Drive.

8.4.4 Transit facilities will be designed to serve the city wide transit network; internal transit services; the BRT facility, interregional transit systems; and the pedestrian system linking developments, Square One Shopping Centre and cultural facilities.

8.4.5 **Higher order transit** stops will be situated within the Downtown Core.

8.4.6 The precise location of **higher order transit** stops within the areas illustrated above will be determined through the Hurontario Light Rail Transit (LRT) Project.

8.4.7 Within **higher order transit** stop areas, the City will require that development applications address Transit Oriented Development (TOD) objectives. These include moderate to high density development, comprised of a mix of uses and designed with an emphasis on the pedestrian experience and opportunities to maximize transit ridership.

8.4.8 Development applications will be supported by studies that include a review of the land use and urban design components of the stop area as a whole, including surrounding privately held lands, the configuration and design of intersections and other pedestrian design elements within the public realm.

8.4.9 Ground level retail development will be required within transit stop areas to activate the area and street.

8.4.10 Parking will be managed carefully within transit stop areas. The City will consider reducing parking requirements within transit stop areas.

8.4.11 A distinct character for each **higher order transit** stop area will develop, guided by the District character descriptions of this Area Plan. The City may also develop higher order transit stop area plans as a basis for guiding and assessing development applications in transit stop areas.

8.4.12 Development will address the ease and comfortable movement of people between transit modes and to other destinations within the Downtown Core, reinforcing this area as an anchor hub.

9.0 BUILD A DESIRABLE URBAN FORM

9.1 General

Vibrant downtowns are diverse places, rich in character, experiences and complexity. To achieve a desirable urban form in this context, downtowns require a coordinating framework to create predictability in the built environment, to ensure highly accessible and social places that are healthy, comfortable, attractive, dynamic, memorable and geared to the pedestrian experience.

The intent of the urban design policies of this Area Plan is to provide direction and define principles for the physical design of the Downtown Core. Urban form including the location of streets, mix of uses, a high standard of urban design, streetscape design, and the development and enhancement of a comprehensive public/private system of linkages and open space, including public art will be achieved in the Downtown Core through the following:

- a fine-grain grid network of urban scale land blocks and streets that supports transit and a pedestrian oriented Core;
- the highest standard of design in the public and private realms that establishes a sense of place and civic identity, seamlessly integrating to produce a prominent high quality Downtown Core environment;
- a connected and well-designed urban open space system that provides opportunities for public gathering and passive outdoor recreation;
- well defined skyline elements, views, gateway treatments and landmarks, distinctive character areas, districts and neighbourhoods, open space, high quality landscapes and streetscape treatment, public art and signage;
- a compact built form that has a high level of physical continuity and cohesion between

buildings, from block to block, and from street to street;

- buildings that generate a high degree of animation, enabling active ground floors, vibrant streets and walking;
- the incremental transition of large surface parking lots into more intensive, urban scale development incorporating structured parking that supports the built form and multi-modal objectives of this plan;
- linkages that ensure compatible integration, transition and contextual fit with the character and scale of adjacent communities; and
- ensuring that development combines high quality design, scale, massing and the use of materials together with landscape and streetscape to create a high standard of urbanity.

9.2 The Public Realm

The public realm consists of those areas that are shared and accessible to the public such as streets, boulevards, squares and open space. It is considered a significant asset in achieving a desirable urban form.

Elements of the public realm also include pedestrian paths, cycling amenities, bridges, plazas, transportation hubs, gateways, natural features, view corridors and public landmarks. Together, these convey the image, identity and character of the Downtown Core setting.

9.2.1 Streets and Blocks

A fine-grain grid and network of streets and blocks is fundamental to this Plan and will serve as the framework for achieving urbanism.

A great benefit of a well-connected network of streets and small blocks is that it makes a downtown understandable to residents and visitors. There is order and clarity to the downtown's

organization if its streets connect and allow intelligible ways to conceive the downtown and travel within and between places. Streets in the Downtown Core will also be defined by public and private buildings and open space to create an important sense of enclosure and outdoor 'rooms' that function as public spaces themselves.

They serve pedestrians, transit, vehicles, cycling and provide space for public utilities and services, trees and landscaping, building access, framing of views, and access to sky views and sunlight.

9.2.1.1 The Downtown Core will be developed to:

- a. create a fine-grain grid of streets;
- b. provide high quality designs for streets and intersections that achieve, definition, enclosure and comfort for pedestrians and street life;
- c. accommodate on-street parking and cycling amenity in public rights of way, where feasible; and
- d. incorporate coordinated street furniture, street trees, lighting systems and traffic signage appropriate to the character of the Downtown Core.

9.2.2 Boulevards and Sidewalks

9.2.2.1 Boulevards and sidewalks provide an important framework for pedestrian movement, connectivity and street life. As public amenities, they integrate the special districts within the Downtown Core and provide connectivity to adjacent communities. The design of boulevards in the Downtown Core will:

- a. incorporate coordinated design themes, high quality materials, street trees and landscaping;
- b. be designed as active, animated public spaces that seamlessly integrate with buildings and other components of the public realm to define the street space;
- c. maximize opportunities to incorporate places to meet, sit and socialize; and

- d. achieve pedestrian comfort, weather protection

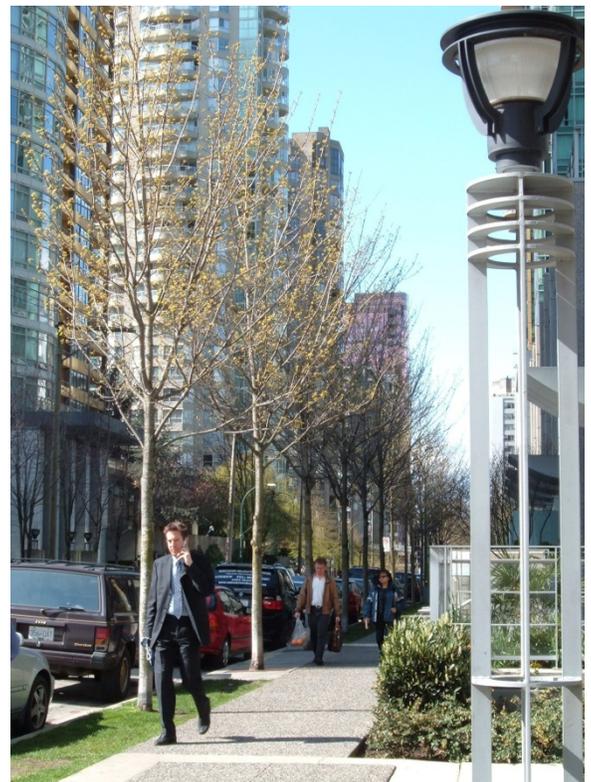


Figure 1: Boulevards incorporate street trees for rhythm and definition, along with generous sidewalks and pedestrian scale lighting for comfort and safety.

and safety, particularly at transit stops.

9.2.3 Streets and Frontage Categories

9.2.3.1 A hierarchy distinguishes the function and attributes of streets in the Downtown Core. Existing and proposed roads in the Downtown Core are identified for the purpose of:

- a. establishing 'A' and 'B' Street Frontage categories that identify:
 - streets having the highest pedestrian character; and
 - where vehicular access to development for parking, loading and servicing will occur on street frontages;
- b. identifying urban design policies that articulate the intent of the street frontage categories; and

- c. specifying Built Form Standards that provide direction and detailed development guidance in relation to the urban design policies and frontage categories.

9.2.4 Gateways, Routes, Landmarks and Views

9.2.4.1 The Downtown Core is characterized by a number of landmark buildings and sites such as the Civic Centre, the Central Library, the Living Arts Centre, Celebration Square and the Absolute 'Marilyn' buildings. As visual symbols of the Downtown Core, they create memorable experiences for local residents, workers and visitors alike.

9.2.4.2 The development of landmark buildings in the Downtown Core will be encouraged on sites having the following attributes:

- high visibility;
- major views and vistas toward the site;
- unique topographic characteristics;
- gateway locations and intersections; and
- where the proposed use includes a major destination.

9.2.4.3 The development of future buildings will ensure that important views along Burnhamthorpe Road and Hurontario Street, and views towards the Civic Centre District are preserved.

9.2.5 Open Space and Amenity Areas

Open Space and Amenity Areas in the Downtown Core will:

- consist of a variety of open spaces, parks, squares, plazas, naturalized green areas and publicly accessible ground related private amenity areas;

- positively contribute to the image and character of the Downtown Core with high standards and quality materials;
- reinforce and frame a view, a significant building or terminate a vista, where appropriate; and
- provide connections to the larger pedestrian and cycling network in the Downtown Core and adjacent areas, where appropriate.

9.2.6 Transit and Active Transportation

To achieve the transit and active transportation objectives of this plan, development will need to interface seamlessly with the public realm by incorporating design elements that integrate with proposed transit stops and stations.

Design of the built form, streetscape and landscape areas will:

- a. integrate transit stations/stops and bus stops with development;
- b. provide walkways from transit stops to main front building entrance(s); and
- c. incorporate weather protection in waiting areas;

9.3 Buildings and Site Development

9.3.1 Buildings

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.

9.3.1.1 The design, location and character of buildings in the Downtown Core will:

- a. have regard for scale and enclosure of the public street;

- b. mitigate the perceived mass of large buildings and long frontages by:
 - using special massing to articulate the built form; and
 - providing a change in materials, textures, patterns, colours and details to create a sense of smaller scale buildings;
- c. design corner lot buildings with special massing and architectural treatments on both streets to give prominence along the frontages and visually distinguish these sites;
- d. prohibit blank building walls abutting the street; and
- e. have buildings that deploy high quality, resilient and durable materials such as stone, clay brick, wood, glass and metals.
- c. ensure a variation in setbacks along the building frontages to articulate façade emphasis at the build-to line, thereby allowing for visual interest, outdoor patios, recessed entries and landscaped areas;
- d. design active ground floor uses to animate the public realm as an extension of the pedestrian environment;
- e. incorporate transparent windows in ground floor uses;
- f. locate functioning main front entrances to buildings so that they are clearly identifiable and prominent with direct access to the public sidewalk, pedestrian connections and transit facilities;
- g. design and locate lobby, retail and commercial entrances so that they are flush with the sidewalk elevation; and
- h. design and locate utilities, exhaust vents and municipal services to minimize negative impacts on the public realm.

9.3.2 Relationship to the Public Realm

The Downtown Core will evolve with built form that contains the streets with well-designed buildings and groups of buildings to create a predictable pattern of development, and define the public realm and open space system.

General policies to establish how buildings interface with the public realm apply to all streets in the Downtown Core. Specific policies articulate the role of 'A' and 'B' Street Frontages and provide further direction on access and servicing of development blocks, at grade retail, residential uses, buildings facing open space and structured parking.

9.3.2.1 To create a desirable relationship with the public realm, buildings will be subject to the following:

- a. locate streetwalls of buildings within build-to areas on development blocks at the build-to line to contain the street and provide enclosure;
- b. coordinate build-to lines with adjacent properties in order to create consistent edges and streetwalls along frontages;

9.3.3 Frontage Provisions

9.3.3.1 Role of 'A' & 'B' Streets

All existing and new roads are categorized as 'A' and/or 'B' Streets and are shown on Schedule 4, Downtown Core A and B Street Frontage of this Area Plan. The categories differentiate the streets by their role and function, character, built form treatments and overall design. They underpin the Downtown Core's urban vision and implement the urban design and public realm objectives of the Downtown21 Master Plan.

'A' Streets 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 public realm.

'B' Streets allow for site servicing and access, but also act to support street activity, a pedestrian friendly environment and a high quality built form and streetscape treatment.

New development will follow specified 'A' and/or 'B' street standards for each street in the Downtown Core. The site organization and character of built form varies according to the 'A' or 'B' Street frontage category as follows:

9.3.3.2 Provisions for 'A' Streets

9.3.3.2.1 Development fronting onto 'A' Streets will:

- a. have continuous buildings along development blocks to provide a continuity of built form from one property to the next;
- b. provide functioning main front entrances to buildings on 'A' streets; and



Figure 2: Buildings on 'A' Streets are continuous along the length of development blocks and integrate seamlessly with the public realm to produce lively, animated, pedestrian oriented frontages.

- c. be prohibited from locating curb cuts, driveways and laneways on 'A' streets.

9.3.3.3 Provisions for 'B' Streets

9.3.3.3.1 Development fronting onto 'B' Streets will:

- a. have buildings along development blocks, with provision for vehicular access to off-street parking, access for deliveries, garbage pick-up, servicing and loading; and
- b. provide functioning main front entrances to buildings on 'B' Street- frontages when there is no 'A' Street frontage;
- c. where appropriate, provide functioning secondary entrance(s) for additional pedestrian access.



Figure 3: 'B' Streets allow for vehicular access to off street parking in addition to deliveries, garbage pick-up, servicing and loading.

9.3.3.4 Exceptions to Access Provisions

9.3.3.4.1 The following exceptions will apply to all Streets in the Downtown Core:

- a. curb cuts, driveways and laneways may be located on 'A' streets provided that:
 - a site or block does not have access from a 'B' street, there is a requirement for emergency vehicle access; or
 - where 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;
- b. 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
- c. corner entrances may be required where development is located at corner sites or prominent street intersections;

9.3.3.5 Buildings with At Grade Retail

9.3.3.5.1 Development incorporating at grade retail frontages will be designed so that:



Figure 4: Storefronts collectively incorporate a strong sense of rhythm and pattern across the building frontage, assisting pedestrians with spatial perception, orientation and accessibility.

- a. the street is lined with continuous active retail uses;
- b. storefronts are articulated externally to breakdown the apparent width with a frequent rhythm that supports the pedestrian experience at the street level;
- c. uses will be directly related to the public sidewalk and street level, 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;
- d. storefronts incorporate the highest standard of materials and design with clear transparent windows and doors that provide clear views into and out from ground floor uses;
- e. such uses will incorporate fixed canopies, awnings, cantilevers, or similar features that are architecturally compatible with the design of the building in order to achieve pedestrian scale, comfort and weather sheltered pedestrian routes; and
- f. where appropriate, patios and outdoor amenity space should be provided adjacent to retail and commercial entrances to promote activation and street vibrancy.

9.3.3.6 Residential Entrances Located On Retail Activation Streets

9.3.3.6.1 Where areas of retail activation have been identified in accordance with Schedule 5, Retail Activation of this Area Plan, main front entrances and lobbies providing access to residential uses above the ground storey will be:

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

9.3.3.7 Residential Uses

9.3.3.7.1 Development incorporating residential uses at grade or expressed in townhouse form will be designed to:

- a. provide functioning, individual entrances to residential units and to animate the frontage with windows on the ground floor that look out onto the street;
- b. create a high quality interface and transition between the public sidewalk and front door to ensure adequate separation, definition and privacy;
- c. provide high quality landscape architecture treatments within frontages, transition zones and setbacks; and
- d. consider designs that allow for the potential conversion of ground floor residential uses to commercial and retail uses over time.



Figure 5: Transition areas between the front doors of residential uses and the public sidewalk incorporate landscaping and architectural treatment.

9.3.3.8 Buildings Facing Open Space



Figure 6: Buildings incorporate high quality materials and articulated facades, framing open space to create green, robust and attractive park settings.

9.3.3.8.1 Buildings that surround and face parks and open space will be designed according to 'A' street frontage requirements and will have the highest level of architectural expression, articulation and use of materials.

9.3.3.9 Private Open Space

Private open space may be incorporated into new developments along 'A' or 'B' Street frontages in part or whole, provided that:

- the design of private open space will integrate seamlessly with the adjoining street network, pedestrian environment and overall open space system;
- the design of the private open space contributes positively to the identity of the Downtown Core;
- the private open space interfaces with existing and/or proposed development in a legible and cohesive manner;
- the design of the private open space is executed to the highest urban design and landscape architecture standards; and
- private open space is accessible, safe and is being provided for the use and enjoyment of the

general public on a year-round, seasonal and 24 hour basis.

9.3.3.10 Structured Parking

9.3.3.10.1 Structured parking will be designed so that:

- a. structured parking and vehicular access will be located to minimize impacts on the property and on surrounding properties and will improve the safety and attractiveness of adjacent streets, parks and open spaces;
- b. above grade 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;
- c. above grade parking structures will have active uses on the ground floor such as retail with an appropriate scale and architectural expression to support activity on the streets, parks and/or open spaces;
- d. above grade parking structures will only directly front onto one 'B' street, where more than one 'B' street frontage exists;
- e. where facing 'B' streets, above grade parking structures and their facades will be designed to the highest level of architectural treatment and façade animation to mask the parking and screen views of the interior; and
- f. entrances, lobbies and passageways that provide a convenient means of pedestrian access to parking facilities from the sidewalk will be enclosed, limited in size, appropriately signed and integrated into the façade design without appearing as dominant elements on the street frontages.

9.3.3.11 Exceptions to Frontage Provisions

9.3.3.11.1 The City at its discretion may consider exceptions, in part or in whole, to the frontage provisions without amendment to this Plan, where:

- a. the City has determined that there are extenuating site constraints; and/or
- b. development proposals are able to demonstrate urban design excellence.

9.4 Residential Buildings

To achieve a variety of character and diversity in built form, a wide range of building forms will be encouraged across the Downtown Core to include the following:

9.4.1 Low-Rise Buildings

9.4.1.1 Low-rise buildings (3 - 5 storeys) will be designed to provide a minimum of 3 storeys both at the street frontage and across the entire building area.

9.4.2 Mid-Rise Buildings

9.4.2.1 Mid-rise buildings (6 – 12 storeys) will be designed to:

- a. incorporate special massing, stepbacks, pedestrian perception lines, and articulation at the streetwall and upper storeys to contain the street or public space, and support a pedestrian scale; and
- b. mitigate the impacts of wind, shade and shadow and demonstrate how proposals adhere to the City of Mississauga Standards for Shadows Studies.

9.4.3 Tall Buildings

Tall residential buildings characterize a good part of the Downtown Core and define the city pattern and urban structure. To ensure high quality of life, they must be designed to enhance the pedestrian environment, provide access to natural light, sky views and privacy for residents, employees and visitors to the Downtown Core.

General

9.4.3.1 Tall residential building proposals in the Downtown Core will be designed to:

- a. encourage a variation in heights on large development parcels; and
- b. integrate with adjacent buildings to ensure a seamless interface within blocks of development.



Figure 7: Tall residential buildings 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.

9.4.4 Form of Tall Residential Buildings

9.4.4.1 Tall residential buildings in the Downtown Core will be designed and massed in the form of a podium middle shaft/tower and top.

9.4.4.2 The podium will be designed to:

- a. have a height that is generally equal to the width of the right of way, but not less than 3 storeys;
- b. incorporate a streetwall placed at the build-to-line, having a minimum height of 3 storeys; and
- c. incorporate step backs at the upper storeys

9.4.4.3 The middle shaft/tower will be:

- a. located in relationship to the podium and adjacent buildings;
- b. designed to maintain generous spatial separation between towers to maximize access to sky views, natural daylighting, and adequate privacy;
- c. have a limited floor plate size;
- d. articulating the floor plates to break down the mass of the building; and
- e. create street interest and enhance skyline character.

9.4.4.4 The tower top, consisting of the upper floors of a tall building, will be designed to:

- a. achieve a distinctive skyline profile; and
- b. use materials, finishes and patterns that are consistent with the overall building design and architectural expression.

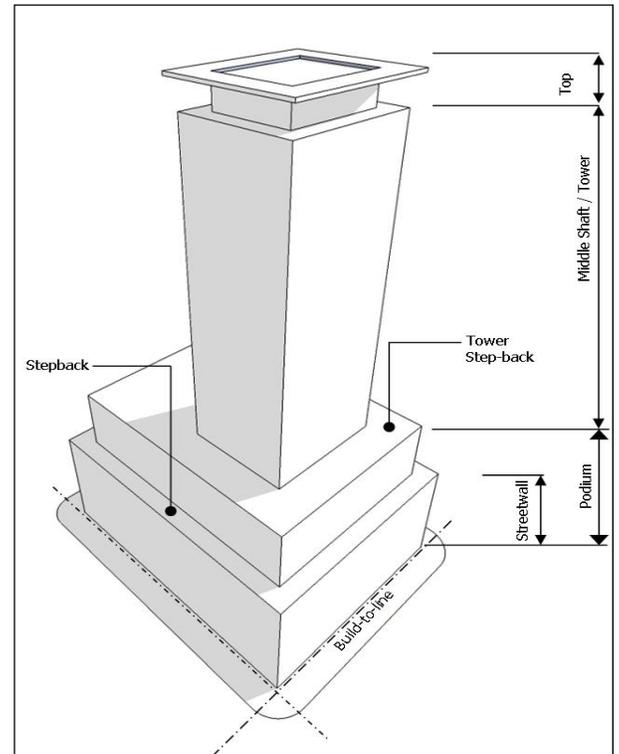


Figure 8: Massing of Tall Residential Buildings

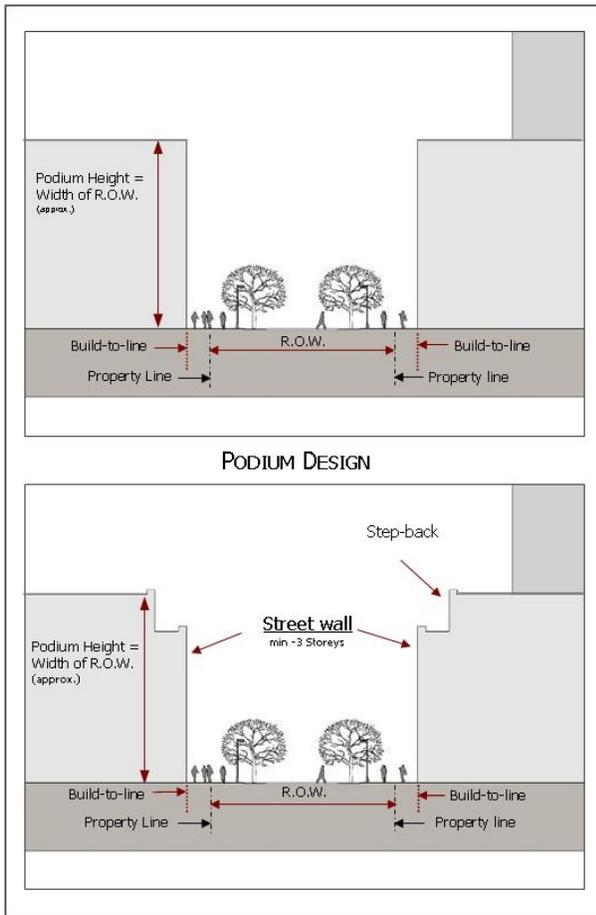


Figure 9: Tall residential buildings will incorporate a Podium that is generally equal to the width of the right of way. Streetwalls will also be incorporated into Podiums to contain the street, assist with pedestrian scale, sunlighting provisions on the public realm and mitigate the overall height of podiums.



Figure 10: Tall residential buildings in Downtown Core will be massed in the form of the podium, middle shaft/tower and top.

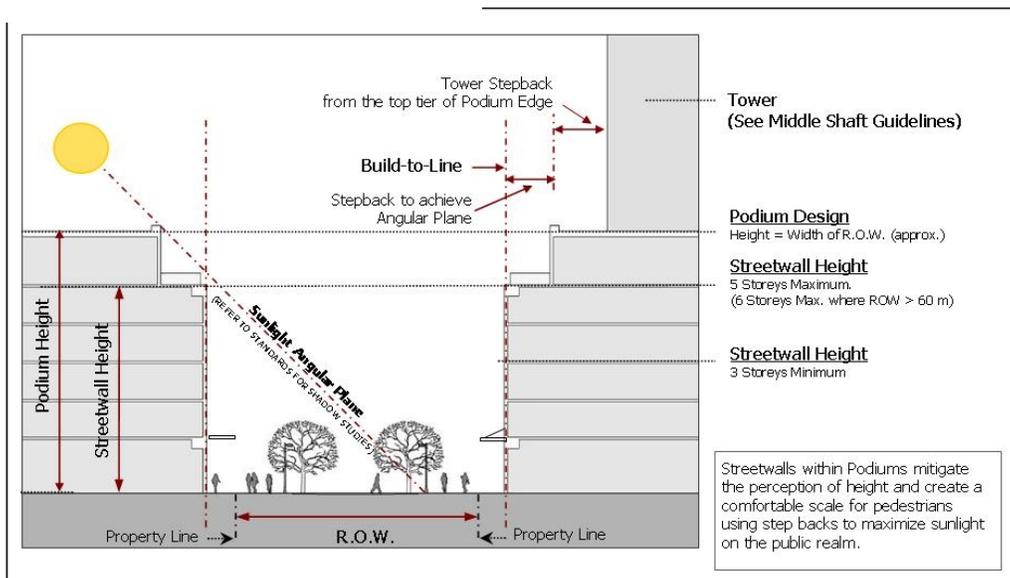


Figure 11: Podiums and their streetwalls will be designed with stepbacks at the upper storeys to provide light filled sidewalks and boulevards in the Downtown Core.

9.4.5 Parking, Servicing and Loading

9.4.5.1 Parking facilities to support new development will:

- a. be accommodated in below-grade or above grade structured parking;
- b. identify access from the street;
- c. encourage shared parking between developments where appropriate;
- d. incorporate walkways, traffic islands and pedestrian refuges as integral components of parking facilities; and
- e. have recognition of the needs of cyclists.

9.4.5.2 Service, loading and garbage storage facilities will be located internally within buildings.

9.4.6 Signage

9.4.6.1 The design, location, size and character of building signage will:

- a. be visually integrated with development as an extension of the building's architectural expression; and
- b. ensure compatibility of scale and character of the signage with the building and the context of the site.

9.4.7 Site Development

9.4.7.1 Development proponents will be required to upgrade the public boulevard and contribute to the quality and character of streets and open spaces by providing:

- a. street trees and landscaping and relocating utilities, if required;
- b. lighting;
- c. weather protections elements;
- d. screening of parking areas;

- e. bicycle parking;
- f. public art;
- g. street furniture; and
- h. sustainable design elements.

10.0 FOSTER A STRONG ECONOMY

The Downtown Core is important to the economy of the City of Mississauga. Square One Shopping Centre contains the primary retail concentration in the City and is a strong regional economic draw within the Downtown and the city as a whole. The further development of post-secondary education, cultural, entertainment, tourist and business activities including retail and major offices in the Downtown will contribute to the economic success and sustainability of this area.

Higher order transit initiatives will also support the development of the downtown as the economic centre of the city and a prominent regional destination.

10.1 Mississauga will promote collaboration through public private partnerships to achieve office development, post-secondary educational institutions and higher order transit infrastructure within the downtown.

10.2 Mississauga will consider a range of planning tools to achieve these objectives.

10.3 Mississauga will encourage development and other activities that will expand business opportunities and tourism in the region.

11.0 LAND USE

11.1 General Land Use

11.1.1 Uses Permitted in all Designations

11.1.1.1 Notwithstanding the Uses Permitted in all Designations policies of this Plan, the following additional uses will also be permitted:

- a. **cogeneration** facility will be permitted as an accessory use; and
- b. commercial parking facility.

11.1.2 Residential

11.1.2.1 Residential consists of the following designation:

- a. Residential High Density.

11.1.2.2 Notwithstanding the Residential High Density policies of this Plan, the following additional use will also be permitted:

- a. townhouses accessory to an apartment dwelling.

11.1.2.3 Special needs housing will be in a built form consistent with the dwelling forms permitted by the residential designation.

11.1.3 Downtown Mixed Use

11.1.3.1 Lands designated Downtown Mixed Use will permit a wide range of land uses and activities.

11.1.3.2 Owners/developers will be encouraged to advise all purchasers or tenants occupying new residential units within the 600 m influence area of a chemical plant located on Mavis Road, south of Burnhamthorpe Road West, of the possibility of adverse odour emissions.

11.1.3.3 In addition to the Uses Permitted in all Designations, lands designated Downtown Mixed Use will permit the following uses:

- a. apartment
- b. car share facilities;
- c. commercial parking facility;
- d. hospital;
- e. long term care building;
- f. major office;
- g. makerspaces;
- h. overnight accommodation;
- i. post-secondary educational facility;
- j. residential uses associated with an institutional use;
- k. retirement building;
- l. secondary office;
- m. townhouses accessory to an apartment;
- n. accessory commercial uses: retail store, personal service, restaurant, financial institution

11.1.3.4 The following uses are not permitted:

- a. convenience restaurant or financial institution with drive-through facility; and
- b. motor vehicle sales and rental facility.

11.1.4 Downtown Core Mixed Use

11.1.4.1 Lands designated Downtown Core Mixed Use will accommodate the highest concentration of retail commercial activities in the city in addition to a mix of other land uses.

11.1.4.2 In addition to the Uses Permitted in all Designations, lands designated Downtown Core Mixed Use will permit the following uses:

- a. apartment;

- b. commercial parking facility;
- c. financial institution;
- d. hospital;
- e. long term care building;
- f. major office;
- g. makerspaces;
- h. overnight accommodation;
- i. personal service establishment
- j. post-secondary educational facility;
- k. residential uses associated with an institutional use;
- l. restaurant;
- m. retail store;
- n. retirement building;
- o. secondary office;
- p. townhouses accessory to an apartment.

11.1.4.3 Special needs housing will be in a built form consistent with the dwelling forms permitted by the residential designation.

11.1.4.4 The following uses are not permitted:

- a. convenience restaurant with drive-through facility; and
- b. motor vehicle sales and rental facility.

Retail Activation

11.1.4.5 Existing and new streets in the Downtown Core have been identified on Schedule 5, Retail Activation of this Area Plan for the purpose of:

- a. establishing retail objectives within mixed use buildings;
- b. identifying districts and areas of focus for which retail has been determined to be a strategic priority in the Downtown Core;

- c. setting out requirements for the amount of at grade retail to be achieved within buildings on street frontages in accordance with the Schedule 5 Retail Activation included in this Area Plan; and
- d. identifying permitted retail uses as outlined below.

11.1.4.6 Notwithstanding the Mixed Use designation, only the following uses will be permitted in units on the ground floor of buildings fronting a Retail Activation street:

- a. financial institution;
- b. personal service establishment;
- c. restaurant; and
- d. retail store.

11.1.4.7 Notwithstanding the Mixed Use designation, future development will accommodate linkages that will form part of an extensive system of linked parks and open spaces. The provision of linkages may be in the form of boulevards, plazas and park spaces which will be made accessible to the public. The location and size will be determined in conjunction with development. In order to achieve open space of acceptable size, configuration and location, the City will consider how the proposed open space enhances connectivity between parks and the Districts. Prior to the approval of any draft plan of subdivision, severance or any other development application within this designation, property owners will demonstrate to the satisfaction of the City, how open space objectives within this area will be satisfied through the submission of development and open space concept plans.

11.1.4.8 Notwithstanding the Downtown Mixed Use designation of lands located on the south side of Rathburn Road West, between Hurontario Street and the future extension of Duke of York Boulevard, future development will:

- a. accommodate one or more areas of Public Open Space and will form part of a system of Public

Open Space and Privately Owned Public Spaces (POPS);

- b. The location, number and size of parkland and open space block(s) will be determined in conjunction with the development of lands in this area. The City will encourage the consolidation of multiple parkland sites within the Area, having consideration for matters including the proximity to residential uses and transit, in order to achieve Public Open Space and Privately Owned Public Spaces of acceptable size, configuration and location; and through the provision of development and parkland/open space concept plans, demonstrate to the satisfaction of the City how the City's parkland and open space objectives within this area will be satisfied, prior to approval of any draft plan of subdivision, severance or any other development application within this area.

11.1.5 Office

11.1.5.1 Notwithstanding the Office policies of this Plan, the following additional uses will also be permitted:

- a. hospital;
- b. post-secondary educational facility; and

- c. overnight accommodation.

11.1.5.2 Notwithstanding the Office policies of this Plan, the total Gross Floor Area of accessory uses will not be limited.

11.1.5.3 Notwithstanding the Office policies of this Plan, development adjacent to and the proposed east-west street north of Rathburn Road West, west of City Centre Drive to Living Arts Drive will provide an important linkage in the parks and open space system. Future development along this corridor will be designed to provide a high quality pedestrian experience along boulevards and through public and privately owned public open space (POPS).

11.1.5.4 Notwithstanding the Office designation, only the following uses will be permitted in units on the ground floor of buildings fronting a Retail Activation street:

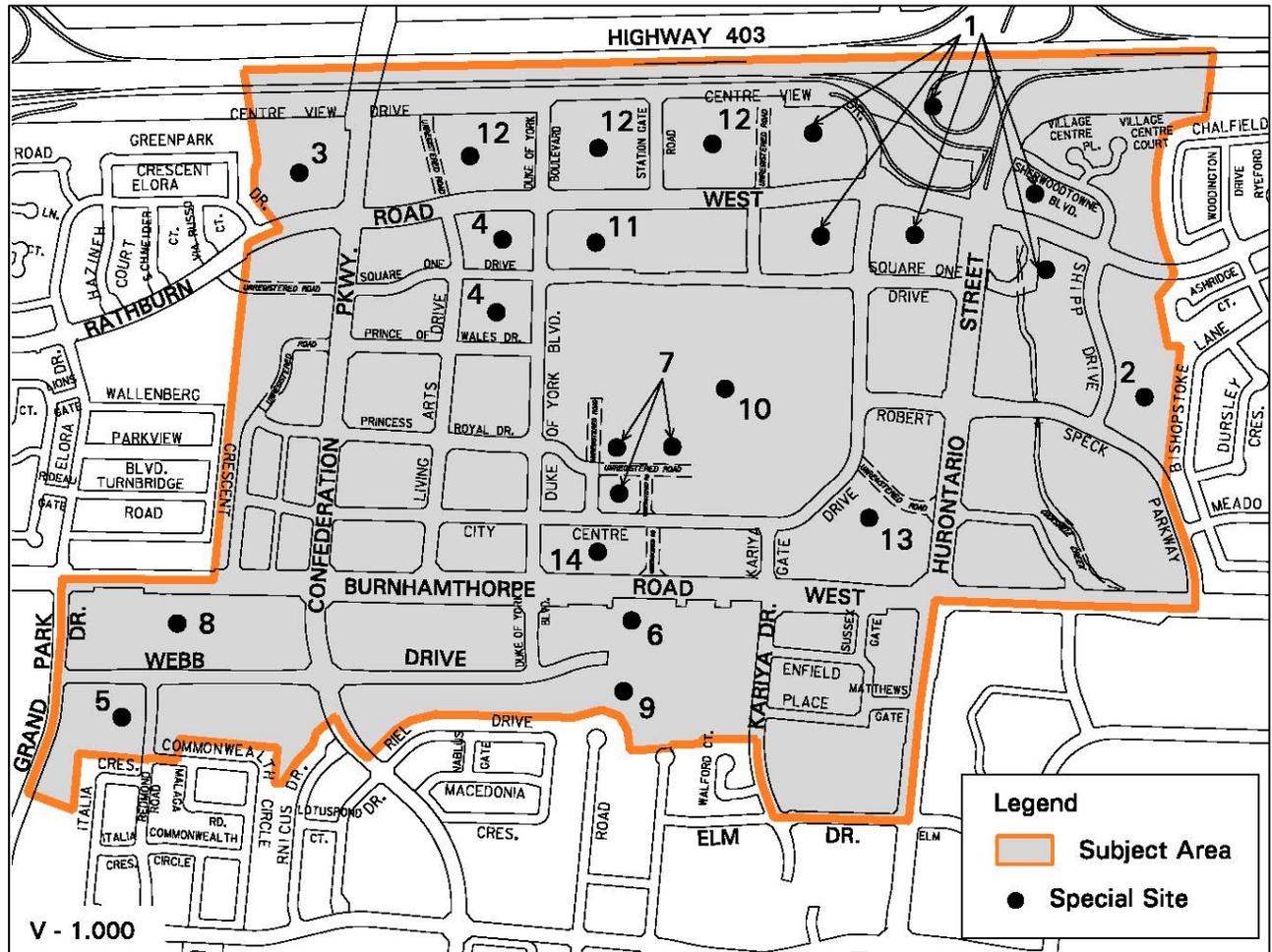
- a. financial institution;
- b. personal services establishment
- c. restaurant; and
- d. retail store



Figure 12: Retail Streets in the Downtown Core will contribute to area vibrancy, economic vitality and life on the streets.

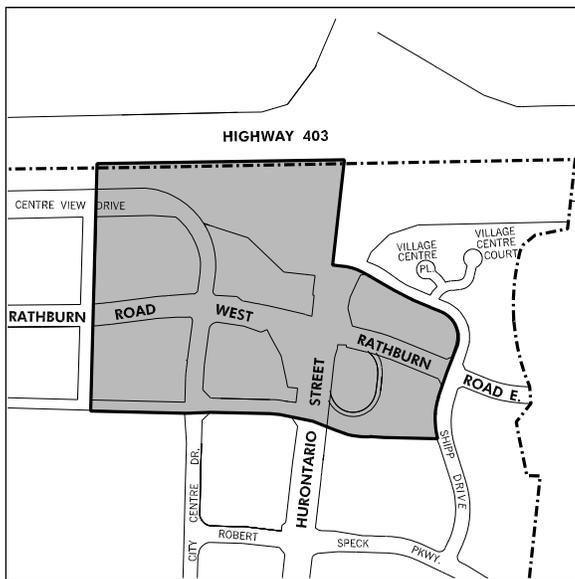
12.0 SPECIAL SITE POLICIES

There are sites within the Downtown Core that merit special attention and are subject to the following policies:



Map 4: Location of Special Sites within the Downtown Local Area Plan

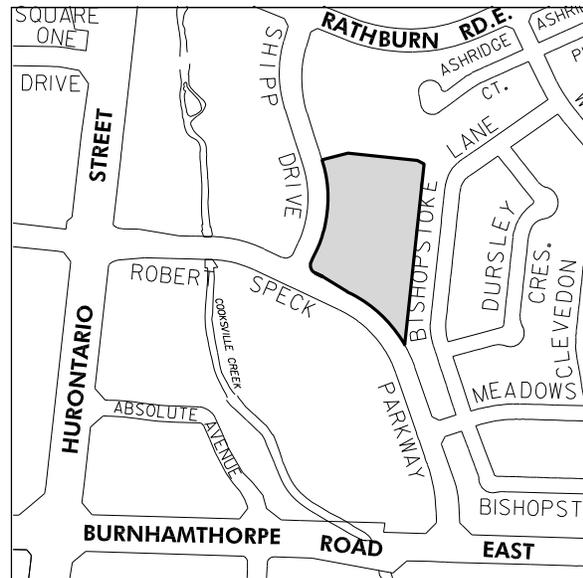
12.1 Site 1



12.1.1 The lands identified as Special Site 1 are located in the four quadrants adjacent to the Hurontario Street and Rathburn Road intersection.

12.1.2 Prior to the finalization of the road network for this site area, the appropriate transportation studies will be carried out in conjunction with the Provincial Government.

12.2 Site 2



12.2.1 The lands identified as Special Site 2 are located at the northeast quadrant of Robert Speck Parkway and Shipp Drive.

12.2.2 Notwithstanding the provisions of the Mixed Use designation, the following additional policy will apply:

- a. townhouses will be permitted on the entire site.

12.3 Site 3



12.3.1 The lands identified as Special Site 3 are located north of Rathburn Road, west of the Confederation Parkway extension.

12.3.2 Notwithstanding the provisions of the Mixed Use designation, townhouse dwellings will be permitted.

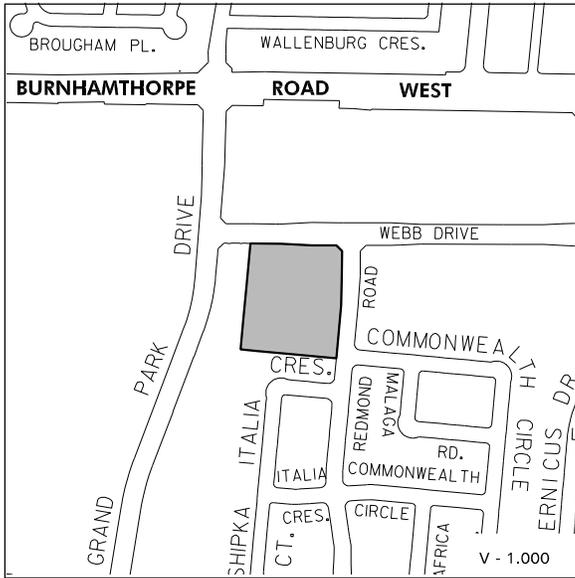
12.4 Site 4



12.4.1 The lands identified as Special Site 4 are bounded by Rathburn Road West to the north, Duke of York Boulevard to the east, Prince of Wales Drive to the south and Living Arts Drive to the west.

12.4.2 Notwithstanding the Open Space and Mixed Use designations shown on the Land Use Plan, the lands designated Open Space and Mixed Use may be increased or decreased in size, reconfigured or relocated within Special Site 4 without an amendment to this Plan and these lands may also be used for parking.

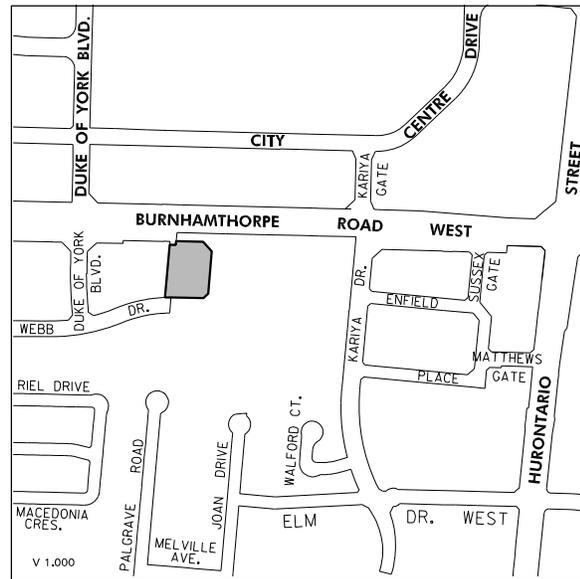
12.5 Site 5



12.5.1 The lands identified as Special Site 5 are located at the southwest corner of Webb Drive and Redmond Road.

12.5.2 Notwithstanding the Residential High Density designation, an apartment dwelling with a maximum height of 27 storeys will be permitted.

12.6 Site 6



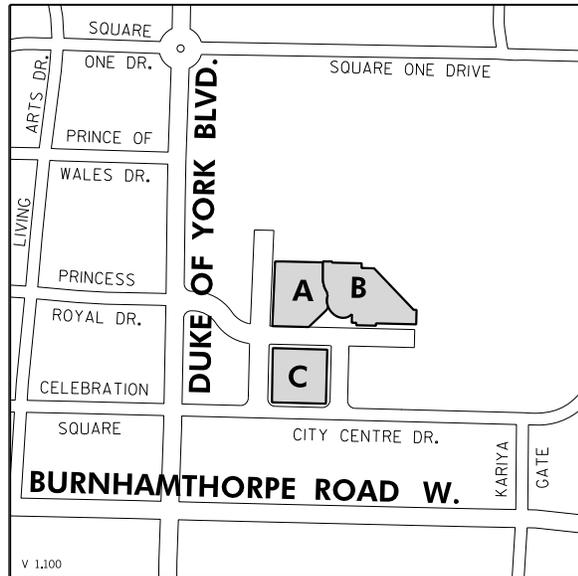
12.6.1 The lands identified as Special Site 6 are located at the southwest corner of Burnhamthorpe Road East and the future extension of Main Street.

12.6.2 Notwithstanding the 'A' Street policies of this Area Plan, access for servicing (off-street parking, deliveries, garbage pick-up and loading) will be permitted from Burnhamthorpe Road West.

12.6.3 Minimum Retail Activation on buildings fronting onto Burnhamthorpe Road West may be 65%.

12.6.4 Pedestrian access to units above/below the first storey of a building with a first storey streetwall facing Webb Drive may be provided through a main front entrance facing Webb Drive.

12.7 Site 7



12.7.1 The lands identified as Special Site 7 are generally located east of Duke of York Boulevard and north of City Centre Drive.

12.7.2 Notwithstanding the policies in this Plan, commercial uses to a maximum of 925m2 GFA will be permitted in a building of less than 3 storeys, accessory to Open Space within Area C.

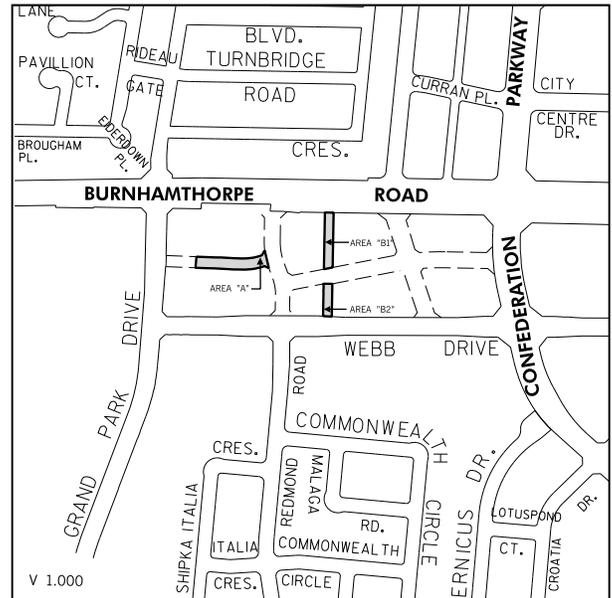
12.7.3 Below-grade parking structures will be permitted in Areas C and D.

12.7.4 Storefronts may vary in width within Area A.

12.7.5 Buildings in Areas A and B will be a minimum of one storey and have the following minimum heights:

1. Area A – 13.5 metres
2. Area B – 7.5 metres

12.8 Site 8

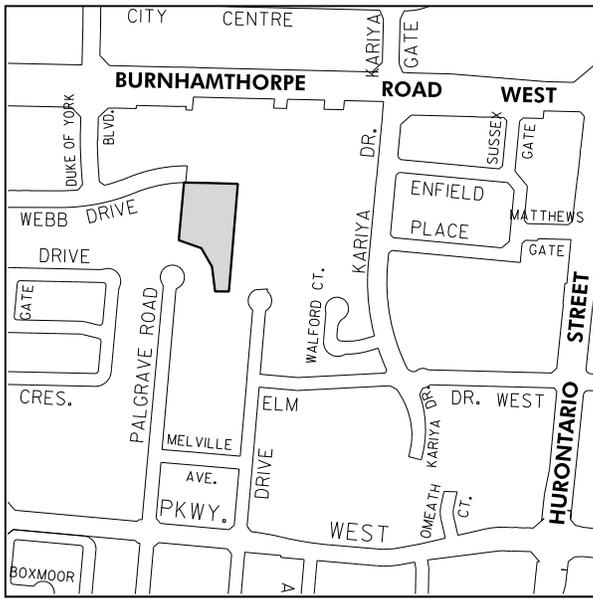


12.8.1 The lands identified as Special Site are located between Burnhamthorpe Road West and Webb Drive and between Grand Park Drive and Confederation Parkway.

12.8.2 Area A shall be a public road but permit a private below grade parking structure.

12.8.3 Area B1 and B2 shall permit private streets with below grade parking structures, however, surface public access easement shall be required over the roads to contribute to the public road network.

12.9 Site 9

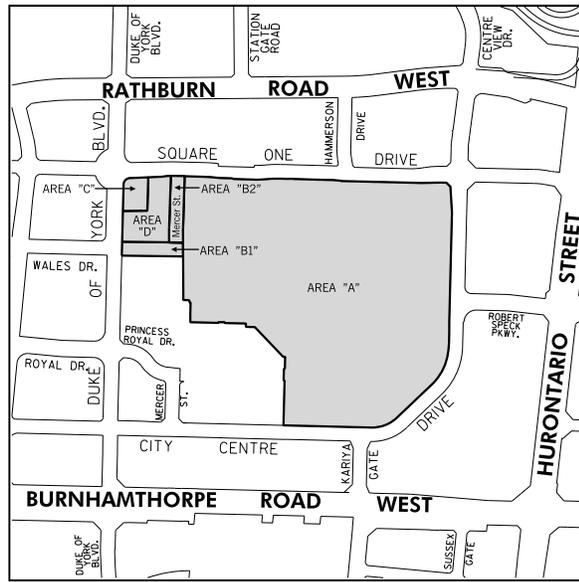


12.9.1 The lands Identified as Special Site 9 are located on the south side of the Webb Drive extension, east of the Palgrave Road unopened right-of-way.

12.9.2 Notwithstanding the policies of this Plan, the following additional policies will apply:

- a. townhouse dwellings will be permitted.

12.10 Site 10



12.10.1 The lands identified as Special Site 10 are generally located, south of Square One Drive and north and west of City Centre Drive.

12.10.2 Notwithstanding the policies of this Plan the following shall apply:

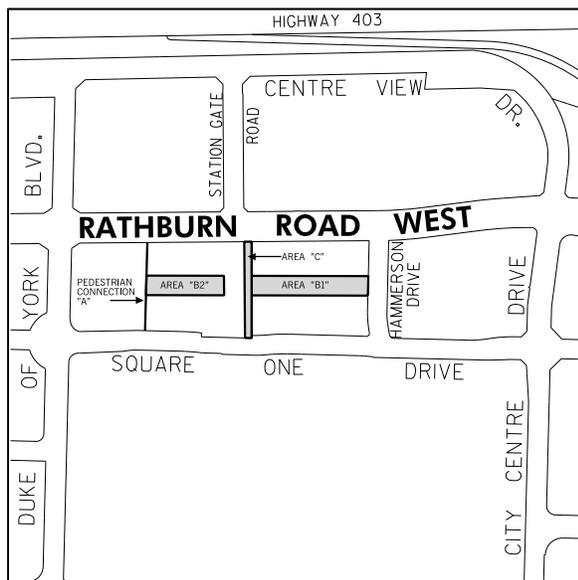
- a. storefronts may vary in width within Area A;
- b. buildings within Area A and C will be a minimum of one storey and have a minimum height of 10.7 metres;
- c. buildings within Areas C and D will have a minimum aggregate floor space index (FSI) of 3.0. Any application for buildings within Area C or D that would result in an aggregate FSI of less than 3.0 must be part of a development application that demonstrates how the minimum FSI of 3.0 will be achieved within Areas C and D in aggregate;
- d. a pedestrian bridge with a maximum width of 12 metres may be located above Area B1 and/or Area B2 provided that:
 - i) the sidewalls and ceilings are designed to be generally transparent;

- ii) impacts on sky views from the streets below are acceptable to the City's satisfaction; and
 - iii) areas below the bridge are designed to address pedestrian comfort and safety.
- e. motor vehicle sales and display, internal to Square One Mall (100 City Centre Drive) will be permitted provided that:
- i) motor vehicle sales and display does not have an exterior face on the mall and is located internal to the shopping centre.

be removed and replaced with a pedestrian connection on adjacent lands east of the City Centre Transit Terminal in Area C.

- b. Area 'B1' located east of the City Centre Transit Terminal may be designed to terminate mid-block, continuing as a pedestrian connection with a public easement and connecting to the north south pedestrian connection within Area C.
- c. the private road with public easement west of the City Centre Transit Terminal located within Area B2 may be removed and replaced with a pedestrian easement that links the north-south pedestrian easement to the west of the City Centre Transit Terminal.

12.11 Site 11

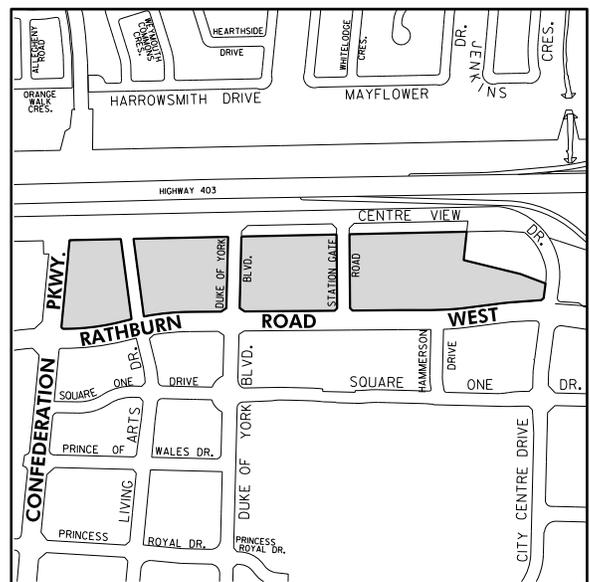


12.11.1 The lands identified as Special Site 11 are bounded by Rathburn Road West, Hammerson Drive, Square One Drive and the pedestrian connection that will be located east of Duke of York Boulevard.

12.11.2 Should the City Centre Transit Terminal remain in its current location, the following modifications to Schedule 2 – Long Term Road Network and Classification will be permitted without amendment to this Plan:

- a. the extension of Station Gate Road south of Rathburn Road West to Square One Drive, may

12.12 Site 12



12.12.1 The lands identified as Special Site 12 are located north of Rathburn Road West, east of Confederation Parkway and south and of Centre View Drive.

12.12.2 Notwithstanding the provisions of this Plan, apartment dwellings will be permitted provided that they are part of:

- a. an office, medical office, hospital, university/college or overnight accommodation development application, or any combination

thereof to a maximum of 20% of the total gross floor area.

12.12.3 The size and configuration of the park on the northeast corner of Rathburn Road West and Living Arts Drive will be determined through the development application process.

12.13 Site 13



12.13.1 The lands identified as Special Site 13 are located on the east side of City Centre Drive, south of Robert Speck Parkway.

12.13.2 Notwithstanding the policies of this Plan, a master site plan will be required to demonstrate a road and block layout for future development.

12.13.3 Additional public roads and/or private roads with public easements may be required through the processing of a master site plan or development applications without amendment to this Plan.

12.13.4 The realignment of City Centre Drive may occur if it is satisfactory to the City.

12.13.5 Below-grade encroachments may be permitted at the P2 level or below under a public right-of way to accommodate a maximum of one two-way drive aisle between each building block to facilitate shared access of underground parking and loading areas. The location of these drive aisles will

be determined through the development application process.

12.13.6 Surface parking lots for new development may be permitted to facilitate office development.

12.13.7 Retail Activation along the east side of Kariya Gate may be reduced for existing buildings from the 75% minimum requirement without amendment to this Plan.

12.13.8 Minor additions and alterations, and the re-use or reconfiguration of the existing buildings in existence at the time this policy comes into effect (2019 Month Day) are permitted without amendment to this Plan.

12.14 Site 14



12.14.1 The lands identified as Special Site 14 are located at the northeast corner of Burnhamthorpe Road West and Duke of York Boulevard.

12.14.2 Notwithstanding the policies of this Plan, Retail Activation on the east side of Duke of York Boulevard and Burnhamthorpe Road West may be reduced for existing buildings from the respective 50% and 75% requirements without amendment to this Plan.

12.14.3 Minor additions and alterations, and the re-use or reconfiguration of the existing buildings in

existence at the time this policy comes into effect (2019 Month Day) are permitted without amendment to this Plan.

13.0 IMPLEMENTATION

13.1 Mississauga may apply a holding provision to lands within the Downtown Core to ensure that the policies of this Plan are implemented. The removal of the holding provision will be conditional on the applicant satisfying the requirements of the policies of this Plan, including:

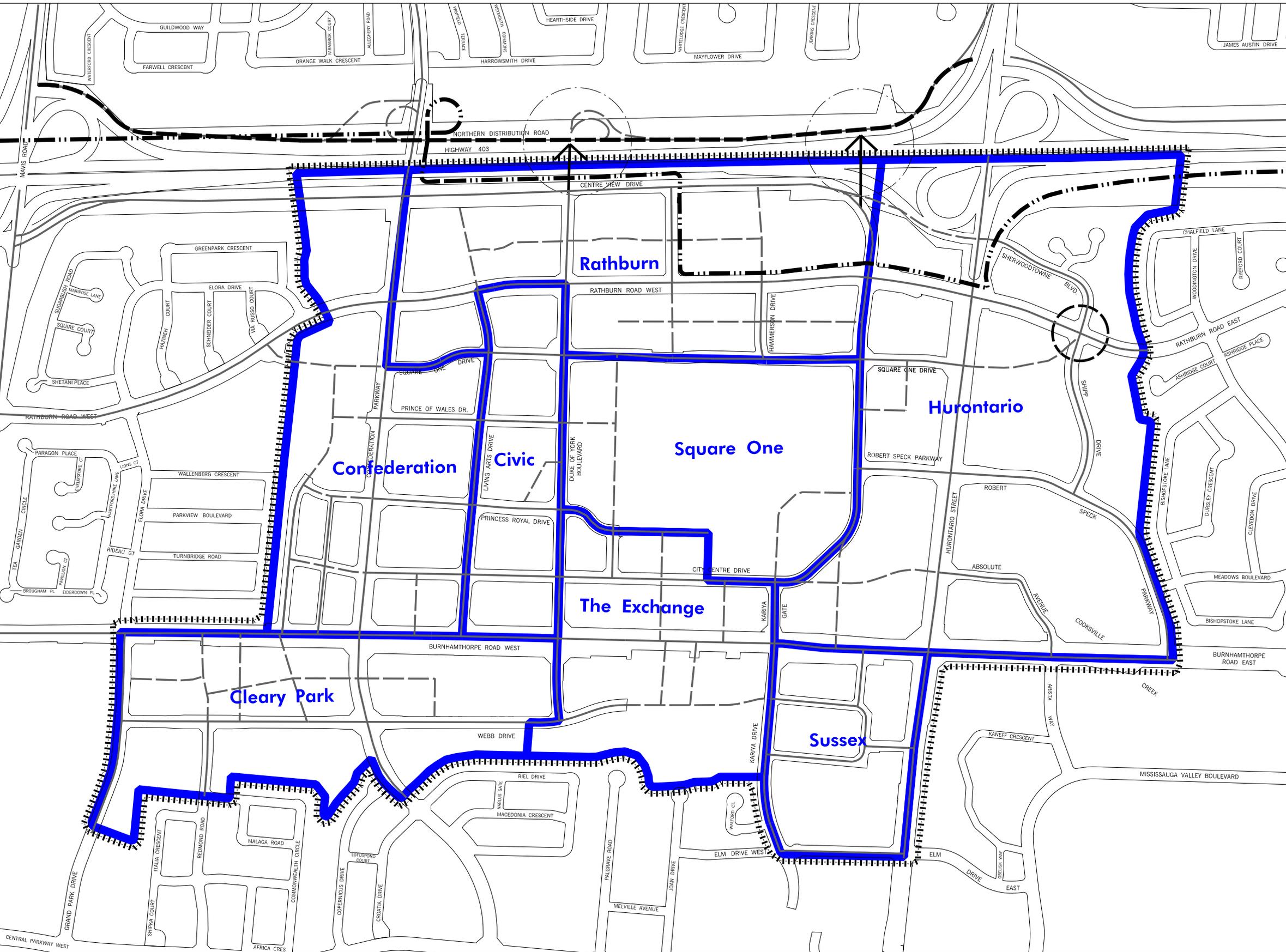
- a. entering into an agreement or other arrangements satisfactory to the City to secure land for new public roads identified in this Plan, including any realignments of roads, and said agreement may include an obligation upon a landowner to construct or pay for the construction of new roads;
- b. the submission of a concept plan for all development applications proposing phased development, and the introduction of new private roads, private roads with public easements and mid-block pedestrian connections (with or without public easements) must demonstrate how the policies of this Plan and this Area Plan will be implemented through the development review process; and
- c. the submission of a site plan application which demonstrates compliance with the built form policies of the Plan and this Area Plan.

13.2 Site plan control is a key mechanism to implement the Council approved Downtown Core Built Form Standards. The Built Form Standards will provide direction and guidance through the site plan approval process. A site plan application that does not adhere to the built form policies of this Plan and the Downtown Core Built Form Standards may be approved provided that the general intent and purpose of the Built Form Standards is maintained to the City's satisfaction.

13.3 Where a provision in the Downtown Core Built Form Standards corresponds to a provision in By-law 0050-2013, as amended, and the relevant provision of Bylaw 0050-2013 is amended pursuant to section 34 of the *Planning Act*, or varied pursuant to section 45 of the *Planning Act*, the corresponding provision in the Downtown Core Built Form Standards will be deemed to have been correspondingly varied or amended.

LEGEND

-  Downtown Core District Boundaries
-  Northern Distribution Road
-  Existing Roads
-  New Roads
-  Proposed Roundabout
-  Bus Rapid Transit Corridor
-  Proposed Grade Separated Crossing
-  Downtown Core Character Area Boundary



**Schedule 1
Downtown Core Districts**



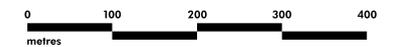
LEGEND

-  Northern Distribution Road
-  Arterial
-  Major Collector
-  Minor Collector
-  Local Road
-  Private Road with Public Easement
-  Proposed Roundabout
-  Bus Rapid Transit Corridor
-  Proposed Grade Separated Crossing
-  New Roads
-  Pedestrian Easements
-  Downtown Core Character Area Boundary

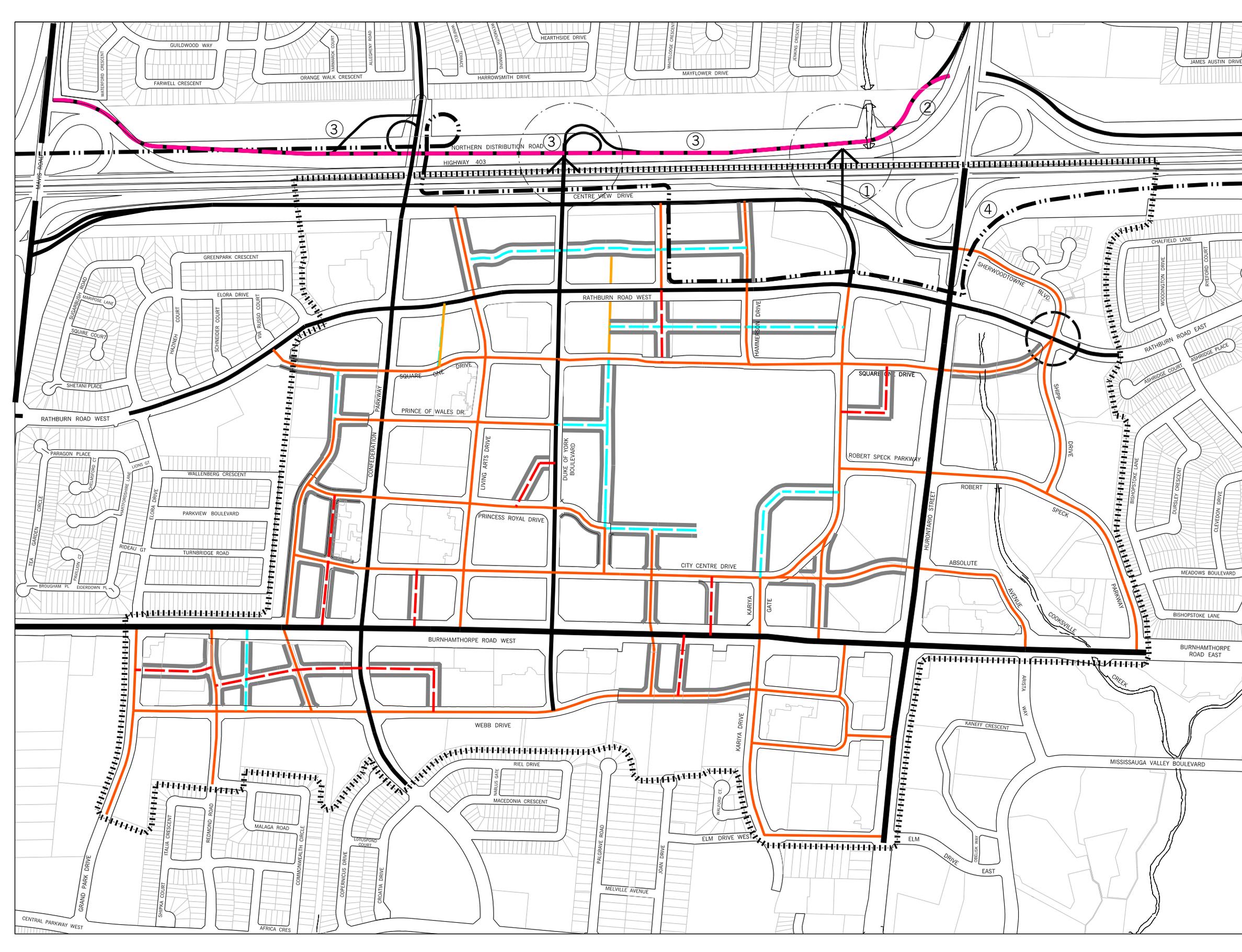
- ① Option 1, Conceptual Centre View Drive connection to EB Hwy. 403 concept.
- ② Conceptual N-W ramp terminal relocation.
- ③ Future Road - For additional information see Schedule 5: Long Term Road Network and Table 8-2: Road Classification - Major Collectors
- ④ The Interim Bus Rapid Transit Corridor depicts the interim alignment of the Bus Rapid Transit as per 2010 Environmental Assessment Approvals.

Notes:

1. Any part of the road network shown outside the city boundaries is shown for information purposes only.
2. All road proposals within the Highway 403 Corridor are conceptual and require review and approval of the Provincial Government.
3. New Transportation Elements will be Subject to a Future Transportation Study.
4. The Bus Rapid Transit Corridor depicts the alignment of the Bus Rapid Transit as per 2010 Environmental Assessment Approvals.



**Schedule 2
Downtown Core
Long Term Road Network and
Classification**



LEGEND

-  Bus Rapid Transit Corridor
-  Northern Distribution Road
-  Pedestrian Easements
-  Light Rail Transit
-  Light Rail Transit Stop Area
-  Transit Terminal
-  Hurontario Street - Intensification Corridor (OP)
-  Anchor Hub
-  Road Network
-  Proposed Roundabout
-  Proposed Grade Separated Crossing
-  Downtown Core Character Area Boundary

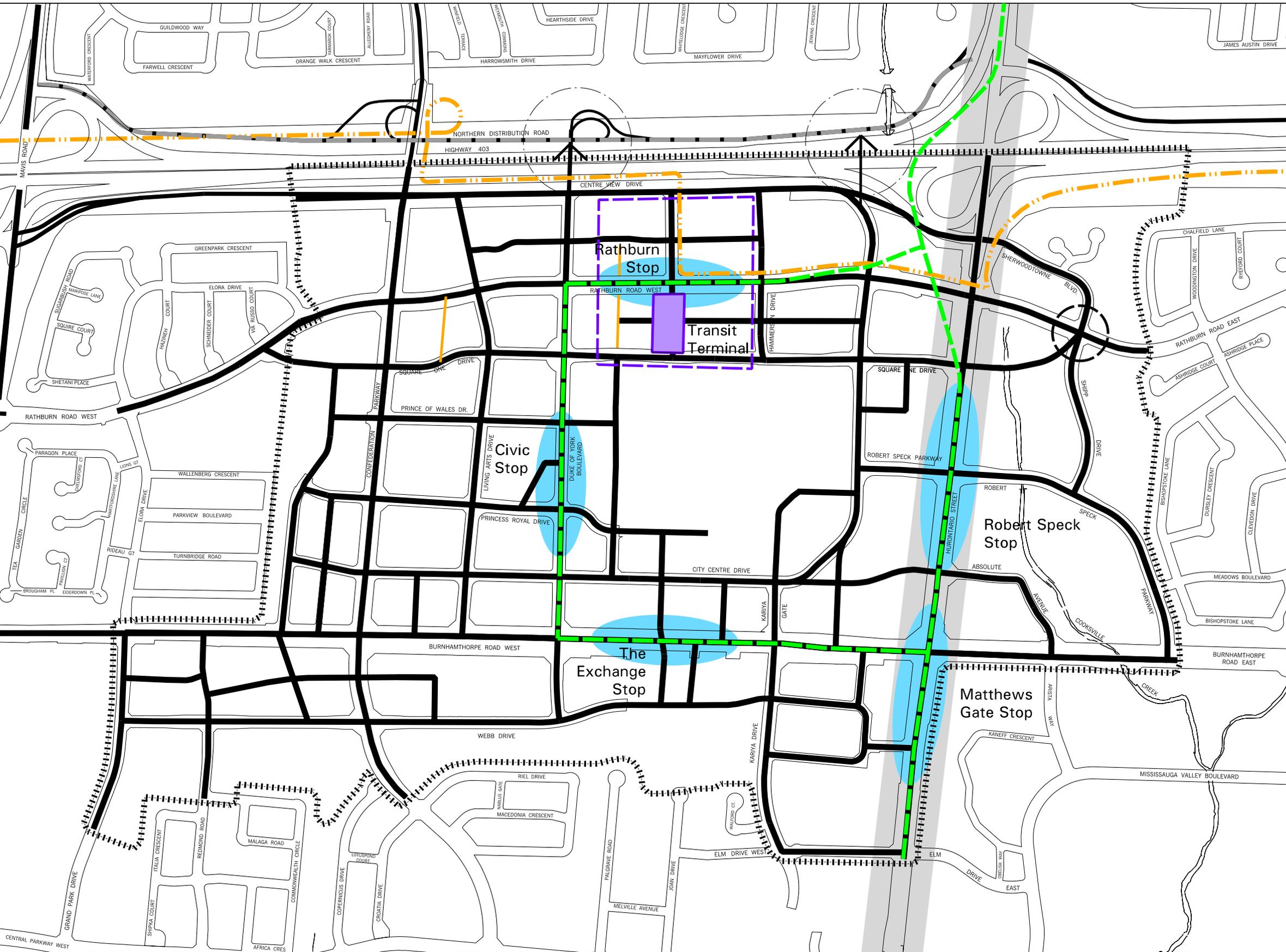
Notes:

Light Rail transit Alignment and Station Locations are subject to the approval of the Hurontario-Main LRT Transit Project Assessment Process.

The Bus Rapid Transit Corridor depicts the interim alignment of the Bus Rapid Transit as per 2010 Environmental Assessment Approvals.



**Schedule 3
Downtown Core
Long Term Transit Network**

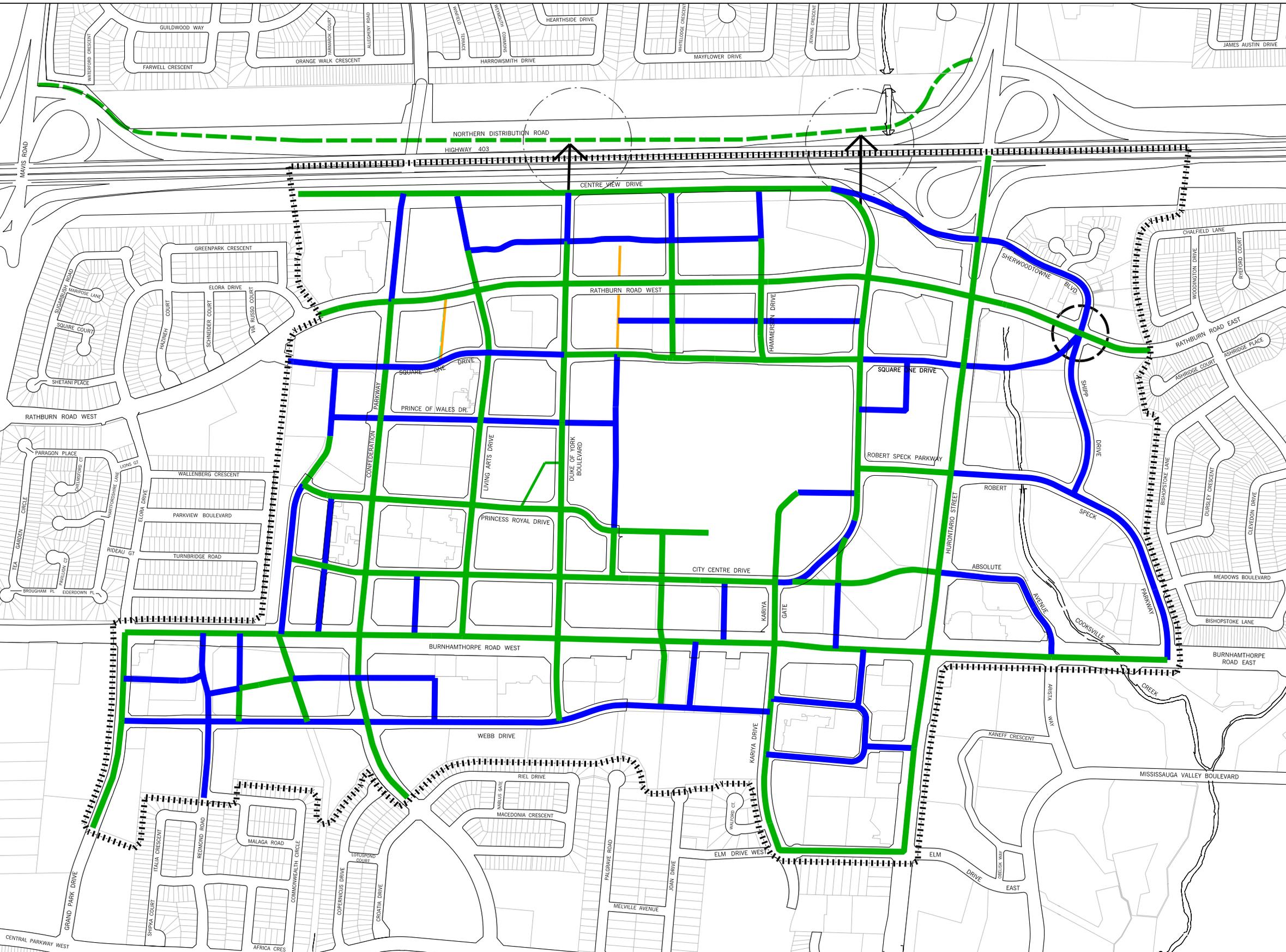


LEGEND

-  'A' Street
-  'B' Street
-  Northern Distribution Road
-  Proposed Roundabout
-  Proposed Grade Separated Crossing
-  Pedestrian Easements
-  Downtown Core Character Area Boundary



Schedule 4
Downtown Core A & B Street Frontage



LEGEND

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

-  50%
-  75%

-  Existing Roads
-  New Roads
-  Northern Distribution Road
-  Proposed Roundabout
-  Bus Rapid Transit Corridor
-  Proposed Grade Separated Crossing
-  Pedestrian Easements
-  Downtown Core Character Area Boundary

- Options
- ① Conceptual Centre View Drive connection to EB Hwy. 403 concept.
 - ② Conceptual N-W ramp terminal relocation.



**Schedule 5
Downtown Core Retail Activation**

