

CHAPTER

12

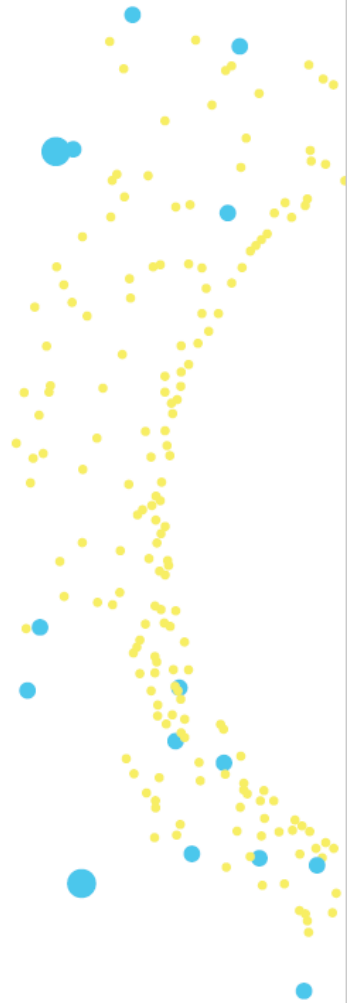
Downtown Core

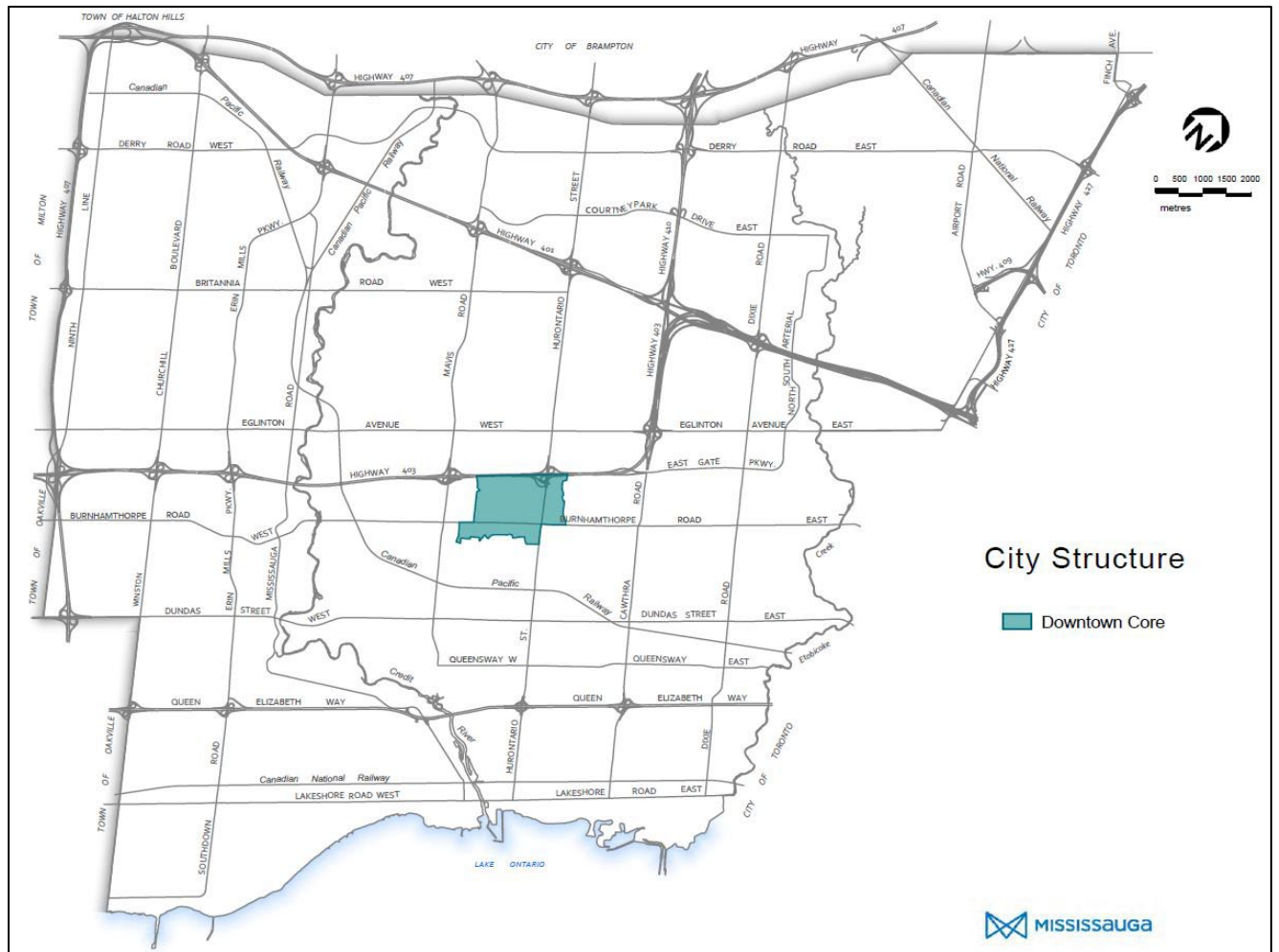


12.1 Introduction

The Downtown Core represents a unique area within the City's *Strategic Growth Areas* where much of the city's future population and employment growth will locate. The Downtown Core will serve as a major employment centre that will attract significant employment uses, including *major office* developments. It will be connected to key regional and city destinations by an efficient local network of transportation and transit corridors and regional *higher order transit services*.

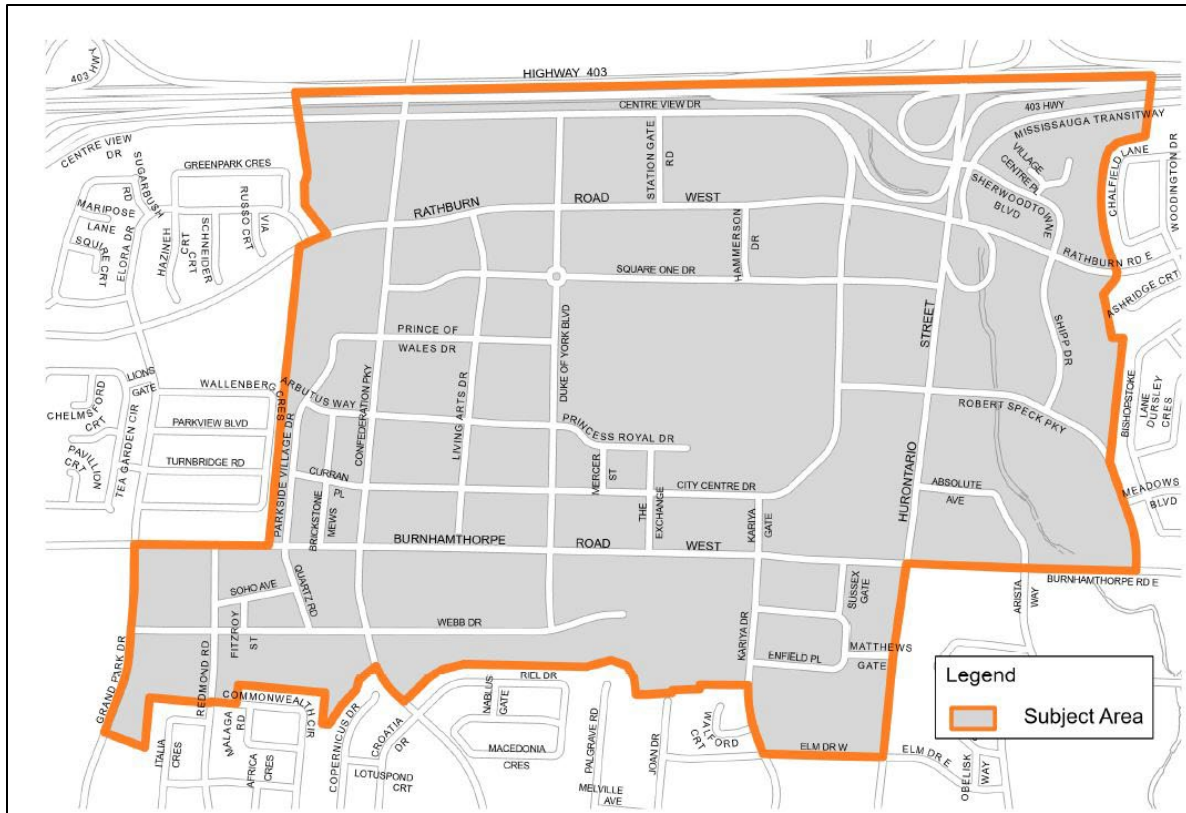
The Downtown Core is the area where the highest concentration of residential development and existing office buildings can be found in the City. The Downtown Core has an evolutionary history from a predominantly rural landscape, to having one of the largest shopping malls in Canada, to the rapid increase in office and residential development in the 1980s to 1990s. Today, significant mixed-use and residential growth continues to be focused in the Downtown Core with high quality architectural design, walkable and inviting *streetscape* and great public places. Urban parks create a network of green space and pedestrian access, and smaller city blocks results in a fine-grained pedestrian circulation. Further, the Downtown Core is home to key educational and civic institutions and one of the Greater Toronto Area's largest transit terminals, which includes a connection to the Hazel McCallion LRT.





Map 12-1: City Structure - Downtown Core.

The Downtown Core is at the top of the City Structure hierarchy. It is where the largest and most intense concentration of residential development and existing office buildings can be found in the City. It is also a place where landmark buildings, urban parks, vibrant retail and entertainment uses and key educational and civic institutions contribute to creating a unique centre for the City of Mississauga.



Map 12-2: Downtown Core Character Area

A policy regime focused on high quality urban built form and its interface with the public realm and less restrictive limits on height and use combined with favourable market conditions have resulted in extensive private investment in high density residential and mixed use condominium development. 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.

The Downtown Core is the focus of an urban park system providing residents with publicly accessible open space and aiming to locally improve climate change resiliency. Given the anticipated increase in population and employment, opportunities for additional parkland and improvements to existing parks, pedestrian linkages, and mews will be pursued.

12.2 Vision

The Downtown 21 Master Plan (2010), set out the direction for transforming the Downtown Core from a suburban model to an urban mixed use centre. Ultimately, the Downtown Core will be a vibrant urban place, the civic and cultural centre of the City and will provide a strong economic base.

The Downtown Core is envisaged to:

- a. Be Mississauga's primary mixed use urban centre, with a balance of residential, office and retail employment uses, complemented by civic, institutional 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;
- b. Evolve as a high quality, pedestrian friendly, human scaled environment that is a meaningful place for all residents, workers and visitors. Quality of life will be enhanced by a series of parks, publicly accessible open spaces and mews, creating a comfortable and inviting place to relax and stroll;
- c. Continue to attract lasting public and private investment in the Downtown Core to support existing and planned infrastructure, particularly *higher order transit*. The LRT will provide access between the Downtown Core and Brampton to the north and Port Credit to the south. The Bus Rapid Transit system will also serve the Downtown Core connecting it with areas to both the east and west; and
- d. Include a high quality architectural design and mix of uses for the new transit terminal located in the area of Rathburn Road and Station Gate Road, and consist of the City Centre Transit Terminal and GO Transit bus platforms. To complement the transit system, the Downtown Core will offer a truly urban, rich in character and memorable pedestrian experience.

The new street network will replace existing superblocks, resulting in urban-scaled blocks, providing routing options for vehicular, servicing and goods movement, pedestrian and cycling movement within the Downtown 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.

The Downtown Core is expected to maintain its prominence as the city's highest density mixed use centre. Going forward, additional office and other non-residential developments will be necessary to ensure a balance between residential and employment uses including retail, in order to achieve a sustainable Downtown Core.

12.3 Guiding Principles

The policies in this section aim to support the following guiding principles for the Downtown Core:

- a. strengthen the Downtown Core's role as the primary location for *major office*, highest concentration of regional serving retail, commercial, mixed use, civic, entertainment 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;

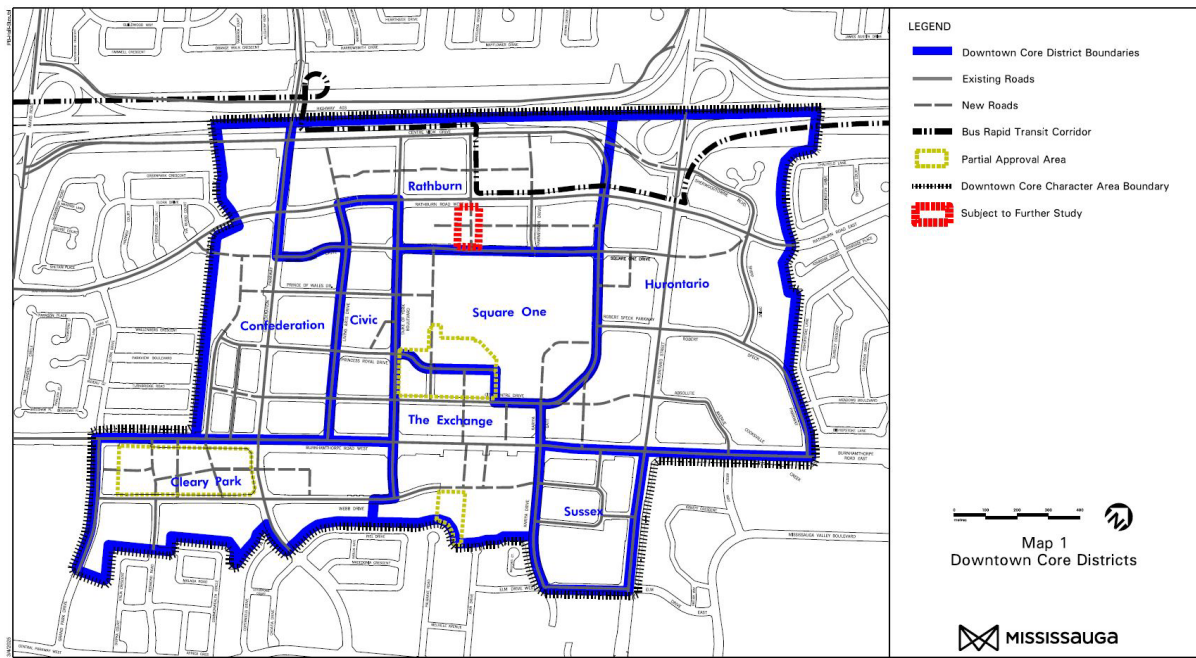
- d. create a fine-grained, well connected road network that supports *multimodal* transportation modes: walking, cycling, transit, servicing and goods movement, and the car;
- e. develop an integrated urban place that achieves design excellence in buildings, the public realm and a distinctive, memorable character in mixed use districts; and
- f. create a series of parks and pedestrian mews linking districts together where it supports active and passive recreation, *active transportation*, and a sense of identity and character.

12.4 Districts

The Downtown Core consists of districts that will each develop with their own character, mix of uses, function and scale. The policies will serve to facilitate the dynamic growth and change of the Downtown Core as it matures.

The Districts identified on Map 12-2.1 are:

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



Map 12-2.1: Downtown Core Districts

12.4.1 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 and serves as a model, catalyst and attractor for ongoing investment within the broader Downtown Core. The key objectives of the district 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 broader 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; and
- c. to create a critical mass of at least 5,000 residents and 5,000 employees, with neighbourhood-oriented retail/restaurant uses.

12.4.2 The Civic Centre District

The Civic Centre District is a five block public campus with public open space that is home to the city’s premiere public and cultural 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 parks, plazas, institutional and cultural uses, linked together by the enhanced pedestrian street design along 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. The Civic District is also being considered for the location of a District Energy facility.

12.4.3 Confederation Parkway District

The Confederation Parkway District has grown rapidly over the past decade as a predominantly mixed use residential neighbourhood along Confederation Parkway. The district contains a series of new and existing park spaces that connects Zonta Meadows Park to the Civic Centre District, and includes a mix of uses and active street frontages which encourage a sense of place and pedestrian movement. The district will serve as the northwestern gateway into the Downtown Core.

12.4.4 Rathburn District

The Rathburn District will intensify over the long-term with a mix of residential and commercial uses, with an emphasis on office and employment uses that can leverage a well-designed, efficient, comfortable pedestrian amenities and access to future *higher order transit*. Visibility and access to Highway 403 and transit make this a prestigious office district with a complementary mix of residential, commercial and open space uses.

The Rathburn District will be developed to support investment in the Transit Terminal and to achieve high quality in design while providing seamless transfer between local and regional bus networks, the LRT, and BRT. This district will also include a park that provides an east-west pedestrian connection.

12.4.5 Cleary Park District

This neighbourhood forms the southwestern gateway of the edge of the Downtown Core. The provision of new parkland between Budd John Cleary Park north and Burnhamthorpe Road connects to the Mary Fix Greenway system and provides a north-south pedestrian connection.

12.4.6 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. 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, a mix of public and private publicly accessible streets and pedestrian easements may be required through the development application process.

12.4.7 Square One District

This district is home to Square One Shopping Centre which 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 possible residential uses 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 will be achieved by strengthening the street network, introducing a series of parks and open space connections through the District, and creating a robust pedestrian circulation network within the Downtown Core.

12.4.7.1 Additions to Square One Shopping Centre will:

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

12.4.8 Sussex District

This mixed use district includes significant office and residential development. Some infill opportunities exist for additional office, ancillary uses, and residential development.

As one of the more mature neighbourhoods in the Downtown Core, re-investment in the public realm, including sidewalk improvements, street furniture and an increased tree canopy, will strengthen this area's character and identity and maximize opportunities to connect with Kariya Park and the school lands to the south.

12.5 Population and Employment Balance in the Downtown Core

Downtown Core constitutes the densest area within the provincially defined *Strategic Growth Areas*. It is intended to accommodate the highest mix of population and employment within the City. However, given the unlimited height and density permitted in the Downtown Core and prevailing market conditions, residential uses have predominated over employment ones. The expected additional residential population will further skew the population to employment balanced ratio that the Downtown Core has originally been planned to achieve.

The challenge will be to achieve a sustainable balance between residents and employees. The retention and addition of 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, increase patronage to restaurants and entertainment venues in the evenings, and to support transit and other city building investments.

12.5.1 The Downtown Core will be developed as a mixed use urban centre that supports offices, retail uses, cultural, entertainment uses and a range of employment opportunities.

12.5.2 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.

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

12.5.4 Proponents of development applications may be required to demonstrate how new development contributes to a concentration and mix of jobs as a key component of a mixed use *transit-supportive* development.

12.5.5 It is strongly encouraged to incorporate office uses as part of a primarily residential development to promote greater employment opportunities and increase vibrancy within the Downtown Core.

12.5.6 The Downtown Core will achieve a minimum gross density of residents and jobs combined per hectare as specified for each ***Protected Major Transit Station Area***.

12.6 General

12.6.1 The Downtown Core will be planned to:

- a. reflect its role in the City Structure hierarchy;
- b. accommodate significant population and employment growth and support opportunities for residents to work in Mississauga;
- c. develop as a major regional centre, be the primary location for mixed use development and contain the greatest concentration of activities and variety of uses in the city;
- d. accommodate a balance of housing, retail, office, services and ***community infrastructure*** in proximity with each other;
- e. attract considerable employment, including ***major offices***;
- f. achieve a high quality built form and urban environment;
- g. be a focal area for investment in *public service facilities*, ***community infrastructure***, as well as institutional, commercial, recreational, educational, arts, cultural and entertainment uses;
- h. support a range of transportation options, including *higher order transit* and a safe and convenient *active transportation* network;
- i. encourage arts and cultural uses and the locations of public art;
- j. maximize the use of existing and planned infrastructure; and
- k. adapt to the impacts of climate change, improve resilience, reduce greenhouse gas emissions, and contribute to environmental sustainability.

12.6.2 Proponents of development applications within the Downtown Core may be required to demonstrate how new development contributes to a concentration and mix of jobs as a key component of a mixed use *transit-supportive* development.

12.6.3 Development in the Downtown Core will support the achievement of healthy sustainable *complete communities* that:

- a. provide a wide-range of uses, including residential, ***community infrastructure***, employment, services, commercial uses, entertainment uses, and offices, according to the permitted land uses in the policies of the Plan;
- b. supply a diverse range and mix of *housing options*, unit types and sizes, including *affordable* housing, to accommodate the needs of a diverse population, including people with disabilities, older adults, and families;

- c. deliver a compact built form and density that allow people to meet many of their needs locally and within walking distance, achieves a high quality urban environment, create a vibrant public realm, and support transit ridership;



Figure 12.1. Conceptual Rendering of Hurlontario Street showing active transportation connections alongside the Hazel McCallion LRT line (c. *MetroInx*).

- d. provide *active transportation* connections to the Light Rail Transit (LRT) line, transit routes/stops, trails, parks, open spaces and surrounding neighbourhoods;
- e. contribute to the provision of **community infrastructure** and other services necessary to support residents and/or workers;
- f. supply convenient and safe, publicly-accessible open spaces, parks, recreational facilities and other gathering spaces;
- g. support local food options, including access to *urban agriculture* and farmers markets; and
- h. integrate green building design, *green infrastructure* and appropriate low impact development features.

12.6.4 Residential and/or employment density and mix of uses will be sufficiently high to support transit usage, according to the permitted land uses in the policies of the Plan. Low density development will be discouraged.

12.6.5 The Downtown Core will be serviced and supported by local and *higher order transit* facilities that provide connections to all parts of the city and to neighbouring municipalities.

12.6.7 Pedestrian movement and access from transit routes and stops, and connections to the surrounding neighbourhoods will be a priority in the Downtown Core.

12.6.8 Development will be phased in accordance with the provision of **community infrastructure** and necessary infrastructure servicing to support growth.

12.6.9 Arts and cultural uses are encouraged to concentrate in the Downtown Core to add vibrancy to the area.

12.6.10 Strategies to encourage and support non-residential uses and the retention of local businesses in the Downtown Core may be pursued including consideration of Community Improvement Plans and other incentives.

12.6.11 Partnerships and collaborations will be encouraged to identify community needs and develop **community infrastructure** such as schools, daycare facilities, open spaces or **community facilities** in the Downtown Core. The City will explore the suitability of integrating **community infrastructure** within a building with other uses.

12.7 Land Use

Uses Permitted in all Designations

12.7.1 In addition to the Uses Permitted in all Designations policies of this Plan, the following uses will also be permitted:

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

Residential

12.7.2 The Residential Low-Rise 1 designations will not be permitted, except for lands designated Residential Low-Rise 1 at the time this Plan comes into effect.

12.7.3 Lands within the Downtown Core that are designated Residential Mid-Rise will permit buildings up to 12 storeys, unless otherwise specified in Schedule 8: **Major Transit Station Area**. Mid-rise buildings will be designed in accordance with the applicable policies of this Plan.

12.7.4 *Additional needs housing* will be in a built form consistent with the dwelling forms permitted by this designation.

Mixed Use

12.7.5 Lands within the Downtown Core that are designated Mixed Use will also permit **major offices**.

Office

12.7.6 Lands within the Downtown Core that are designated Office will also permit Post-secondary educational facilities.

12.7.7 Redevelopment of existing office buildings on lands that are designated Office that results in the loss of office floor space will not be permitted, unless the same amount of office space is retained or replaced through new development.

Motor Vehicle Commercial

12.7.8 The Motor Vehicle Commercial designation will not be permitted, except for lands designated Motor Vehicle Commercial at the time this Plan comes into effect.

Business Employment

12.7.9 The Business Employment designation will not be permitted.

Industrial

12.7.10 The Industrial designation will not be permitted

Retail Activation

12.7.11 Existing and new streets in the Downtown Core have been identified on Map 12-2.7, Retail Activation 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 Map 12-2.8 Retail Activation;
- and

- a. identifying permitted retail uses as outlined below.

12.7.12 Notwithstanding the Downtown 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. service establishment;
- c. restaurant; and
- d. retail store.

Open Space

12.7.13 Notwithstanding the Downtown 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



Figure 12.2. Mixed-Use, *Transit-Supportive* Intensification Conceptual Drawing showing transitions, building separations, building configurations and *streetscape* design (c. *LiveWorkLearnPlay*).

of the City, how open space objectives within this area will be satisfied through the submission of development and open space concept plans.

12.7.14 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); and
- 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.

Office

12.7.15 In addition to the Office Designation policies of this Plan, the following uses are also permitted:

- a. hospital; and
- b. overnight accommodation.

12.7.16 The total gross floor area of accessory uses will not be limited.

12.7.17 Development adjacent to 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).

12.7.18 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. service establishment;
- c. restaurant; and
- d. retail store.

12.8 Parks and Open Space

Open space in the Downtown Core has a distinct character from other city parks with a focus on **placemaking**, 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, pedestrian greenways and private amenity areas. They should be accessible to people of all ages and abilities. These spaces should also be flexible and able to provide facilities for passive enjoyment, playing games or sports, socializing with neighbors and living an urban life.

Establishing the Parks and Open Space Network

12.8.1 Public open spaces will be connected and continuous throughout the Downtown Core through a series of pedestrian linkages, parks, mews, and trails. The size and configuration of all proposed parks will be subject to further review through the review of individual development applications.

12.8.2 Pedestrian mews / greenways will offer a high quality pedestrian environment and may include linear parks, enhanced public sidewalks or easements. They will be distinguishable by wayfinding signage, quality landscaping, tree plantings and street furniture, where appropriate.

12.8.3 Existing, as well as future park sites and pedestrian connections are conceptually located in Figure 12-2, where its final location and size will be determined through individual development applications.

12.8.4 Explore increased programming and installation of new amenities in existing and future public open spaces and pedestrian mews / greenways to increase social interaction and reflect the demography of the residents of the Downtown Core.

12.8.5 Innovative **stormwater best management practices**, including low impact development (LID) techniques, may be integrated within open spaces and pedestrian walkways. The location and design of LID will be determined through individual development applications.

12.8.6 Opportunities to obtain additional parkland and open space will be explored through the purchase by the City, establishment of land dedication, or future agreements with land owners to ensure the adequate provision of parkland and open spaces.

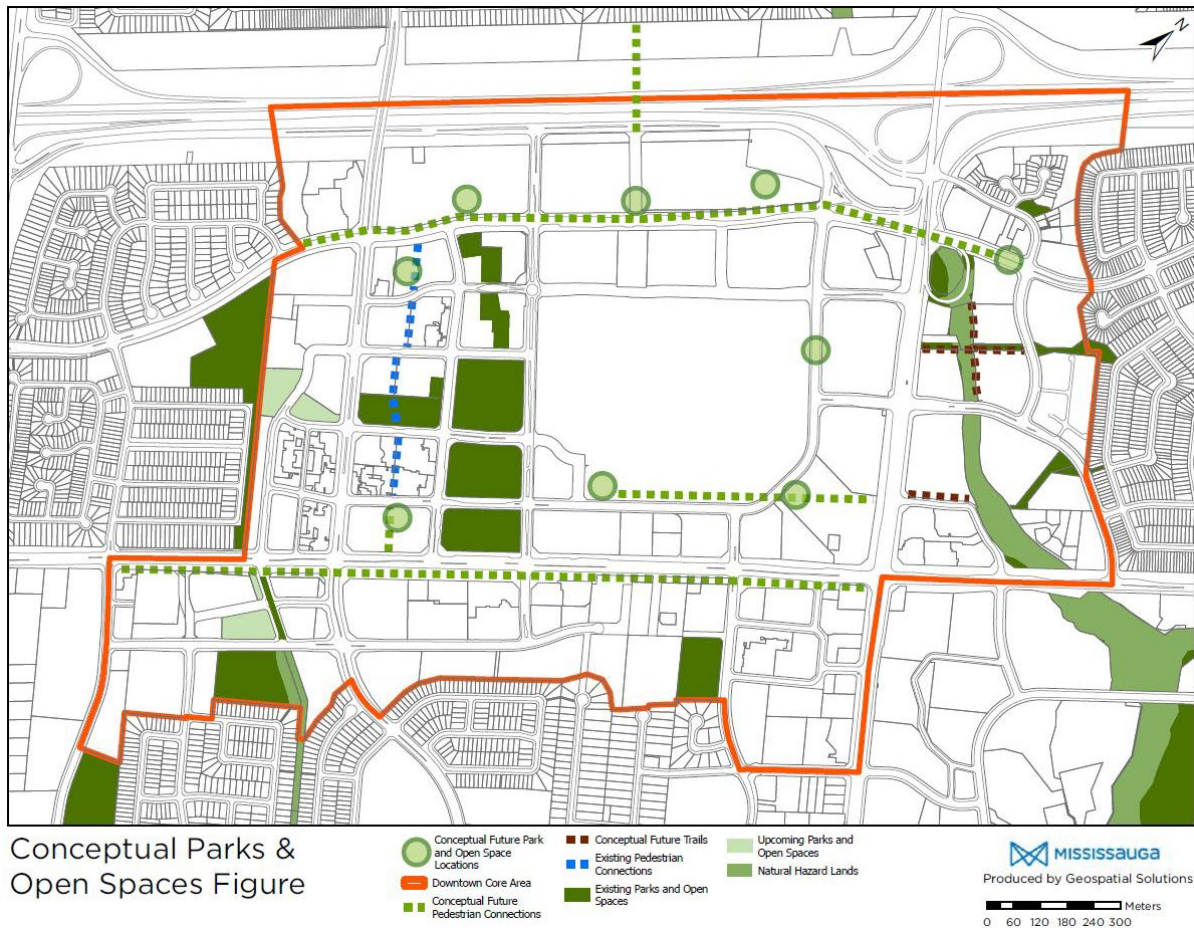
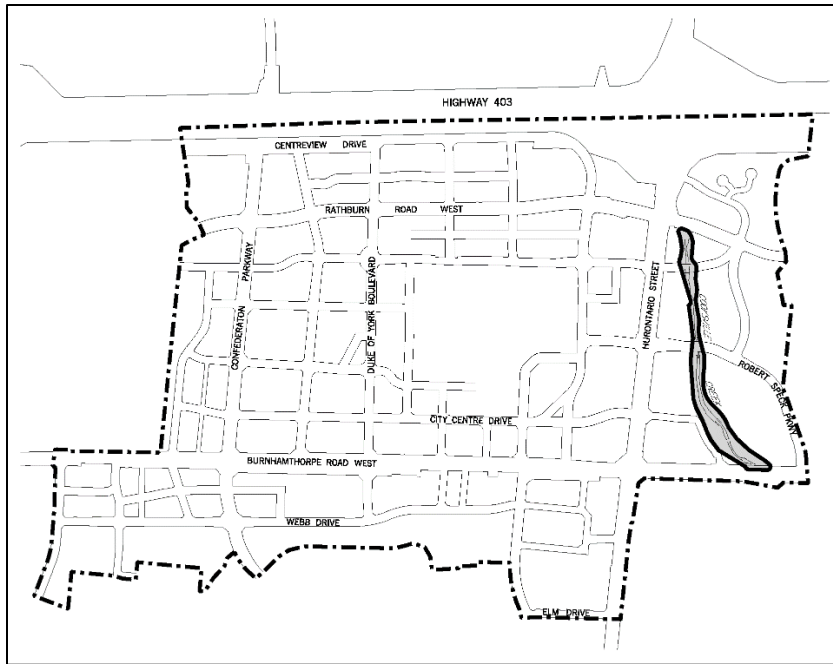


Figure 12-2: Conceptual Parks and Open Spaces

Cooksville Creek

12.8.7 The Cooksville Creek Corridor as shown on Map 12-2.2 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. unobstructed views of the corridor;
- d. integration of public/private open space and landscape areas;
- e. compatible positive relationship between the built form and the corridor; and
- f. parking structures are designed and located to complement the corridor.



Map 12-2.2: Cooksville Creek Corridor

12.8.8 The City shall explore extending the existing Cooksville Creek Trail that currently terminates at Robert Speck Parkway northward to provide linkages to Rathburn Road.

12.9 Community and Cultural Infrastructure

Community and cultural infrastructure in the Downtown Core is unique, attracting local residents and regional tourists. The Downtown Core contains a significant concentration of distinctive educational and cultural resources such as the Living Arts Centre, the Mississauga Art Gallery, Celebration Square and Central Library which regularly host events and festivals, representing the city's premier *cultural district*.

12.9.1 Arts and cultural uses are encouraged to concentrate in the Downtown Core to add vibrancy to the area.

12.9.2 The City will work on securing additional cultural animation and spaces through public - private partnerships and collaboration to enhance community and cultural infrastructure in the Downtown Core.

12.9.3 The City will recognize the importance of land use needs of *public service facilities*, which include educational facilities, programs planned by School Boards, and the required amenity space for these programs and facilities. Any amendment to the City of Mississauga Official Plan or Zoning By-Law proposing residential development shall address the adequacy of *public service facilities*, including publicly funded schools, to serve the projected needs of residential growth. The City will work in collaboration

with the School Boards to determine the location of *public service facilities* through the development application process.

12.9.4 **Community infrastructure** is encouraged to adopt a compact form and be flexible to support a range of uses to meet the needs of urban life.

12.9.5 The City will support local food options, including access to *urban agriculture* and farmers markets in the Downtown Core.

12.9.6 Navigational signage should be enhanced near parks and open space, transit stations, landmarks and intersections in order to improve wayfinding and the unique identity of the Downtown Core.

12.10 Transportation

Currently more than half of the trips made by Downtown Core residents that are under 5 kilometres are made in a car. Large sections of the Downtown Core remain car oriented and are designed to prioritize private vehicle use over walking and cycling.

While all modes of transportation enable the movement of people and vehicles to, from and within the Downtown Core, it is important that the needs of pedestrians and cyclists are prioritized. Moreover, strengthening the culture of walking and cycling will be foundational for increased transit usage.

The following is the hierarchy for prioritizing modes of transportation / users within the Downtown Core (in order of importance):

- a. Pedestrians;
- b. Cyclists;
- c. Transit users; and
- d. Users of private vehicles and commercial / delivery vehicles.

Pedestrian Network

All streets will be designed with a focus on creating a high quality, accessible and enjoyable pedestrian experience.

12.10.1 Pedestrian connections with public easements will provide mid-block linear pedestrian connections that complement and enhance the accessibility of connected parks throughout the Downtown Core and Cooksville Creek Trail, and the surrounding road network.

Cycling Network

The Downtown Core's cycling network will be designed with consideration for the needs of local residents and a priority to increase the number of local trips made by bicycle. Its design should help encourage cycling and micro-mobility as a viable,

accessible and safe alternative to a private vehicle and a sustainable, healthy and economical way to move around the area.

12.10.2 Cycling facilities will be incorporated as 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.

12.10.3 Public bicycle parking should be provided on street to serve key Downtown Core destinations, for example parks and open spaces, the transit terminal, shopping malls, cultural facilities, schools and institutions.

12.10.4 Development in the Downtown Core will support the achievement of healthy sustainable *complete communities* that provide *active transportation* connections to the Light Rail Transit (LRT) line, transit routes/stops, trails, parks, open spaces and surrounding neighbourhoods.

Transit Network

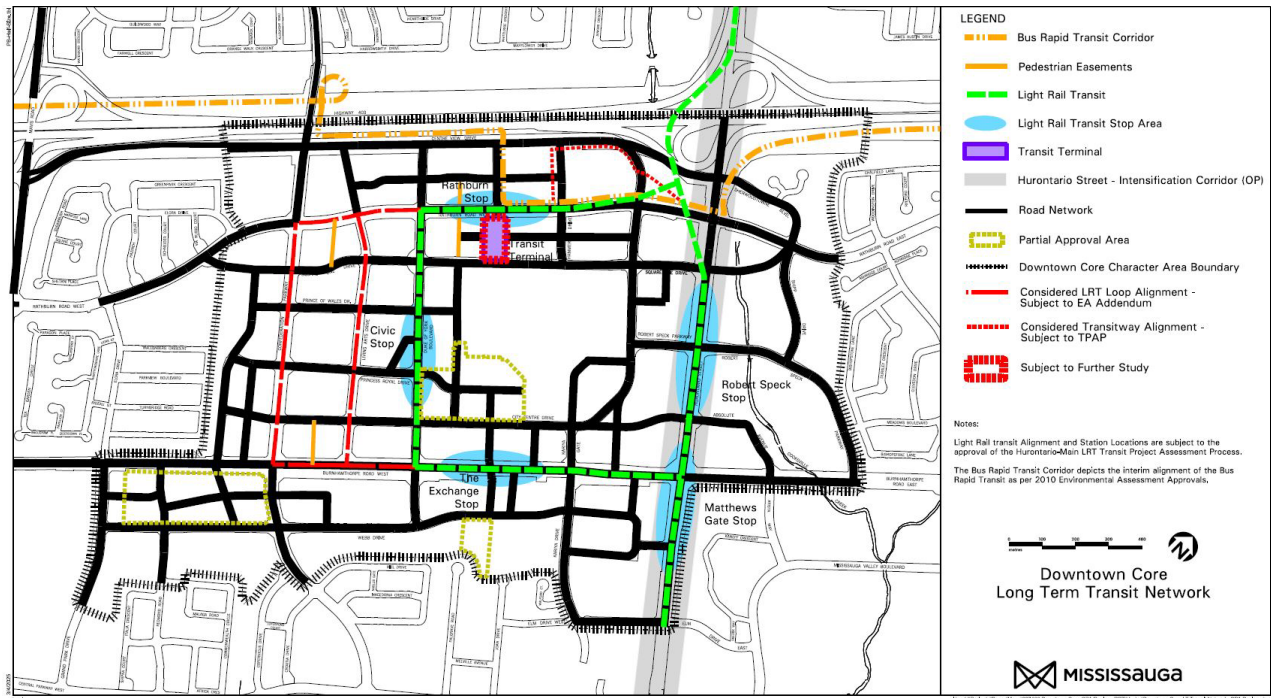
12.10.5 The Downtown Core will be served by a *higher order transit* system that provides service within the Downtown with connections to other parts of the City, neighbouring municipalities and inter-regionally as identified on Map 12-2.3, Downtown Core Long Term Transit Network.

12.10.6 Local transit services will help to connect key destinations in the Downtown in the absence of a Hazel McCallion LRT Loop.

12.10.7 The City shall work with Metrolinx and the Provincial government on securing the re-incorporation of the Hazel McCallion LRT Loop.

12.10.8 The City shall undertake a review of the Hazel McCallion LRT Loop alignment options, located either on Duke of York, Living Arts Drive or Confederation Parkway, as identified in Map 12-2.3 Downtown Core Long Term Transit Network.

12.10.9 The Downtown Mississauga Terminal and Transitway Connection (DMTTC) will achieve a high quality design and be an urban, mixed use facility that will activate the site and be served by strong pedestrian and cycling linkages. The DMTCC will support seamless connections between the LRT and BRT, local transit and inter-regional transit.



Map 12-2.3: Downtown Core Long Term Transit Network

Street Network

12.10.10 All streets shown on the Map 12-2.4 Downtown Core Long Term Street Network and Classification, will be public, unless otherwise indicated. The design, access requirements and public/private responsibilities for streets and pedestrian connections will be determined through the development application process.

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

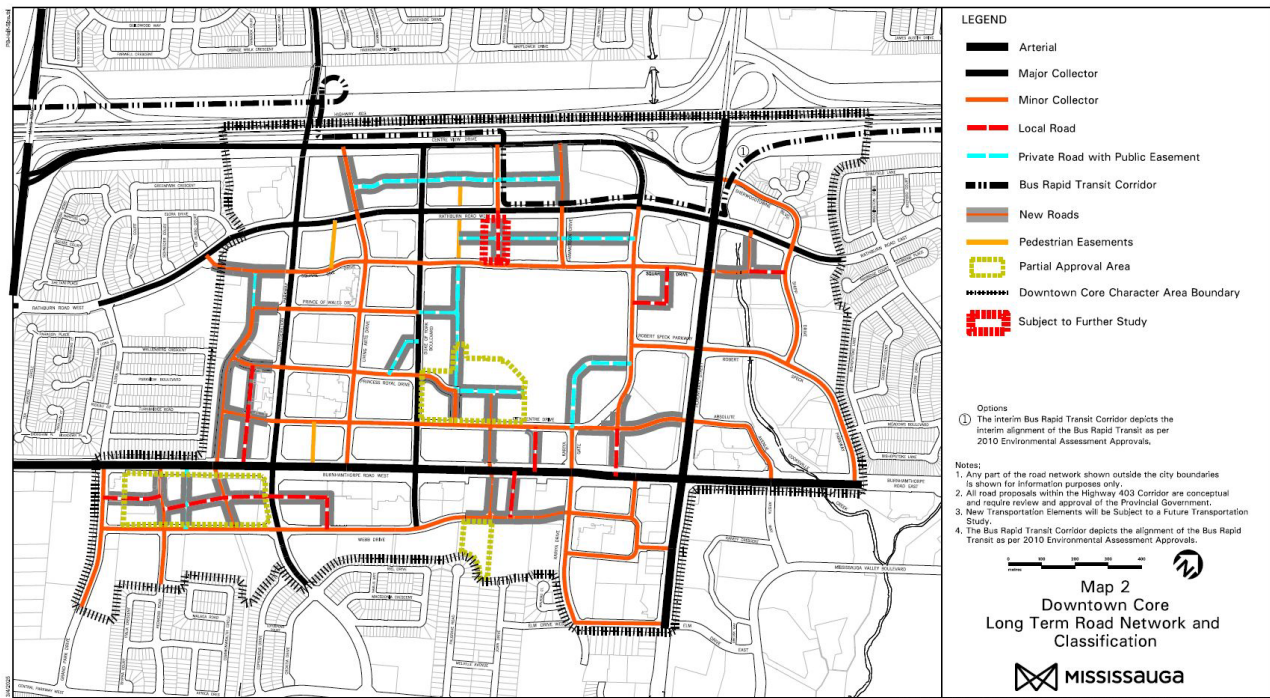
12.10.12 Minor adjustments to the basic rights-of-way for minor collector streets and local streets, including private streets with public easements may be made without an amendment to this Plan subject to the City being satisfied that the role and function of such streets are maintained.

12.10.13 Additional private streets 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.

12.10.14 The location of private streets 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 streets or pedestrian connections are maintained.

12.10.15 Within the Rathburn and Square One Districts, adjustments to the streets network and the classification of streets 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 streets and pedestrian easements.

12.10.16 Below-grade encroachments into the public streets system are generally not permitted. On an exception basis, limited encroachment into the public streets 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.



Map 12-2.4: Downtown Core Long Term Street Network and Classification

Parking and Transportation Demand Management

12.10.17 Parking for new development will be accommodated preferably below ground or otherwise in integrated above ground structures.

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

12.11 Urban Design

The intent of the urban design policies of this chapter is to provide direction and define principles for the physical design specific to the Downtown Core.

12.11.1 Urban design excellence of the public and private realm 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 elements:

- a. a fine-grain grid network of urban scale land blocks and streets that supports transit and a pedestrian oriented Downtown Core;
- b. the highest standard of design in the public and private realms that establishes a sense of place and civic identity of the Downtown Core;
- c. a connected and well-designed urban open space system that provides opportunities for climate change adaptation, public gathering and passive outdoor recreation;
- d. well defined skyline elements, protection of views of landmark buildings and urban landscapes, gateway treatments, landmarks, distinctive character areas, districts and neighbourhoods, open space, high quality landscapes and **streetscape** treatment, public art and wayfinding signage;
- e. 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;
- f. buildings that generate a high degree of animation, enabling active ground floors, vibrant streets and walking;
- g. the incremental transition of large surface parking lots into more intensive, urban scale development while encouraging reduced reliance on the automobile through *active transportation* and *higher order transit*, and incorporating structured parking that supports the built form and *multimodal* objectives of this plan;
- h. linkages through built form, **streetscape** treatments and parks and open space that ensure compatible integration, transition and contextual fit with the character and scale of adjacent communities; and
- i. 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.

12.11.2 Development in the Downtown Core will:

- a. support a built form and density that achieves a high quality urban environment;
- b. locate buildings adjacent and parallel to public streets and public open spaces, to define their edges, frame streets and create a relationship with the public sidewalk;

- c. have a compatible massing and scale of built form that enhances the role and hierarchy position of the Downtown Core;
- d. consolidate access points and shared parking, service areas and driveway entrances, where feasible;
- e. contribute to an attractive public realm and generally be pedestrian oriented and street related;
- f. incorporate *active transportation* connections to transit, public realm, open spaces and surrounding neighbourhoods, where applicable; and
- g. provide publicly-accessible open space, including squares and plazas, appropriate to the size, location and type of the development.

12.11.3 Development on lands within the Downtown Core, or immediately adjacent to, will be required to provide a transition in height and scale between the higher scale development within the Downtown Core and lower scale development in the surrounding area.

12.11.4 **Community infrastructure** is encouraged to adopt a compact form and be integrated within buildings with other permitted uses.

12.11.5 In appropriate locations, **tall buildings** will be required to incorporate **podiums** to mitigate wind impacts on the pedestrian environment and maximize sunlight on the public realm.

12.11.6 Underground parking and/or integrated above grade structured parking are preferred in the Downtown Core. Where integrated above grade parking structures are permitted, they will be screened in such a manner that vehicles are not visible from public view and have appropriate direction signage to the structure. Along prominent streets, parking structures should be screened by liner buildings that incorporate a mix of uses between the parking structure and the street.

12.11.7 Existing surface parking areas in the Downtown Core will be replaced as part of a redevelopment by underground and/or integrated above grade-structured parking.

12.11.8 A limited amount of surface parking may be permitted to accommodate matters such as accessible parking spaces, car-share spaces and pick-up/drop-off point delivery services. Where permitted, surface parking should be located at the rear or side of buildings, use screening to minimize impacts, and provide safe *multimodal* amenities.

12.11.9 Parkland should be designed and located to create focus areas in the Downtown Core. Parkland may also provide gathering spaces and linear connections throughout the Downtown Core, to existing open spaces, commercial developments, **community infrastructure** and surrounding neighbourhoods.

12.11.10 Minor design interventions are encouraged to enliven the Downtown Core on a temporary basis or to test ideas for long-term changes.

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.

There is emphasis on pedestrian safety and accessibility in the Downtown Core due to the population and employment densities and mix of land uses which fosters walkability. The public realm shall contribute to ***Vision Zero*** goals such as designing the public realm to maximize comfort, accessibility and safety for pedestrians without conflicts from motor vehicles and *active transportation*.

Elements of the public realm also include, street trees, street furniture, utility infrastructure such as street lights, wayfinding signage, 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.

Streets and Blocks

A fine-grain grid and network of streets and blocks is fundamental to the Downtown Core and will serve as the framework for achieving urbanism by reducing the walking distance between intersections and improving pedestrian circulation by breaking up previously existing superblocks, and reducing traffic speed.

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.

12.11.11 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, navigational signage, lighting systems, wayfinding and traffic signage appropriate to the character of the Downtown Core.

Boulevards and Sidewalks

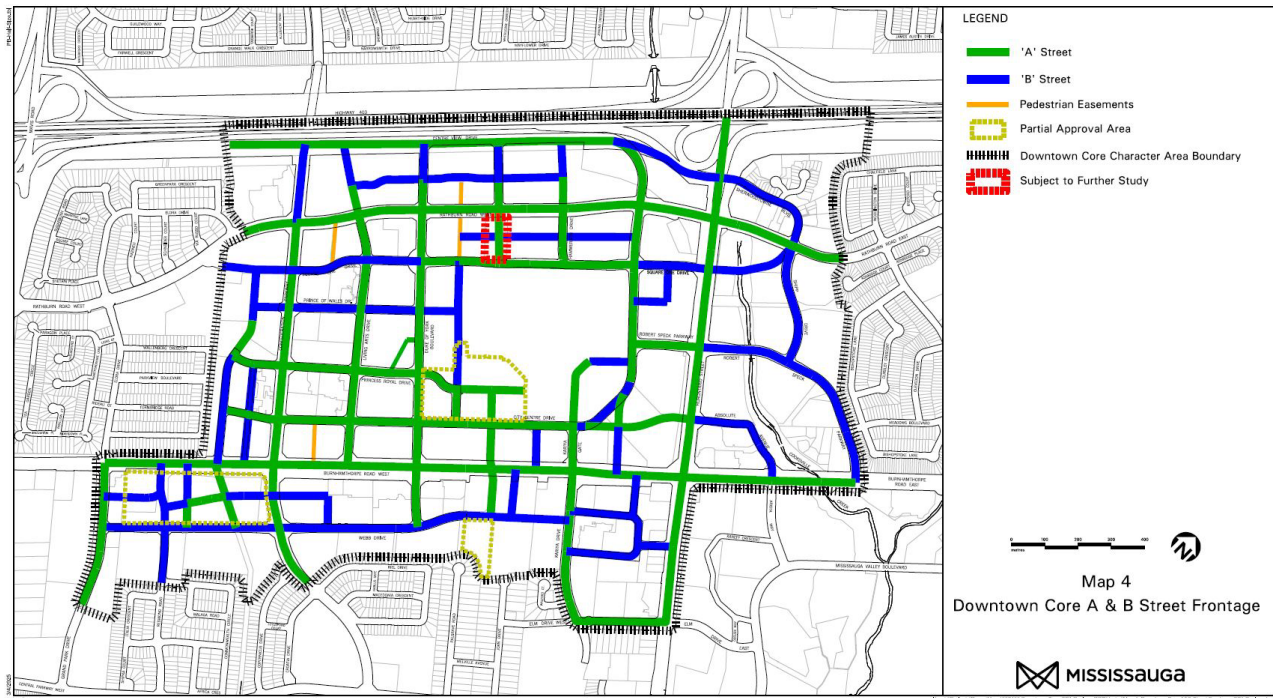
12.11.12 Boulevards and sidewalks provide an important framework for pedestrian movement, connectivity and street life. As public amenities, they integrate the special districts within the Downtown Core and provide connectivity to adjacent communities. The design of boulevards in the Downtown Core will:

- a. incorporate coordinated design themes, including high quality materials, street trees and landscaping, street furniture, and navigational wayfinding signage;
- 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, accessibility to main entrances to buildings, weather protection and safety, particularly at transit stops and the transit terminal.

Street Frontage Provisions

12.11.13 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, as per Map 12-2.5, that identify:
 - o streets having the highest pedestrian character; and
 - o 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.



Map 12-2.5: Downtown Core A & B Street Frontage

Gateways, Routes, Landmarks, and Views

12.11.14 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, and Celebration Square, that create memorable experiences and civic pride.

12.11.15 The Downtown Core is characterized by a number of institutional and privately built landmark buildings. The development of new landmark buildings in the Downtown Core will be encouraged on sites having the following attributes:

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

12.11.16 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.

Open Space and Amenity Areas

12.11.17 Open Space and Amenity Areas in the Downtown Core will:

- a. consist of a variety of open spaces, parks, squares, plazas, naturalized green areas and publicly accessible ground related private amenity areas;
- b. positively contribute to the image and character of the Downtown Core with high standards and quality materials;
- c. reinforce and frame a view, a significant building or terminate a vista, where appropriate; and
- d. provide connections to the larger pedestrian and cycling network in the Downtown Core and adjacent areas, where appropriate.

Transit and Active Transportation

12.11.18 To achieve the transit and *active transportation* objectives of this section, 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 and at transit stops.

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.

12.11.19 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:
 - o using special massing to articulate the built form; and
 - o 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.

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.

12.11.20 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;
- 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.

Frontage Provisions

Role of 'A' & 'B' Streets

All existing and new roads are categorized as 'A' and/or 'B' Streets and are shown on Map 12-2.5, Downtown Core A and B Street Frontage of this section. 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:

Provisions for 'A' Streets

12.11.21 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
- c. be prohibited from locating curb cuts, driveways and laneways on 'A' streets.

Provisions for 'B' Streets

12.11.22 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;

Exceptions to Access Provisions

12.11.23 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:
 - o a site or block does not have access from a 'B' street, there is a requirement for emergency vehicle access; or
 - o 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 intersection.

Buildings with At Grade Retail

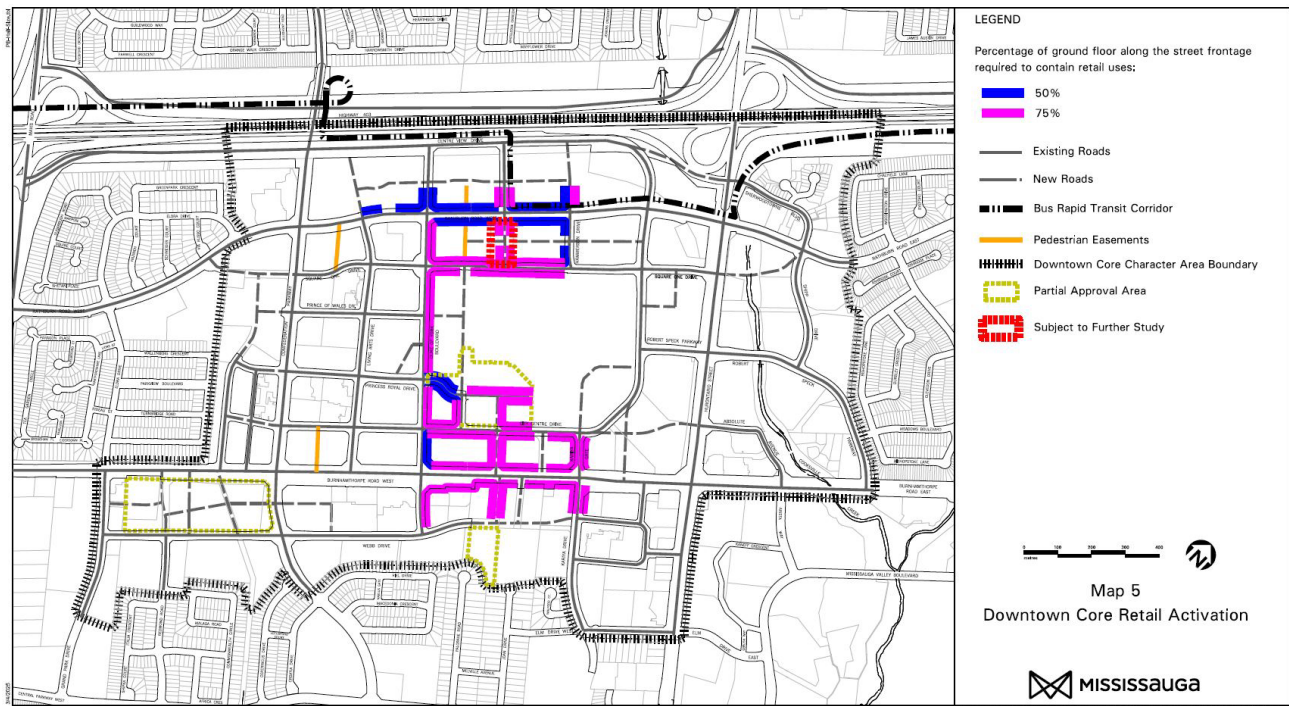
12.11.24 Development incorporating at grade retail frontages will be designed so that:

- 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.

Residential Entrances Located On Retail Activation Streets

12.11.25 Where areas of retail activation have been identified in accordance with Map 12-2.6: 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.



Map 12-2.6: Downtown Core Retail Activation

Residential Uses

12.11.26 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.

Buildings facing Open Space

12.11.27 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.

Private Open Space

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

- a. the design of private open space will integrate seamlessly with the adjoining street network, pedestrian environment and overall open space system;
- b. the design of the private open space contributes positively to the identity of the Downtown Core;
- c. the design of the private open space is executed to the highest urban design and landscape architecture standards; and
- d. private open space is accessible, safe and is being provided for the use and enjoyment of the general public on a year-round, seasonal basis.

Integrated Above-Grade Structured Parking

12.11.29 Integrated above-grade structured parking will be designed so that:

- a. integrated above-grade 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. integrated above-grade parking structures will not directly front onto public streets, but will be entirely screened by liner buildings incorporating a mix of uses between the parking structure and street space;
- c. Integrated 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; and
- d. 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.

Exceptions to Frontage Provisions

12.11.30 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.

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:

Low-Rise Buildings

12.11.31 Low-rise buildings with a minimum of 3 storeys both at the street frontage and across the entire building area are permitted.

Mid-Rise Buildings

12.11.32 Mid-rise buildings will be designed to:

- a. incorporate special massing, setbacks, 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.

Tall Buildings with a permitted Residential Use

Tall buildings with a permitted Residential use 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.

12.11.33 **Tall buildings** proposals in the Downtown Core which include a residential use 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.

Form of Tall Buildings

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

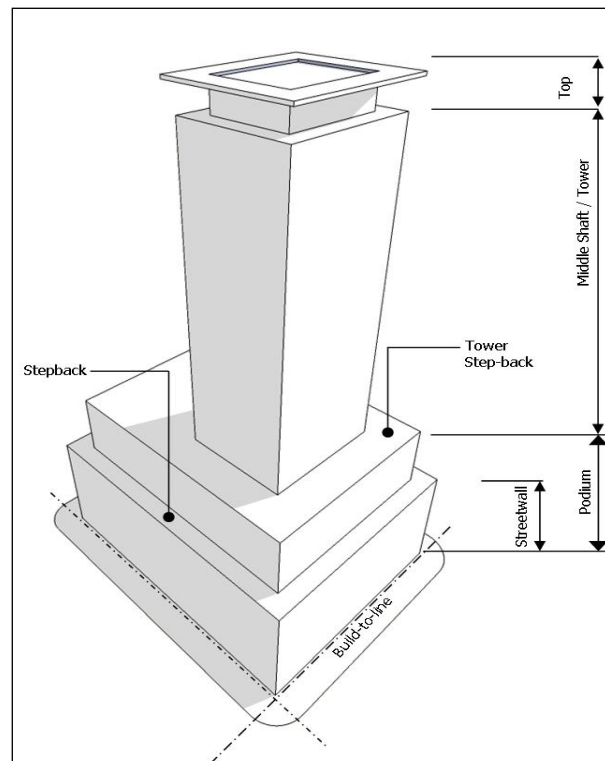


Figure 12.3. Massing of **Tall Building** with a permitted Residential use. (c. City of Mississauga)

12.11.35 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.

12.11.36 The middle shaft/tower will be designed to:

- a. locate in relationship to the **podium** and adjacent buildings;
- b. 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. articulate the floor plates to break down the mass of the building; and
- e. create street interest and enhance skyline character.

12.11.37 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.

Parking, Servicing and Loading

12.11.38 Parking facilities to support new development will:

- a. be accommodated in below-grade or above grade structured parking that is lined with other permitted land uses;
- 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 all modes of transportation.

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

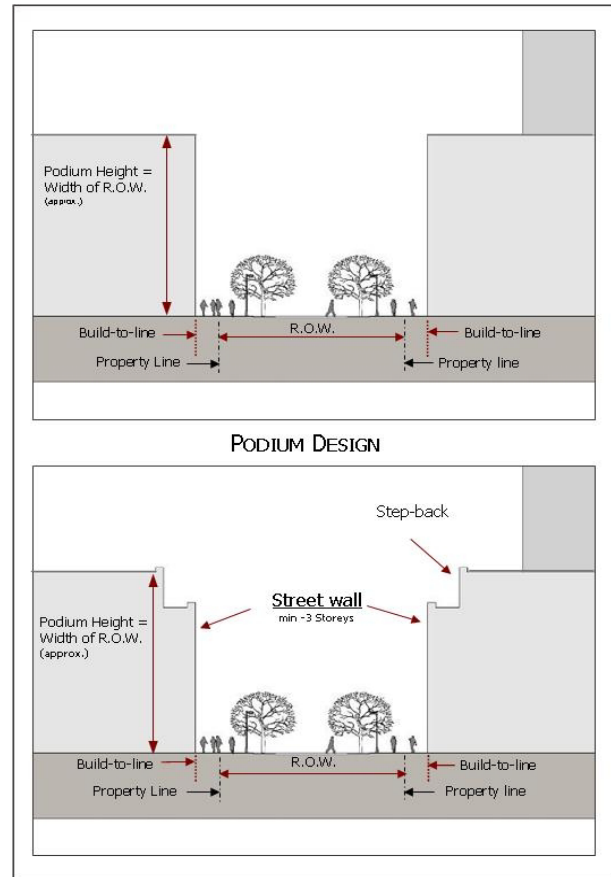


Figure 12.4. **Tall buildings** with a permitted Residential use will incorporate a **Podium** that is generally equal to the width of the right of way. Streetwalls will also be incorporated into **Podiums** to contain the street, assist with pedestrian scale, sunlighting provisions on the public realm and mitigate the overall height of **podiums**. (c. City of Mississauga)

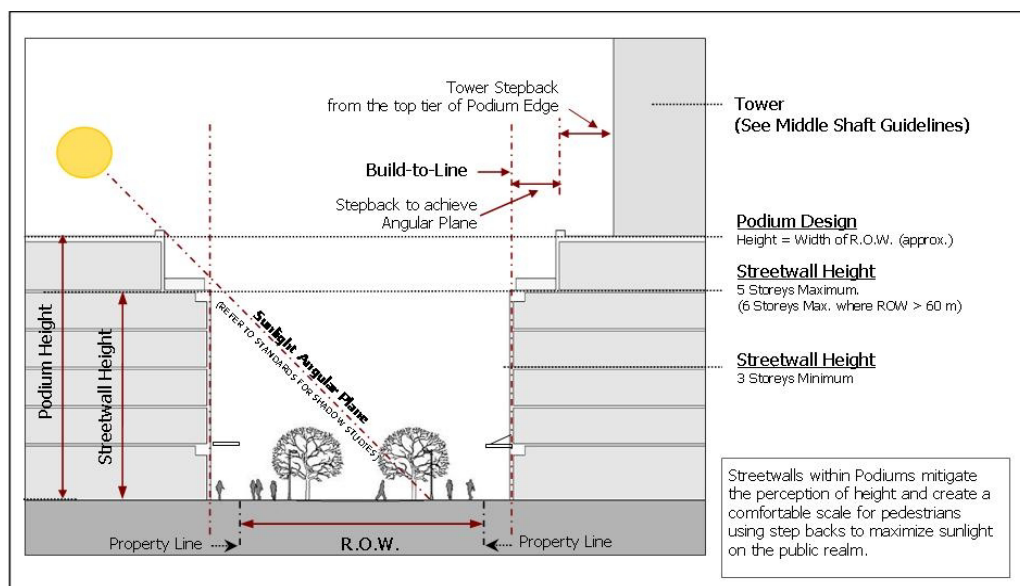


Figure 12.5. **Podiums** and their streetwalls will be designed with stepbacks at the upper storeys to provide light filled sidewalks and boulevards in the Downtown Core.

(c. City of Mississauga)

Signage

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

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

Site Development

12.11.41 Development proponents will be required to upgrade the public boulevard in accordance with Council approved guidelines and standards, and contribute to the quality and character of streets and open spaces in Downtown Core by providing:

- street trees and landscaping and relocating utilities, if required;
- lighting;
- weather protections elements;
- screening of parking areas;
- bicycle parking;
- public art;
- street furniture; and
- sustainable design elements.

12.12 Implementation

12.12.1 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 Character Area will be implemented through the development review process; and
 - a. the submission of a site plan application which demonstrates compliance with the built form policies of the Plan and this and Character Area.

12.12.2 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.

12.12.3 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.