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### Downtown Core Local Area Plan Land Use Map

# DOWNTOWN CORE

## 1.0 How to Read the Downtown Core Local Area Plan

Mississauga Official Plan is composed of a principal document and a series of local area plans, provided under separate cover. This is Downtown Core Local 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 a Downtown.

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.

The Downtown Core Local 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 local area plan. Thus, for example, the policies this local 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 local area plan take precedence.

The Downtown Core Local Area Plan incorporate the policies of the City Centre District Policies of Mississauga Plan (2003), modified to conform with Mississauga Official Plan (2010).

The City will further refine these policies through the Downtown21 Master Plan to require a truly pedestrian-friendly and transit supportive urban environment. The Master Plan will, among other matters, identify opportunities and strategies for economic development, multi-modal transportation, place-making and environmental sustainability. Further, it will review the Downtown Core boundaries, establish priorities for development and



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

infrastructure investment, and propose policies to direct development to achieve the Downtown21 vision. The Master Plan will provide the basis for a new local area plan and amendments to the Mississauga Official Plan.

## 2.0 Introduction

The focus of these policies is to promote a high quality of urban design and an urban built form by integrating the public realm and private development. These policies are also intended to reinforce and enhance the image of the Downtown Core as a destination and a major regional centre. Mixed use development is encouraged in the Downtown Core so that its position as an employment, retail commercial and civic centre will be balanced by residential development, entertainment, and facilities for business visitors and tourists. These policies encourage and facilitate the dynamic growth and change of Downtown Core as it matures.

### 2.1 Development Objectives

- a. Encourage a high quality of urban design in the built form which is unique and pedestrian-friendly, and which contributes to the unique identity and prominence of the Downtown Core.
  - b. The location of streets, high standard of urban and **streetscape** design, and the development and enhancement of a comprehensible public/private system of pathways and open space, including public art will:
    - integrate retail commercial, office, civic and other facilities;
    - facilitate pleasant and safe pedestrian and cyclist movement throughout the Downtown Core;
    - provide opportunities for passive outdoor recreation within the Downtown Core;
  - c. Encourage street-related development, with particular attention to pedestrian access and amenities.
  - d. Encourage the development of a unique Downtown Core character, and enhance its image through the creation of view corridors and gateway features, and visibility of the Civic Centre and public gathering places.
  - e. Complete the Downtown Core road system to improve vehicular, cyclist and pedestrian movement, and to create usable development parcels.
  - f. Encourage the development of parking facilities that will be sensitive to pedestrian-friendly and active **streetscapes** throughout the character area, and discourage the creation of structures with no pedestrian interest or protection at the sidewalk level.
  - g. Encourage a mix of uses throughout the Downtown Core, within buildings and along individual streets.
  - h. Encourage residential development throughout the Downtown Core. Require appropriate transition of built form adjacent to existing low density residential areas.
  - i. Foster the continued development of a variety of entertainment activities within the Downtown Core which will contribute to activity both day and night.
  - j. Encourage development and activities that enhance the Downtown Core as a destination.
  - k. Encourage development which will expand tourism in the Downtown Core and the region.
- provide access to and from the Cooksville Creek Greenbelt;
  - reinforce and expand the role of the Downtown Core as the focus of City-wide cultural, community and civic activities.

- l. Maintain the prominence of the Downtown Core as a retail commercial centre.
- m. Facilitate vehicular and transit access to and from the Downtown Core to Lester B. Pearson International Airport and inter-regional transit facilities, such as the Cooksville GO Transit station.
- n. Encourage pedestrian related development that is accessible to all, including those with disabilities.

## 3.0 Urban Design

### 3.1 General

- a. The intent of the urban design policies is to define principles for the management of the physical form and character of Downtown Core. In this respect, urban design policy is intended to:
  - promote a distinctive image for the Downtown Core which is predominantly urban in character;
  - promote the highest standard of urban design in both the public and private realm;
  - promote a recognition of a sense of entry into a special area by encouraging gateway treatments such as taller, more prominent buildings located close to the street, distinctive landscape and **streetscape** treatment, entry signage, distinctive precincts and skyline elements;
  - encourage built form which has a high level of physical continuity, cohesion and linkage between buildings, from block to block, and from street to street;
  - reinforce and extend the public realm - streets, public open spaces, and boulevards - as a significant public resource of the highest design standard which encourages a sense of place, civic identity, and physical continuity in the built environment;
- promote urban scale land blocks, streets and built form appropriate to a pedestrian core;
- promote elements of linkage to the abutting communities while ensuring positive integration of building scale and vehicular traffic;
- promote a balance of vehicular traffic and pedestrian priorities with features and amenities critical to pedestrian comfort, convenience and safety for all, including those with disabilities;
- generally discourage above-grade parking structures, blank building walls abutting the street, surface parking and loading areas between buildings and street edges, and extensive surface parking. Site specific circumstances may warrant alternative design solutions;
- recognize utility corridors required for hard service components.
- b. Urban form in the Downtown Core will develop incrementally. The submission of a concept plan will be required for all development applications and must demonstrate how the urban design policies will be implemented. Development applications will have regard for the Downtown Core Urban Design Guidelines.
- c. The design of the built environment should recognize that the Downtown Core will mature over time and flexible built form conditions should aim at the end product.

## 3.2 Urban Design Components

The urban form of the Downtown Core is created by both the public realm - streets, boulevards and public open spaces - and the private development abutting their edges. The integrated development of these components is critical to the development of the Downtown Core based on the following.

### 3.2.1 The Design of the Public Realm

#### a. Streets

In addition to providing routes for vehicular and pedestrian travel, streets are a significant public resource within the Downtown Core. The design of street space should:

- promote a high level of urban design in all components;
- promote pedestrian amenity, comfort, convenience and safety for all, including those with disabilities;
- promote minimal visual width and scale of the street;
- promote design and functional elements which reduce traffic speed;
- encourage on-street parking in public rights-of-way, where operationally feasible;
- incorporate co-ordinated street furniture and lighting systems;
- provide co-ordinated traffic signage which is designed in scale and character with the Downtown Core *streetscape* elements;
- provide for a proposed north/south bicycle route along the public right-of-way of Confederation Parkway.

#### b. Edge Boulevards

In addition to providing corridors for utilities, boulevards provide the framework for public amenity on the Downtown Core streets and

integrate diverse areas of character. The design of boulevards should:

- promote consistent design themes, materials and landscaping throughout the Downtown Core;
- be designed as active public spaces integrating and linking development;
- should facilitate pedestrian linkage between the curb and abutting private lands;
- promote enclosure and definition of the street space;
- encourage the provision of places to meet, sit and socialize;
- should promote pedestrian comfort, weather protection and safety, particularly at transit stops;
- provide for east/west bicycle routes along the north side of Burnhamthorpe Road and a proposed route along the south side of Rathburn Road.

#### c. Public Open Spaces

Parks and related public open space provide urban amenities for the Downtown Core. These features should:

- be passive in nature and oriented to urban activities;
- promote a sense of identity and place;
- provide pedestrian connection between the public sidewalk, significant buildings and features;
- ensure connection and linkage between the active face of abutting development and the public street;
- frame a view, a significant building or terminate a vista, where appropriate.

### 3.2.2 The Design of the Private Realm

Individual development projects define many of the critical design elements and characteristics of the public streets and open spaces in the Downtown Core. This includes the framing of the street space, the definition of scale, the character of space and the level of comfort for the pedestrian. In this regard, development in the Downtown Core should demonstrate attention to the following principles.

#### a. The Design of Built Form in the *Streetscape*

The design, location and character of built form should encourage:

- built form as the most dominant visual element on the public street;
- building activities and functions focused on the public street;
- significance at corner and intersection locations;
- continuity of character, form, and street scale with abutting buildings;
- roof form having visual interest, identity and character;
- screening of roof-top mechanical equipment from grade level;
- screening of service facilities from the street;
- scale and enclosure of the public street.

#### b. Landscape Design and Public Art in the *Streetscape*

The design, location and character of landscape features should encourage:

- connection and linkage with the public street;
- formal landscape elements respective of the urban setting;

- continuity with the design elements of the public boulevard;
- public art as an integral component of the street providing visual interest and a sense of place;
- architectural and landscape features reinforcing common objectives;
- fencing and walls contributing to a high quality street image and limit the potential for graffiti by minimizing readily accessible, large smooth, blank surfaces.

#### c. Transit in the *Streetscape*

The design of built form and landscape elements should encourage:

- integration of transit stations and bus stops with development;
- weather protection in waiting areas;
- walkways from transit stops to principal building entrance(s);
- visibility of transit stops from the public street and abutting development.

#### d. Pedestrians in the *Streetscape*

The design of built form and landscape elements should encourage:

- integration of spaces between the building wall and the streetline with the public boulevard for design continuity;
- protection from the effects of built form on wind and overshadowing;
- identification of principal building entrances from the street and linkage to the sidewalk;
- integral pedestrian comfort and weather protection;
- integration of vehicular and pedestrian circulation areas to promote pedestrian safety and comfort;

- identification of internal building spaces and exterior courtyards accessible to the public from the public street;
- ease of pedestrian movement and minimal grade changes through the site integrating with the public **streetscape**;
- access for all, including those with disabilities, to and from building entrances and the public sidewalk, parking areas, and open spaces, where appropriate.

e. Parking and Garage Design in the **Streetscape**

The design and location of parking facilities should encourage:

- parking to be located to minimize any negative visual impact from the street and on-site development having regard for personal safety;
- walkways, traffic islands and pedestrian refuges as integral components of parking facilities;
- identified access to parking facilities from the public street;
- below grade structured parking;
- street walls of parking garages designed as positive architectural elements;
- integration of parking on abutting sites;
- safe vehicular circulation and orientation within the parking areas.

f. Vehicular Access and Facilities in the **Streetscape**

The design of facilities for vehicular access to properties should encourage:

- clarity, safety and internal overlook opportunities to properties;
- limited driveway access points to the public street and crossings of the sidewalk;

- recognition of the needs of pedestrians and cyclists.

g. Signage in the Built Environment

The design, location, size and character of signs should encourage:

- visual integration of signage with the architectural components of the built form;
- compatibility of scale and character of the signage with the building and the context of the site;
- clear identification of the site address for all, including those with disabilities.



### 3.2.3 Central Pedestrian System

- a. Priority locations are identified for pedestrian linkages and connections to core area functions such as the civic buildings, transit terminal, **major retail** commercial locations and open space features.
- b. This system will focus on the public street and its boulevards, having an upgraded boulevard treatment, an identifiable theme, a continuous treatment, and integrated public/private landscaping. Development abutting this route should reinforce a quality pedestrian scaled street through architectural treatment such as:
  - defined building base;
  - street edge definition;
  - visually interesting and active building walls.
- c. Development abutting these routes will be encouraged to:
  - promote features such as pedestrian plazas

and courtyards which and are publicly accessible and promote amenities including public art;

- promote a strong street orientation by having building entrances oriented to the public street;
- promote a weather protected pedestrian environment incorporating features such as arcades or architectural canopies; avoid blank walls abutting streets; locate uses at grade that encourage visual interest and street activity.

### 3.3 Precincts

Precinct policies articulate in greater detail the Urban Design policies for specific areas of the Downtown Core. These policies apply to the built form, public boulevard and **streetscape** elements and are intended to realize an urban form and character which supports the Development Concept and preceding Urban Design policies for the character area.

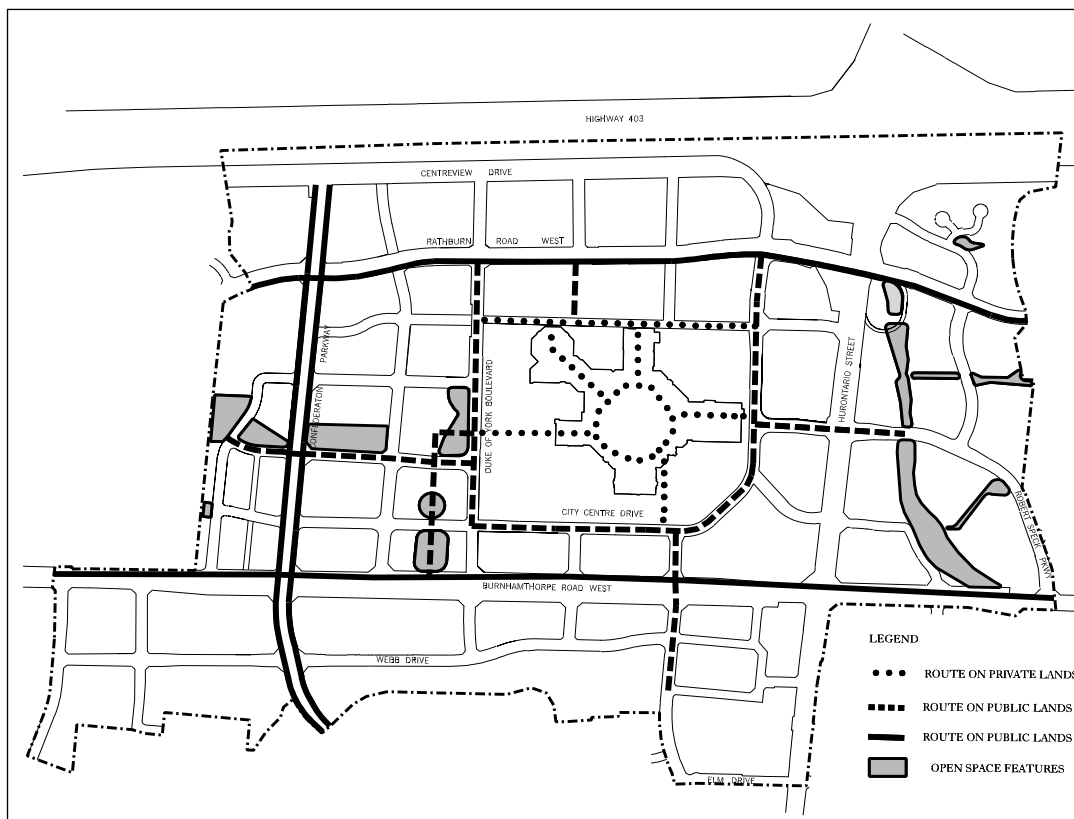


Figure 2: Central Pedestrian System



### 3.3.1 Central Urban Core

#### a. Urban Design Vision

The Central Urban Core contains the *major retail* commercial facility for the City and the Downtown Core Transit Terminal.

The design of the built environment should encourage:

- intensive pedestrian/public environments, including pedestrian corridor linkages from perimeter roads to the retail commercial core;
- high animation;
- frequent through access and public roads, as illustrated on the Downtown Core Land Use Map;
- smaller, more urban blocks/parcels;
- development that reinforces a quality pedestrian scaled street through architectural treatment such as, a defined building base and street edge definition;
- street-related built form;
- continuity of built form;
- unified boulevard design and related amenities;
- formal landscaping and boulevard treatment;
- pocket landscape parks (parkettes/open space/plazas);
- public art;
- on-street/metered parking;
- structured parking integrated with building and landscaped area and active edges where oriented to street.

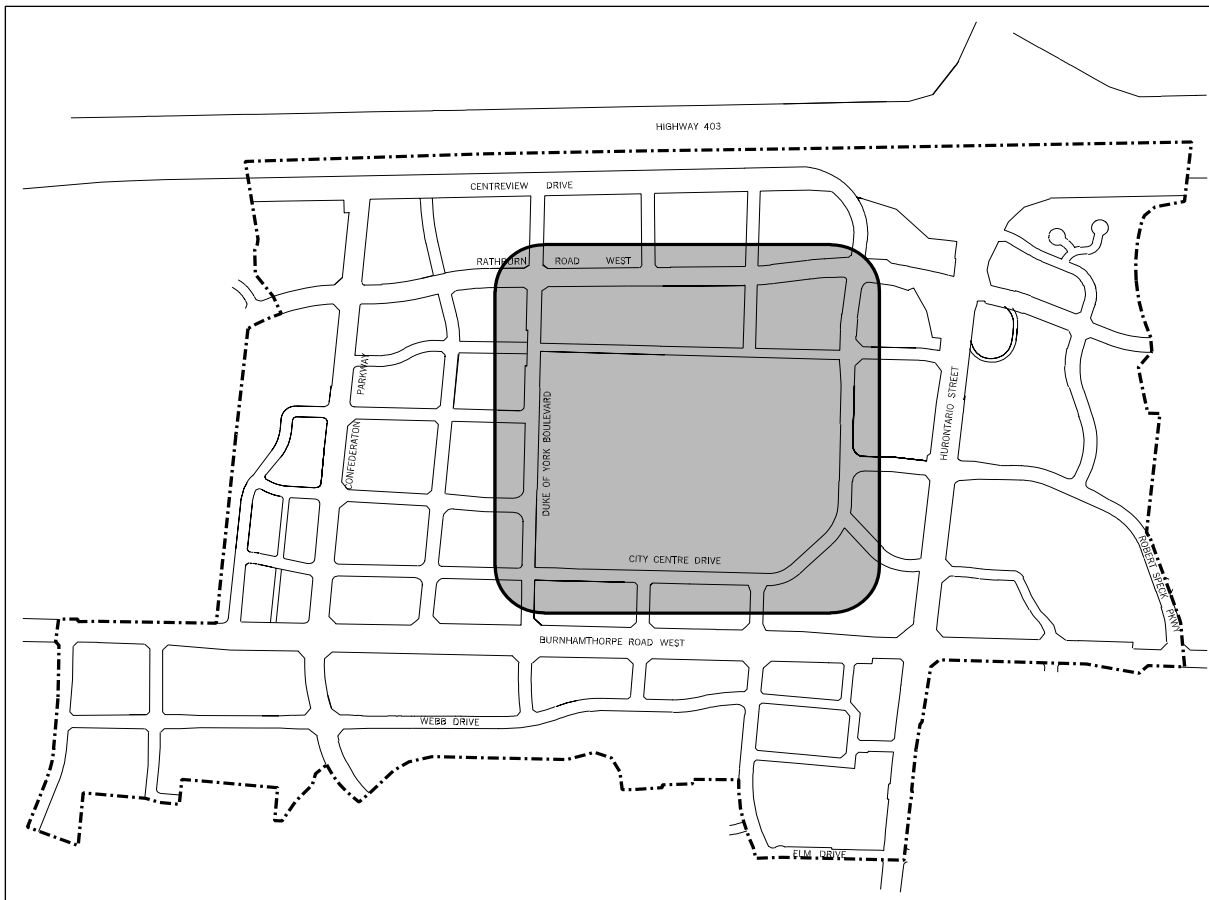


Figure 3: Central Urban Core

### 3.3.2 Civic Centre

#### a. Urban Design Vision

The Civic Centre Precinct contains the Living Arts Centre, Civic Centre and Central Library which function as the principal civic destination and landmark in the City. To enhance the civic character and sense of continuity of built form and open space.

The design of the built environment should encourage:

- built form defining the majority of the streetline;
- development that reinforces a quality pedestrian scaled street through architectural treatment such as, a defined building base and street edge definition;

- strong pedestrian inter-connection - with frequent and convenient pedestrian links;
- visual openness - maintain visual corridors from public streets to buildings;
- development of the Central Pedestrian System;
- introduction of active uses at the street edge.

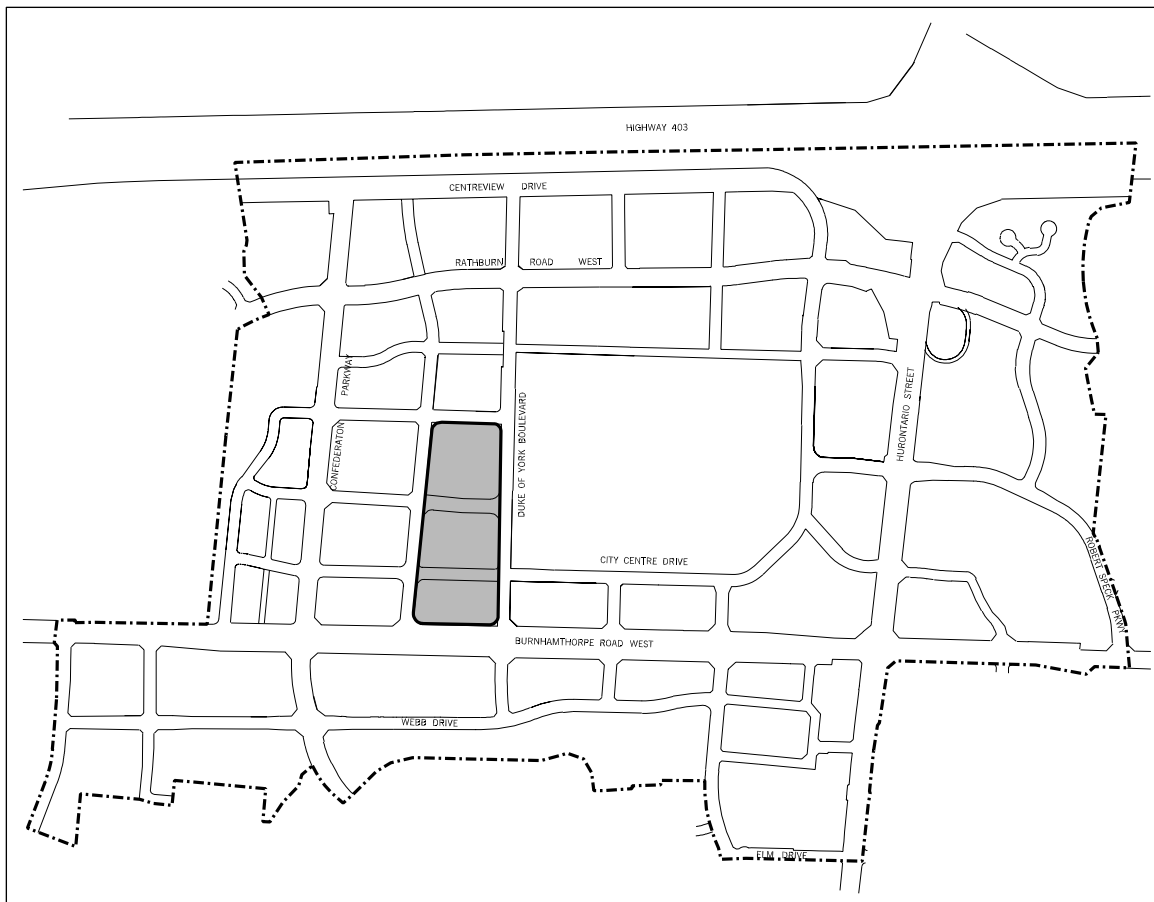


Figure 4: Civic Centre

### 3.3.3 Confederation Parkway Area

#### a. Urban Design Vision

Development in the Confederation Parkway Area will promote a distinct and unique place with combination of high and medium scale built form together with an emphasis of medium scale form adjacent to existing low-rise development immediately to the west of the Downtown Core. Along the length of Confederation Parkway a 1.5 m bicycle path will be located within the public right-of-way along both sides of the road.

The design of the built environment should encourage:

- a distinctive sense of place, a focal point, and an orientation point for the character area;

- development of the Central Pedestrian System;
  - public art;
  - vistas to the Civic Centre Precinct;
  - built form defining the street edge;
  - minimal building setbacks;
  - smaller scale urban blocks;
  - continuity of built form;
  - visually interesting and active building walls;
- high and medium scale coverage development abutting streets and public spaces.

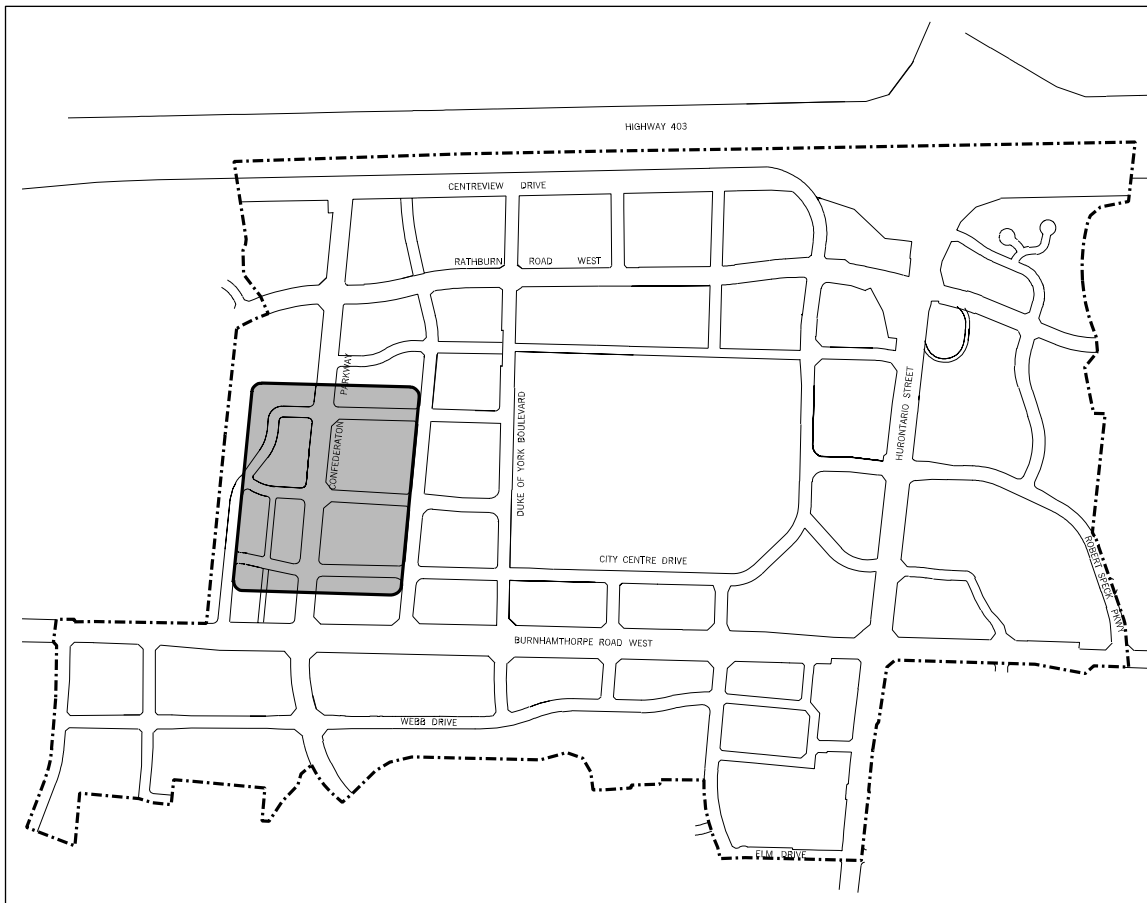


Figure 5: Confederation Parkway Area

### 3.3.4 Duke of York Boulevard Corridor

#### a. Urban Design Vision

Development abutting Duke of York Boulevard will promote the principal ceremonial and active pedestrian corridor in the character area.

The design of the built environment should encourage:

- vistas to the Civic Centre Precinct;
- entrance features at Burnhamthorpe Road West and Centre View Drive;
- high pedestrianization;
- a high standard of public amenity;
- public art;
- development that reinforces a quality pedestrian scaled street through

architectural treatment such as, a defined building base and street edge definition;

- street-related built form;
- visually interesting and active building walls;
- orient principal entrances and principal facades to Duke of York Boulevard and orient rear building facades or service areas away from Duke of York Boulevard;
- an integrated character;
- development of the Central Pedestrian System.

In the event of conflict between these precinct policies and those of any other precincts, these policies will take precedence.

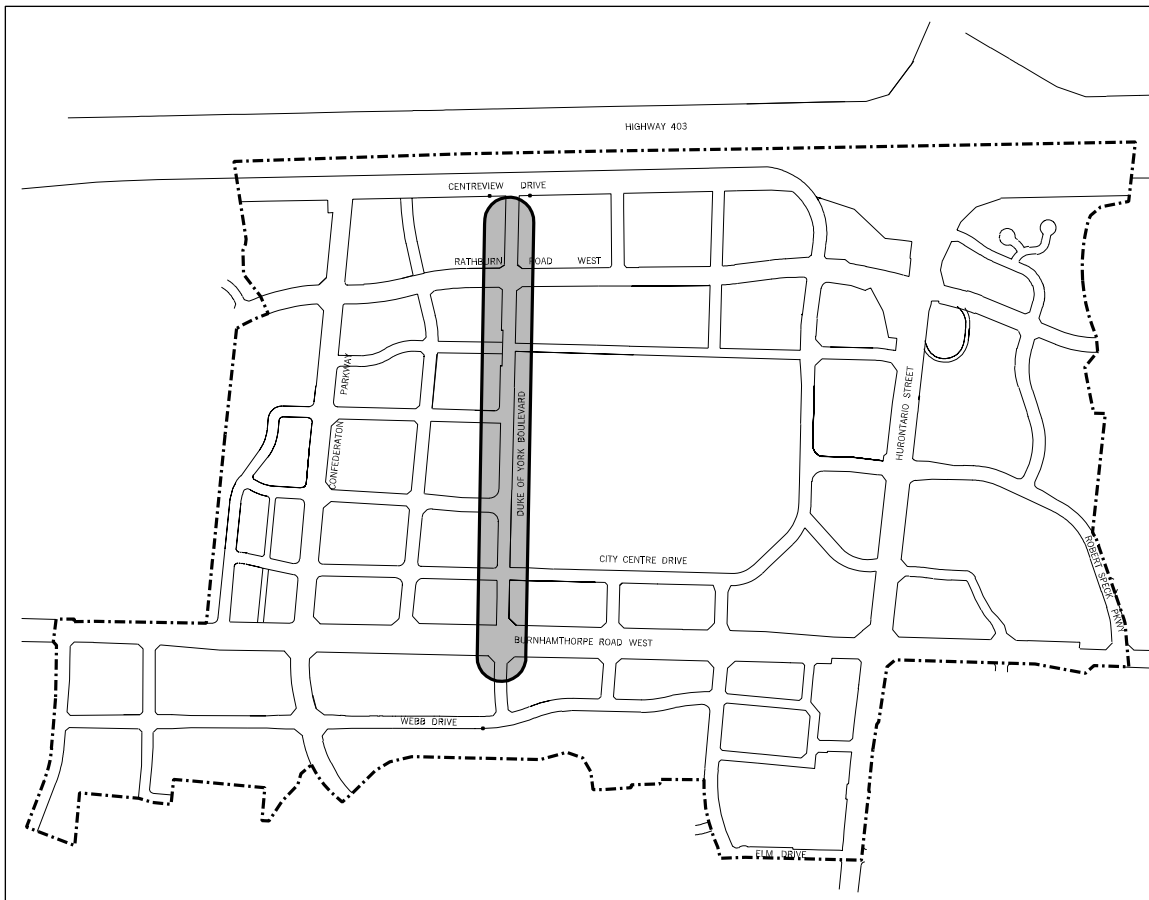


Figure 6: Duke of York Boulevard Corridor

### 3.3.5 Rathburn Road Corridor

#### a. Urban Design Vision

The Rathburn Road Corridor recognizes the Downtown Core Transit Terminal as a key element to the future of this area and Rathburn Road West as an important east-west pedestrian street and transition area to the future high-rise development on Centre View Drive. The portion of this corridor from Duke of York Boulevard to City Centre Drive will be more active and pedestrianized. Along the length of the south side of Rathburn Road a proposed 3.5 m bicycle path will be located within the existing public right-of-way.

The design of the built environment should encourage:

- pedestrian scale development fronting Rathburn Road West;

- street-related activity;
- low to medium scale development;
- continuity of built form;
- pedestrian linkages;
- an improved sense of connection to the east;
- development of the Central Pedestrian System.

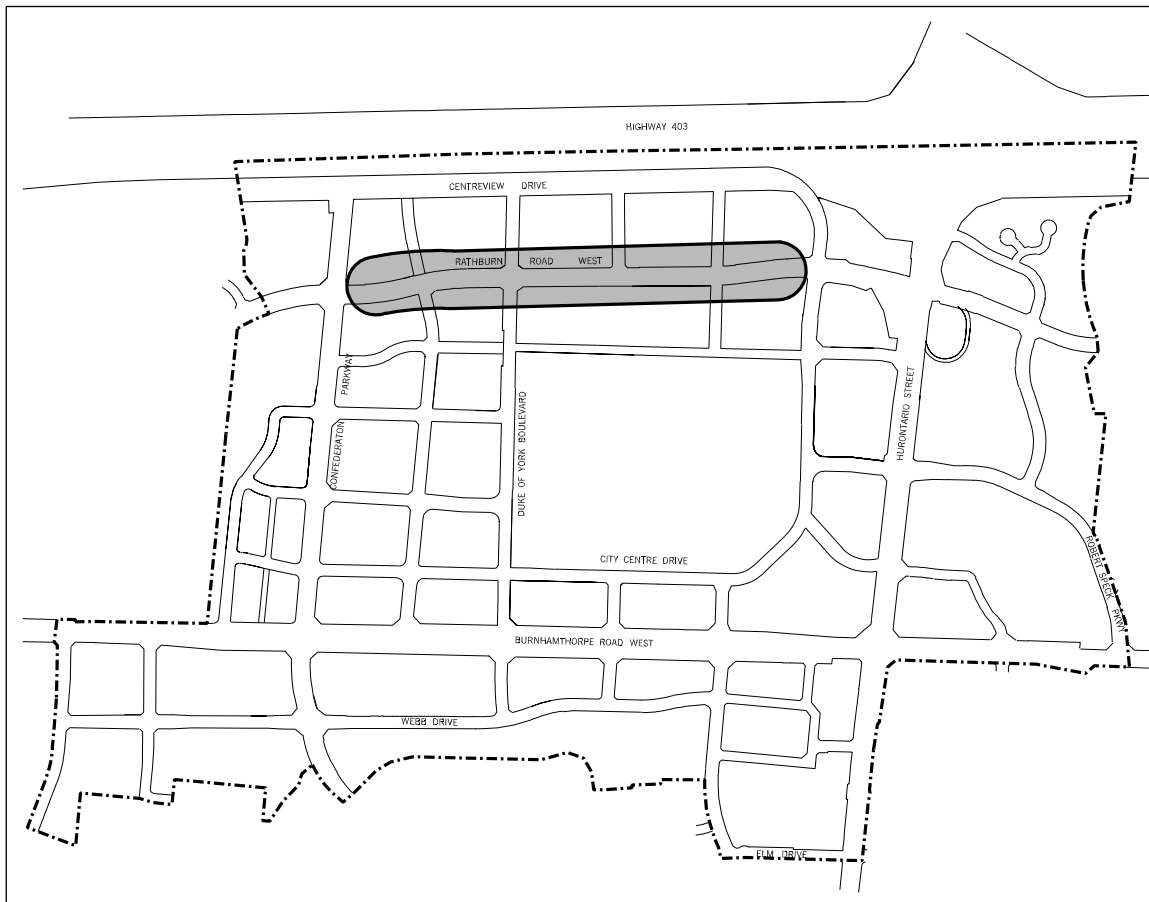


Figure 7: Rathburn Road Corridor

### 3.3.6 Burnhamthorpe Road Corridor

#### a. Urban Design Vision

The Burnhamthorpe Road Corridor is the principal east-west urban boulevard, functioning as a destination and providing entries to the Downtown Core. It promotes a focus and sense of place for the civic buildings, and will integrate development north and south of Burnhamthorpe Road. Along the length of the north side of Burnhamthorpe Road a 3.5 m bicycle path will be located within the designated public right-of-way.

The design of the built environment should encourage:

- development that reinforces a quality pedestrian scaled street through architectural treatment such as, a defined building base and street edge definition;

- pedestrian amenities at principal entrances;
- predominantly medium scale, street-related development rising to higher buildings at Hurontario Street;
- a combination of high and medium scale, street related development on the north side of Burnhamthorpe Road West, west of Confederation Parkway;
- urban development at main intersections (eg. block between Hurontario Street and Kariya Drive);
- additional mid-block road connections;
- major landscaped boulevard and centre median, presenting a prestige image

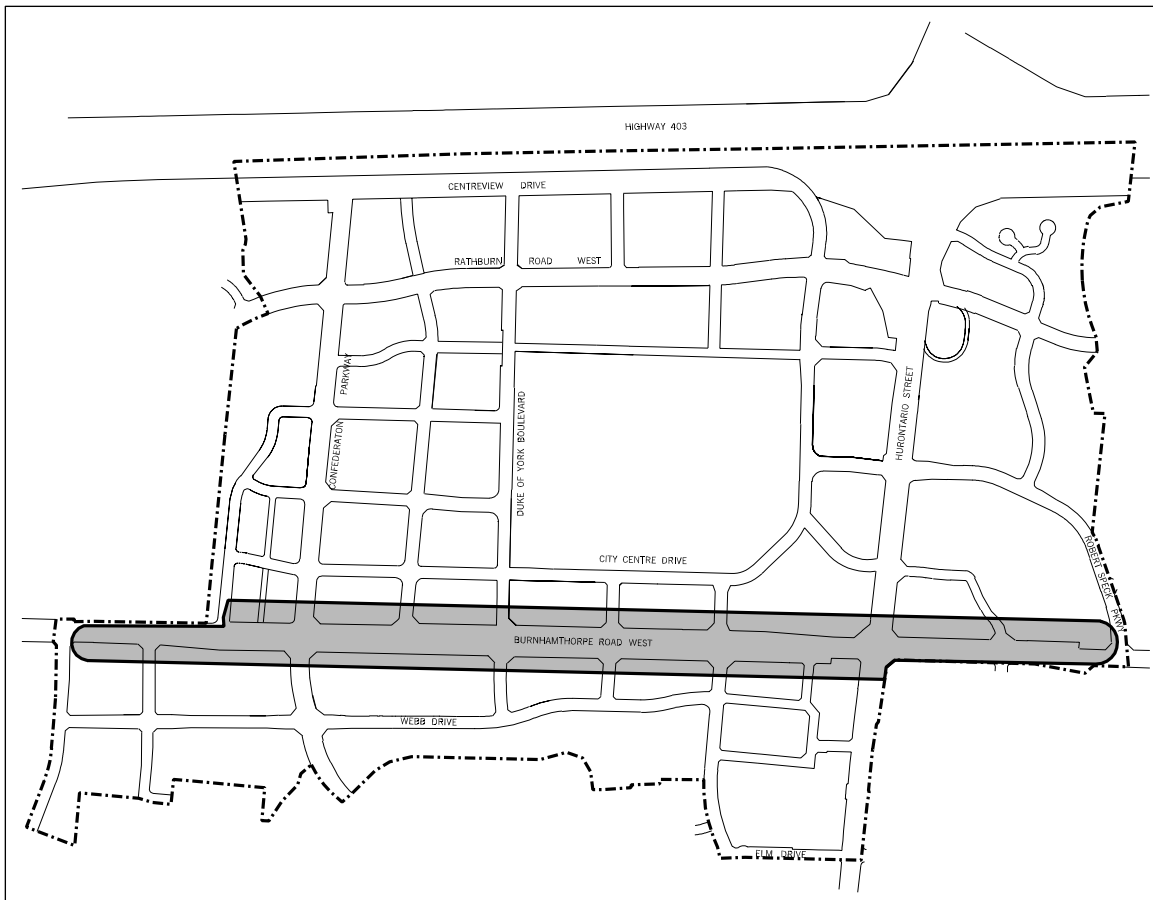


Figure 8: Burnhamthorpe Road Corridor

Across from Civic Plaza:

- development that reinforces a quality pedestrian scaled street through architectural treatment such as, a defined building base and street edge definition;
- minimal building setbacks;
- formal landscaped plaza.

South side:

- landscaped promenade/forecourt;
- at intersections, buildings should be located close to the streetline;
- visually interesting and active building walls;
- principal entry doors oriented to street.



### 3.3.7 Hurontario Street Corridor

#### a. Urban Design Vision

The Hurontario Street Corridor is the principal north-south urban boulevard, functioning as a destination and providing major vehicular entrances to the Downtown Core. It projects a high profile, distinctive image with prominent buildings and extensive landscaping in a park-like setting.

The design of the built environment should encourage:

- prestige buildings and dramatic landscaping;
- moderate setback range consistent with the park-like setting;
- continuous landscaping between building and street;
- urban development at main intersections,

with buildings closer to the streetline;

- pedestrian linkages to public sidewalks and intersections;
- pedestrian amenities at principal entrances;
- structured parking fully integrated with building form and landscaping;
- additional mid-block road connections;
- more intersections, as illustrated on the Downtown Core Land Use Map;
- central landscaped median.

In the event of conflict between these precinct policies and those of any other precincts, these policies will take precedence.

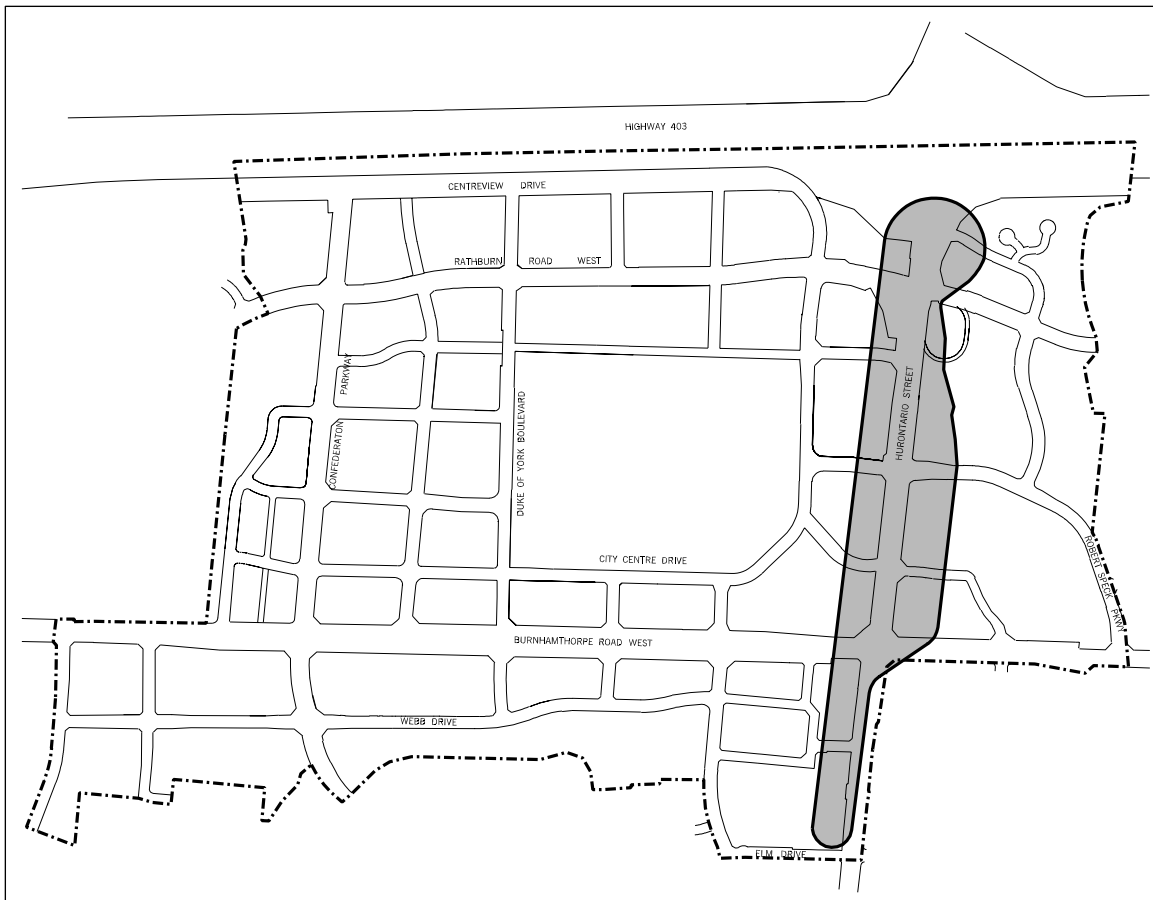


Figure 9: Hurontario Street Corridor

### 3.3.8 Provincial Highway 403 Frontage

#### a. Urban Design Vision

Development along the Provincial Highway 403 Frontage will promote a high profile skyline, projecting a distinctive identity and recognizable image for the Downtown Core. Visibility to parking will be minimized and properly screened from Centre View Drive and no service areas will be exposed to Provincial Highway 403. Parking and service areas that cannot be located elsewhere shall be screened so as to prevent negative visual impacts.

The design of the built environment should encourage:

- a high profile skyline, projecting a distinctive identity and recognizable image for the Downtown Core;
- prominent, prestige buildings and extensive landscaping.

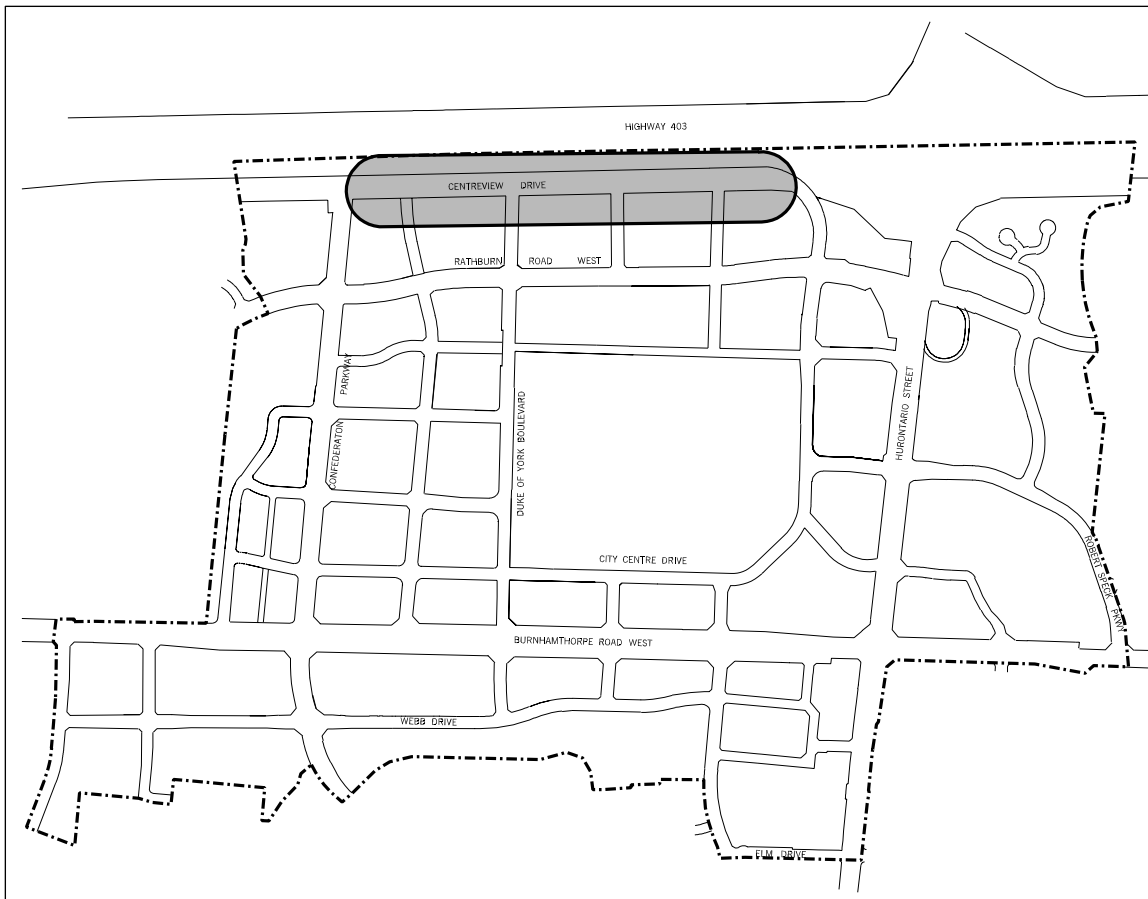


Figure 10: Provincial Highway 403 Frontage

### 3.3.9 Transition Areas

#### a. Urban Design Vision

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

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';
- low-rise built form adjacent to 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' and lands immediately south of Rathburn Road West, show as Area 'C';

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

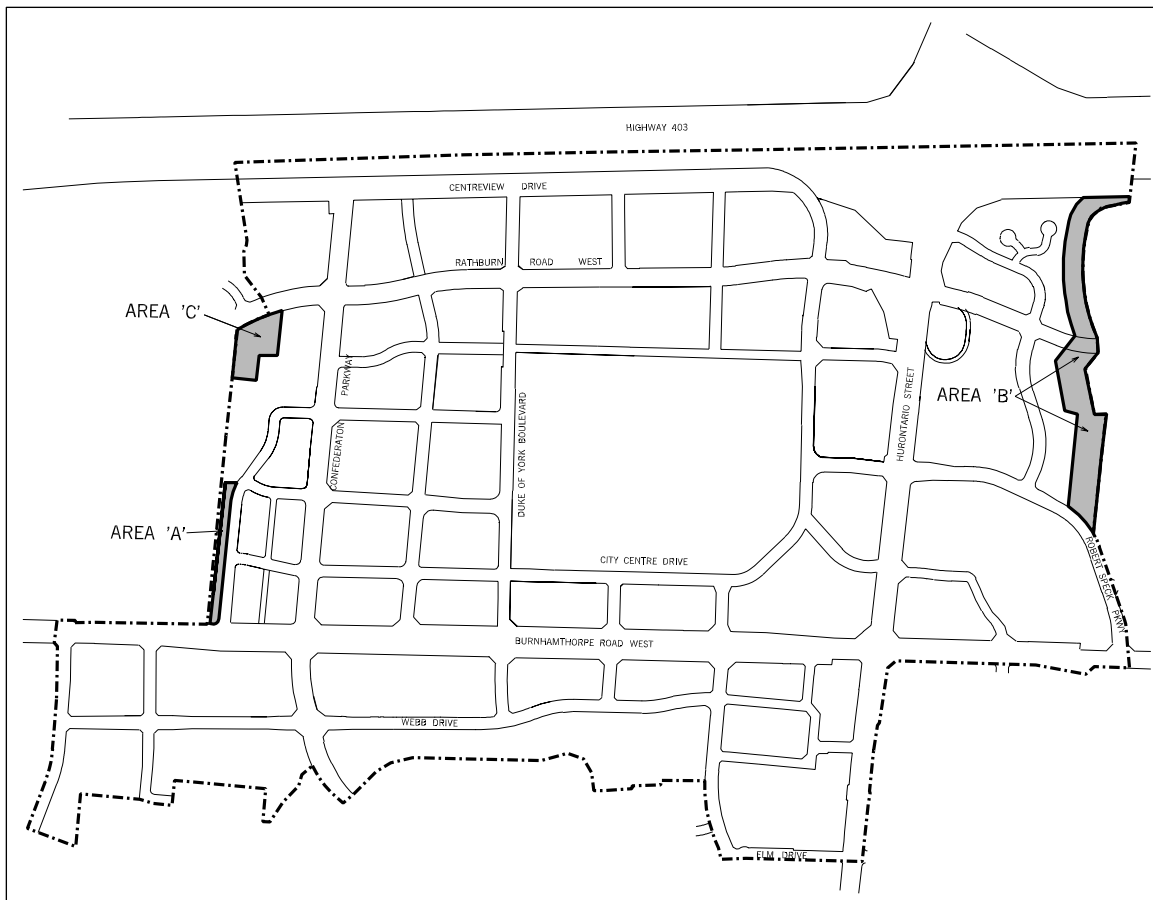


Figure 11: Transition Areas

- appropriate building interface including setbacks and landscaping, within the public open space block at the terminus of City Centre Drive within lands shown as Area 'A';
  - appropriate building interface with the public open space linear park to the west of lands shown as Area 'A'.
- b. In the event of conflict between these precinct policies and those of any other precinct, these policies will take precedence.

### 3.3.10 Cooksville Creek Corridor

#### a. Urban Design Vision

The Cooksville Creek Corridor is recognized as a public amenity and resource. To preserve and enhance this natural feature, the design of the built environment should encourage:

- appropriate setback of buildings from corridor (landscaping only);
- improved visibility, access and linkage to the corridor from development parcels and public streets;
- views/informal surveillance to the corridor;
- integration of public/private open space and landscape areas;

- positive relationship between built form and the corridor;
- parking structures designed and located to complement the corridor.

The fencing of the edge of property abutting this corridor is discouraged.

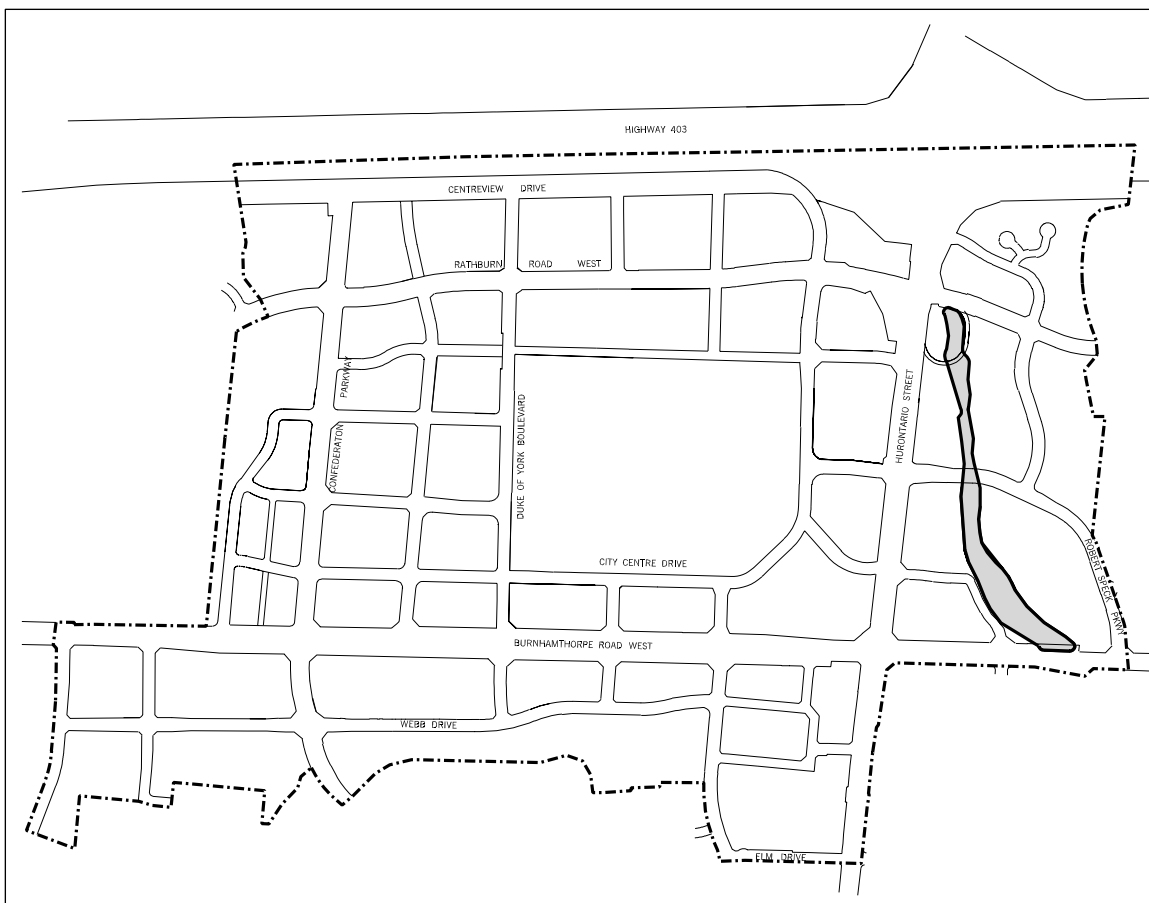


Figure 12: Cooksville Creek Corridor

## 4.0 Land Use

### 4.1 Downtown Mixed Use

- a. Lands designated Downtown Mixed Use permit a wide range of land uses and activities. These uses may be grouped either within a development parcel or an individual building.
- b. Owners/developers will be encouraged to advise all prospective 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.

#### 4.1.1 Permitted Uses

- a. All forms of high density residential development. Townhouses will only be permitted in the Transition Areas. Detached and semi-detached dwellings will not be permitted.
- b. Uses permitted in accordance with the general Residential policies of this Plan.
- c. Major and **Secondary Offices**.
- d. Civic/cultural facilities.
- e. Hotel and conference facilities, all types of restaurants, except those with drive-through facilities, and entertainment facilities, except in the Transition Areas.
- f. Retail Commercial uses, except those with a drive-through facility, motor vehicle sales, motor vehicle commercial uses, motor vehicle body repair uses, motor vehicle wrecking and truck washes.
- g. Community infrastructure and parkland.

### 4.1.2 Policies

- a. Driveway access to individual residential units will not be permitted from a public street.
- b. Retail Commercial uses, including restaurants, will be limited to a maximum of 20% of the total Gross Floor Area (GFA)

### 4.2 Downtown Core Commercial

Lands designated Downtown Core Commercial will accommodate the highest concentration of retail commercial activities in the City in addition to a mix of other land uses.

#### 4.2.1 Permitted Uses

- a. Retail Commercial uses, except those with a drive-through facility, motor vehicle sales, motor vehicle commercial uses, motor vehicle body repair uses, motor vehicle wrecking and truck washes.
- b. All types of restaurants except those with drive-through facilities.
- c. Major and **Secondary Offices**.
- d. Residential apartments.
- e. Hotel and conference facilities.
- f. Entertainment, recreational facilities and parkland.
- g. Civic/cultural facilities.

### 4.3 Public Open Space

Notwithstanding the Public Open Space policies of this Plan, lands designated Public Open Space in the Civic Centre Precinct and Special Site 3 will be urban in character and may accommodate parking and a variety of programs, such as music and theatre events, displays and exhibitions, festivals and other special events.

## 5.0 Transportation

### 5.1 Road System

5.1.1 Consideration will be given to reducing or eliminating parking requirements during the implementation of the Downtown Core Policies.

5.1.2 All roads shown on the Downtown Core Land Use Map will be public.

5.1.3 Rights-of-way may be increased without an amendment to this Plan when development applications are evaluated or further transportation studies are carried out.

5.1.4 Daylight triangles of 15 m will be required.

5.1.5 The basic rights-of-way for minor collector roads and local roads may be reduced without an amendment to this Plan subject to the City being satisfied that the role and function of such roads are maintained.

5.1.6 The proposed east-west road alignment from Confederation Parkway to Hurontario Street, south of Rathburn Road West will be subject to a functional design review, to identify the following: potential traffic signal requirements along this road; intersection geometric design requirements to support the proposed intersections at Confederation Parkway, City Centre Drive and Hurontario Street; right-of-way requirements for this road; and, the intersection spacing along Confederation Parkway, City Centre Drive and Hurontario Street to support the new east-west road. This spacing review may impact the alignment of this minor collector road. In addition, this functional study is to also include the potential relocation of Part Block 18 in Registered Plan 43M-1010.

5.1.7 The transit system will expand as the Downtown Core is developed; bus service will be the predominant transit mode for a considerable period of time.

As part of the proposed Mississauga Bus Rapid Transit (BRT) facility, the existing transit terminal

may be expanded to serve future development growth and to connect with the BRT facility. In the long term, an additional BRT station is also proposed near Hurontario Street, between Rathburn Road West and Provincial Highway 403.

Transit facilities will be designed to accommodate the City-wide transit network; an internal transit service operating on the perimeter roadway around Square One; the east-west BRT facility in the Provincial Highway 403 corridor, inter-urban transit systems; and the pedestrian system linking office concentrations, Square One and cultural activities.

As traffic volumes increase, preferential transit lanes consisting of a single curbside lane in each direction and intended to serve transit vehicles and right-turning vehicles may be necessary.

5.1.8 Access to the Downtown Core to and from Provincial Highway 403 will be provided by the existing interchanges at Mavis Road and Hurontario Street and by the proposed Provincial Highway 403 North Collector and Centre View Drive. Both of the parallel roads will be connected to Provincial Highway 403 east of Hurontario Street and west of Mavis Road.

The proposed Provincial Highway 403 North Collector, located north of the Downtown Core, will be developed within the Parkway Belt West as a one-way westbound two-lane roadway with grade-separations at Hurontario Street, Duke of York Boulevard, Confederation Parkway, the Provincial Highway 403 westbound off-ramp at Mavis Road. In addition, ramp connections will be provided at Duke of York Boulevard and Confederation Parkway to provide access to and from the Downtown Core road network.

Centre View Drive will be developed within the Parkway Belt West and will operate predominately as a basic four-lane two-way roadway (with turning lanes), with grade-separations at Mavis Road, Confederation Parkway, Duke of York Boulevard, the Provincial Highway 403 eastbound off-ramp at Hurontario Street and Hurontario Street. In addition, five at-grade signalized intersections will provide



access to the Downtown Core road network. The two-way section of this road will be connected to Provincial Highway 403 via a two-lane one-way link extending from the eastbound off-ramp at Mavis Road and a one-way eastbound roadway joining Provincial Highway 403 east of City Centre Drive. The Downtown Core Land Use Map shows a conceptual alignment on how this one-way eastbound roadway is proposed to connect to Provincial Highway 403.

All roads in the network will be public roadways. The preliminary designs of the proposed connections/interfaces of these new roads to the adjacent Provincial Highway 403 have been endorsed in principle by the Provincial Government. The detailed design of these facilities is subject to the review and approval of the Ministry of Transportation to ensure all aspects, including safety, operations and level of service and capacity for Provincial Highway 403 are not compromised.

The placement of structures over and under public roadways consistent with this Plan will be permitted. Such structures may include, but are not necessary limited to, open and enclosed pedestrian bridges and elevated pedestrian plazas.

post-development flows to pre-development levels and will contain appropriate erosion and quality control measures. One facility will be sited at the outlet of the Downtown Core where it discharges to the Cooksville Creek, immediately north of Central Parkway East. A second facility will be situated just north of Provincial Highway 403, east of Mavis Road.

## **6.0 Stormwater Management**

6.1 Any retail commercial, office, industrial, community or high density residential land development within the Cooksville Creek watershed will require the implementation of on-site stormwater management techniques to control the post-development stormwater discharge to pre-development levels for the 2-year and 5-year storm events. These controls are subject to the approval of the City, in accordance with Council adopted policies.

6.2 Construction of centralized stormwater management control facilities is proposed at two locations, both of which are outside the Downtown Core. These facilities will control the 100-year

## 7.0 Special Site Policies

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

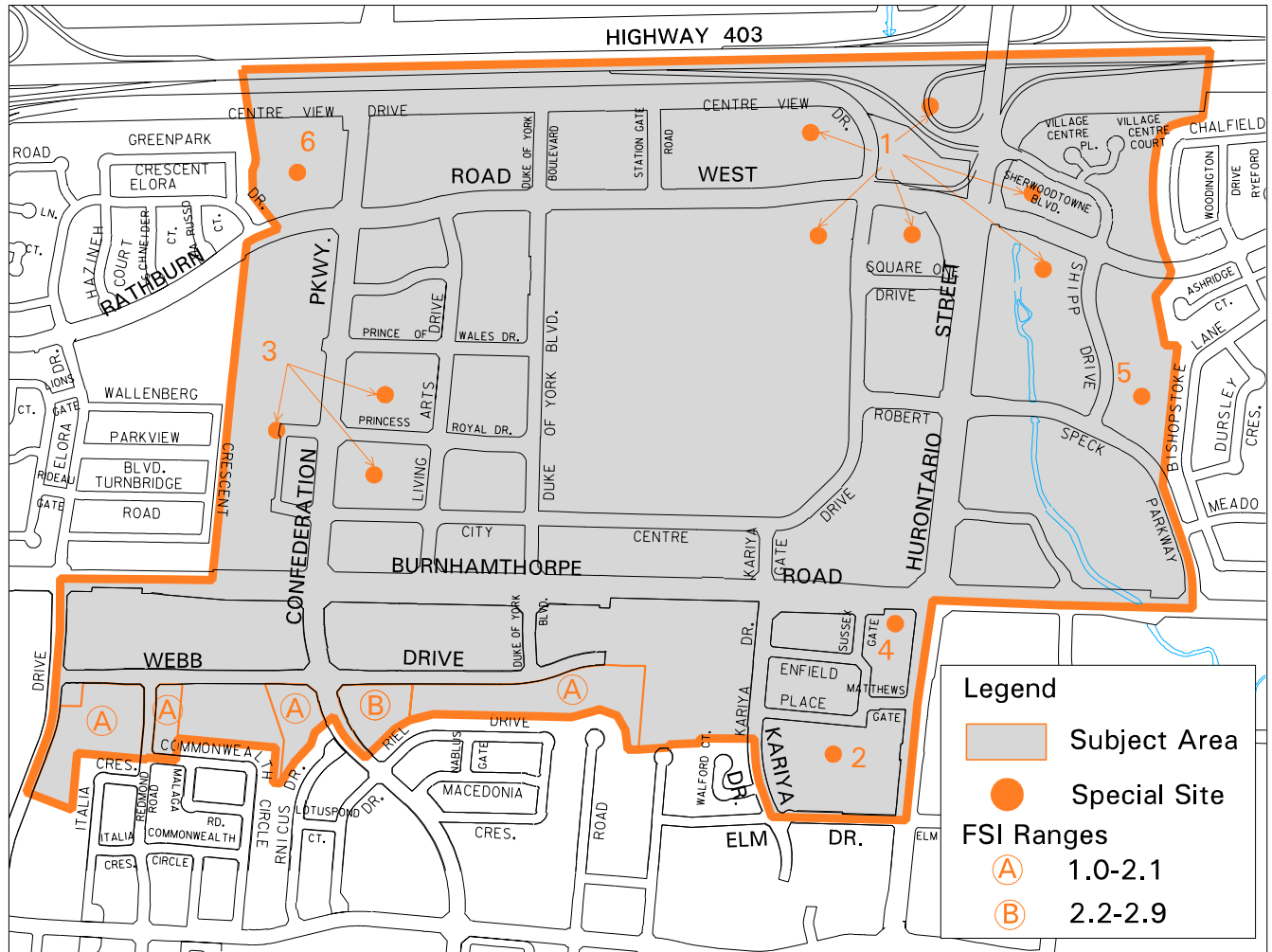
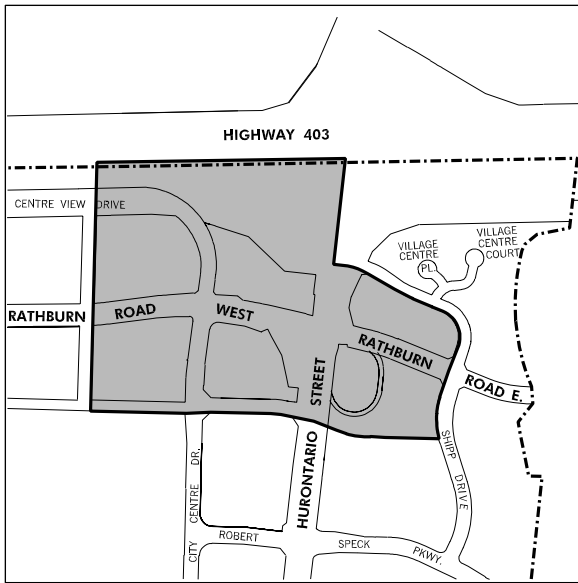


Figure 13: Location of Special Sites within the Downtown Core Local Area Plan.

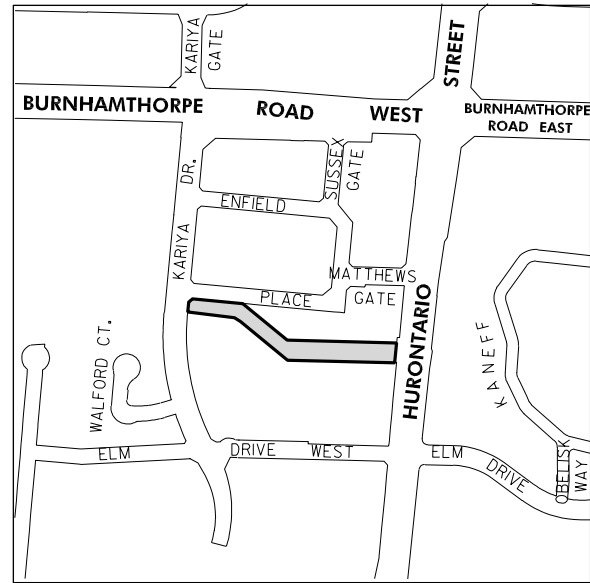
## 7.1 Site 1



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

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 and the Region of Peel.

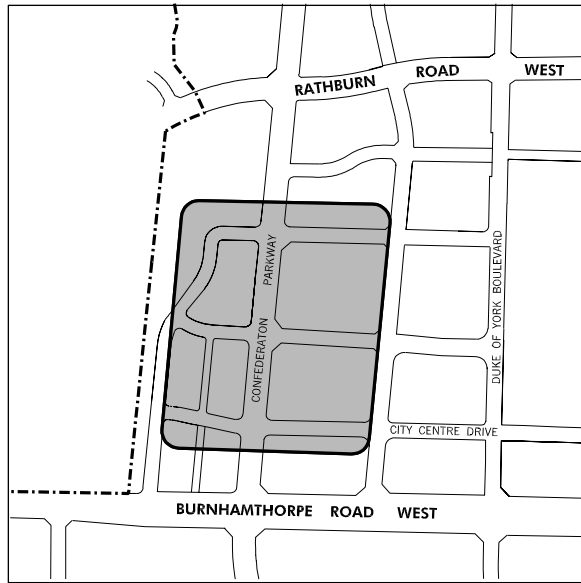
## 7.2 Site 2



The lands identified as Special Site 2 are located south of Enfield Place between Hurontario Street and Kariya Drive.

This tributary to the Cooksville Creek and its related valley feature will remain open and will be incorporated as a landscape element into the design of future development.

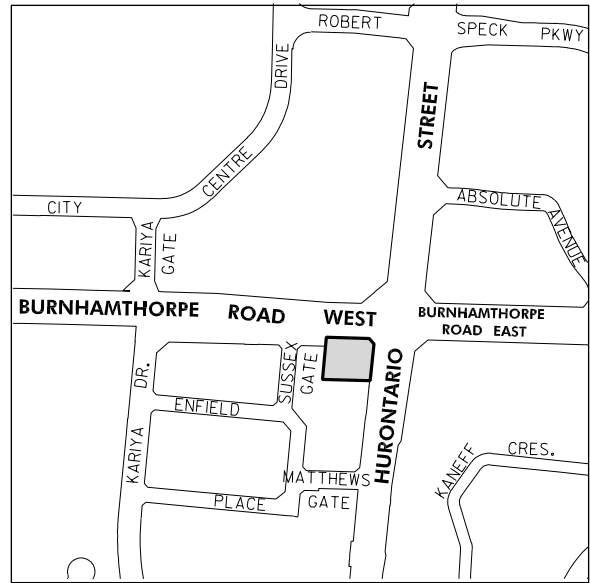
### 7.3 Site 3



The lands identified as Special Site 3 are defined as the Confederation Parkway Area.

Special Site 3 will accommodate one or more areas of public parkland. The location, number and size of the park(s) block(s) shall be determined in conjunction with the development of the lands in this Area. In order to achieve parkland of acceptable size, configuration and location, Mississauga will encourage consolidation of parkland dedication requirements of multiple sites within the Area. Prior to the approval of any draft plan of subdivision, severance, or any other development application within this Area, property owners shall demonstrate to the satisfaction of the City how the City's parkland objectives within this Area will be satisfied, through the provision of development and parkland concept plans. Prior to final approval of any severance, subdivision or any other development application within this Area, property owners shall dedicate sufficient parkland or enter into appropriate agreements with the City and other owners of lands to secure the provision of adequate parkland from other development parcels within the Area.

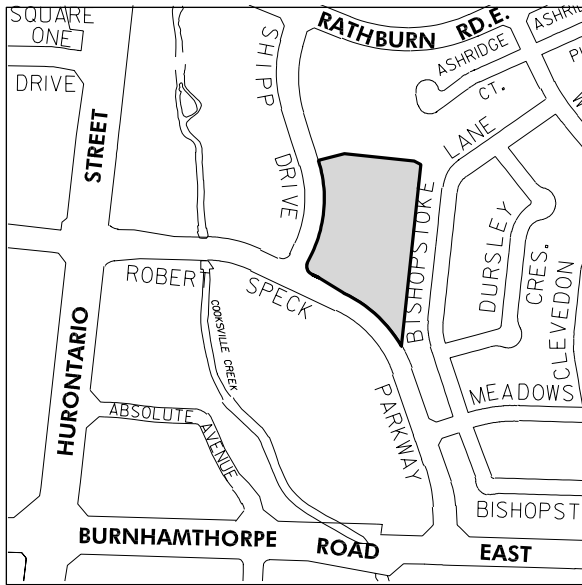
### 7.4 Site 4



The lands identified as Special Site 4 are located at the southwest corner of Burnhamthorpe Road West and Hurontario Street.

Notwithstanding the provisions of the Mixed Use designation, a motor vehicle service station will be permitted.

**7.5 Site 5**

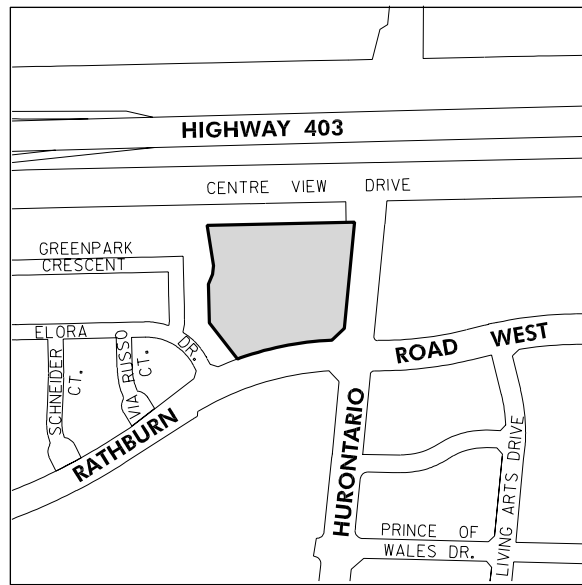


The lands identified as Special Site 5 are located at the northeast quadrant of Robert Speck Parkway and Shipp Drive.

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

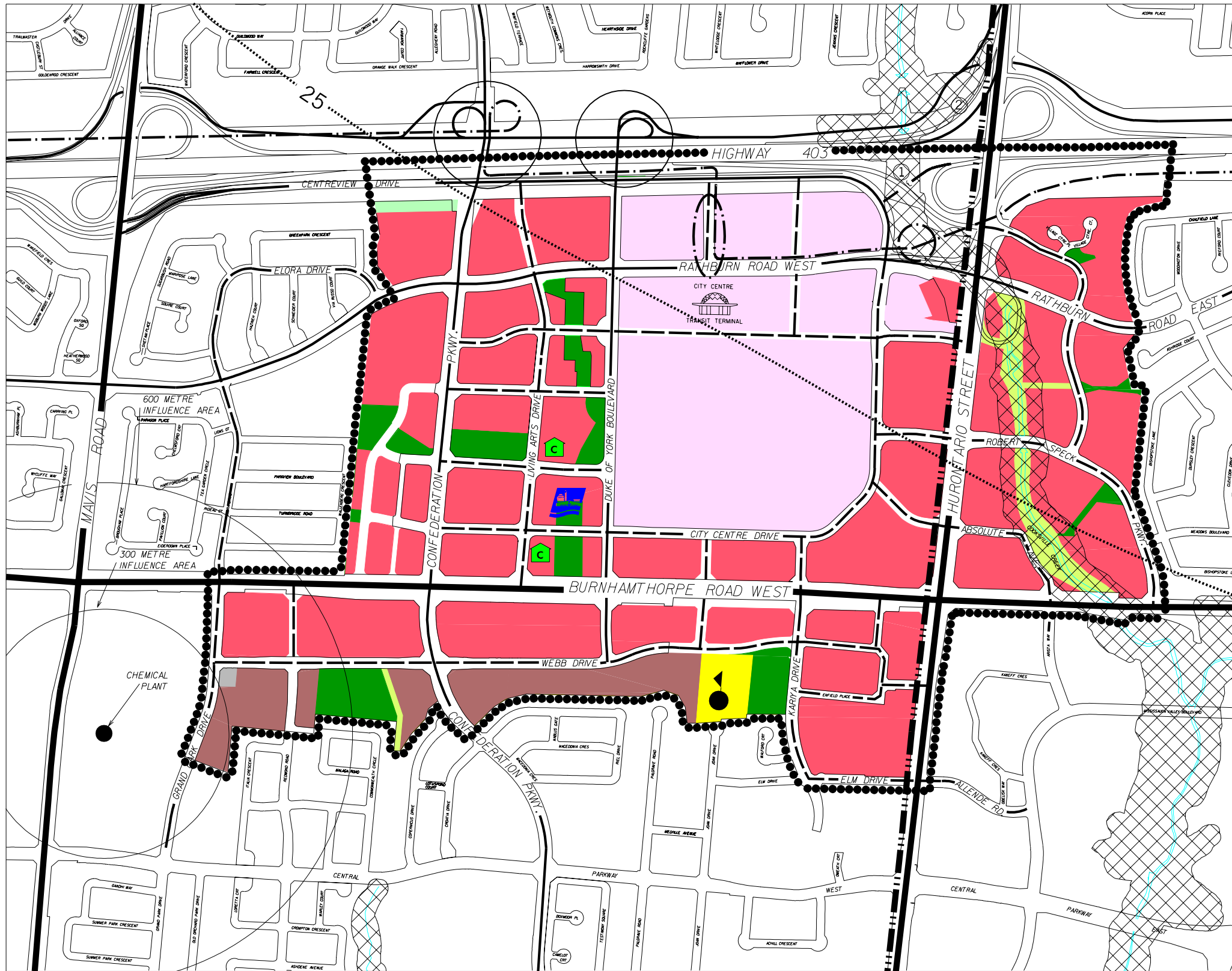
- a. townhouses will be permitted on the entire site.

**7.6 Site 6**



The lands identified as Special Site 6 are located north of Rathburn Road, west of the Confederation Parkway extension.

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



**LAND USE DESIGNATIONS**

- Downtown Mixed Use
- Downtown Core Commercial
- Public Open Space
- Greenbelt
- Parkway Belt West
- Residential Low Density I
- Residential High Density
- Utility

**LAND USE LEGEND**

- 1996 NEP / 2000 NEF Composite Noise Contours
- Natural Hazards
- Option 1, Conceptual Centre View Drive connection to EB Hwy. 403 concept.
- Option 2, Conceptual N-W ramp terminal relocation.

**TRANSPORTATION LEGEND**

- Provincial Highway and Interchange
- Arterial
- Major Collector
- Minor Collector
- Local Road
- Bus Rapid Transit Corridor
- Bus Rapid Transit Station
- Higher Order Transit Corridor
- Proposed Grade Separation

- Civic Centre (City Hall)
- Public School
- City Centre Transit Terminal
- Community Facilities
- Local Area Plan Boundary

**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. Refer to Schedule 3, Natural System for the location of the Natural Areas System and Natural Hazards.
4. The limits of the Natural Hazards shown on this map are for illustrative purposes only. The appropriate Conservation Authority should be consulted to determine their actual location.
5. The 1996 Noise Exposure Projection (NEP)/2000 Noise Exposure Forecast (NEF) Composite Noise Contours are shown for information purposes only and are not part of this Local Area Plan. These contours will change from time to time as new information becomes available. For accurate reference the composite NEP/NEF map produced by Transport Canada at a scale of 1:50 000 should be consulted.

**Downtown Core Local Area Plan  
Land Use Map**

