CHAPTER

8

Well Designed Healthy Communities

(c. Adam Pulicicchio)

8.1 Introduction

Mississauga supports healthy inclusive communities where people can connect, celebrate, be creative, and flourish. Urban form and design, *community infrastructure* and cultural vitality are key components of well designed healthy communities.

The city's urban form reflects the interaction between people and places. It does this through the arrangement, appearance, access and function of spaces. This includes the natural and built environments and influences the processes that lead to healthy and livable cities.

Urban design policies and guidelines support balancing social, economic and environmental priorities through an optimal yet beautiful urban form.

***Community infrastructure* provides the buildings, places and spaces to support and promote community well-being.**

Mississauga values and fosters art and cultural vitality, which helps elevate the distinctive characteristics of communities within the city.

Urban Form and Urban Design shape the city's buildings, blocks and public realm. It extends beyond addressing the physical characteristics of the urban form to matters related to experience, circulation and how people use urban spaces. Urban design aims to contribute to an urban form that will be used and enjoyed by a wide range of people for different purposes, for years to come.

This chapter establishes an urban form and design framework that complements City Structure policies and supports a resilient, healthy and accessible city for people of all ages, cultures and social statuses. The urban design framework will also help with the coordination of growth distribution, access to transportation and the production of a high quality public realm through the development of sustainable spatial pattern within the city. This framework will play an important role in ensuring new development is designed in a manner that promotes healthy, active and connected communities.

The urban form and design framework will help the city mature and intensify in a way that supports the following objectives:

a. require properties to develop in a manner that contributes to the overall vision for the city;
b. build a resilient, healthy and low-carbon city;
c. protect and enhance natural systems;
d. promote design excellence in shaping city views and public spaces;
e. prioritize accessibility and remove barriers; and
f. ensure the connectivity, compatibility and integration of surrounding uses.

As a mature urban centre, most future development within Mississauga will be in the form of infill and redevelopment. Appropriate development throughout the city will help to revitalize existing communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures. It is important that this development fits within and enhances the existing urban context while minimizing *negative impacts* on adjacent properties as well as natural and cultural resources.

To guide and inform the future evolution of the city's urban form and built environment, this plan aligns with the Region of Peel's Healthy Development Framework and integrates its healthy community core elements throughout its policies.

8.2 Urban Form

Urban Form refers to the physical layout and design of the city. It comprises all the physical characteristics that make up built up areas, including the shape, size, density and configuration of settlements. Urban form is shaped by the various cycles of development and by the policies that direct them throughout the years. Mississauga's envisioned urban form will be achieved through the implementation of the policies of this Plan.

8.2.1 Mississauga will develop an urban form based on and informed by the City Structure as identified in Chapter 3 of this Plan.

8.2.2 Within *Strategic Growth Areas*, an urban form that promotes a diverse mix of uses and supports pedestrian movement, transit and *active transportation* modes will be required.

8.2.3 Infill and redevelopment within Neighbourhoods will respect the local planning context.

8.2.4 Development within *Employment Areas* will promote good urban design that respects the function of the area.

8.2.5 The urban form of the city will ensure that the Green System, including the Natural Heritage System and the Water Resource System, is protected, enhanced, restored, and contributes to a high quality urban environment and quality of life.

8.2.6. Mississauga will encourage green building design and practices to help achieve its greenhouse gas emission targets and adapt to the changing climate.

8.2.7 Mississauga will promote a built environment that protects and conserves heritage resources.

8.2.8 Mississauga will transform the public realm to create a strong sense of place and civic pride.

8.2.9 Urban form will support the creation of an efficient *multimodal transportation system* that encourages a greater utilization of transit and *active transportation* modes.

8.2.10 The city vision will be supported by site development that:

a. respects the hierarchy established by the City Structure;
b. utilizes sustainability best practices;
c. demonstrates context sensitivity and transition, including to the public realm;
d. promotes universal accessibility and public safety; and
e. employs design excellence in accordance with the policies of this Plan.

8.2.11 A distinct character for each community will be created or enhanced through the road pattern, building massing and height, ***streetscape*** elements, preservation and incorporation of heritage resources and prominent placement of institutions and open spaces.

8.2.12 An urban form will be developed to take advantage of the Lake Ontario waterfront through connections, views and access.

8.2.13 Development will encourage restorative net ecological benefits on a site through the practice of sustainable building and site design.

Figure 8.1. Skyline of the evolving Downtown. *(c. City of Mississauga Staff)*

8.3 City Pattern

The city pattern is a reflection of policies and land use decisions that direct growth. It is the major driver of the city's image – it creates order, scale, a sense of place, purpose and identity.

Mississauga will develop a sustainable city pattern that supports *complete communities* by directing most growth to *Strategic Growth Areas*. The pattern will be marked by a greater mixture of land uses in a more compact form of

development that is integrated with a *multimodal transportation system*. The city pattern will promote healthy living by protecting valuable natural and open spaces and creating inviting public realm.

8.3.1 Development will create distinctive places and locales.

8.3.2 Design excellence will create vibrant areas complemented by communities that retain their own identity and contribute to an overall strong city identity.

8.3.3 Built form should provide for the creation of a sense of place through, among other matters, distinctive architecture, streetscaping, public art and cultural heritage recognition.

8.3.4 Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive surface parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the *Strategic Growth Areas* from surrounding areas.

8.3.5 Mississauga will promote development and city patterns that conserve and enhance biodiversity and consider the impacts of a changing climate.

8.3.6 Within *Strategic Growth Areas*, small land parcels should be assembled to create efficient development parcels.

8.3.7 Existing large blocks, within *Strategic Growth Areas* will be reconfigured to incorporate a fine-grained block structure with public roads and on-street parking to support at grade uses.

8.3.8 The public realm and the development interface with the public realm will be held to the highest design standards.

8.3.9 For non-residential uses, at grade windows will be required when facing major streets and must be transparent.

8.3.10 Buildings within *Strategic Growth Areas* should be oriented to, and positioned along the street edge, with clearly defined primary entry points that directly access the public sidewalk, pedestrian connections and transit facilities.

8.3.11 Where permitted, above-ground structured parking should be lined with residential, commercial or office uses when visible from the public realm.

8.3.12 While new development need not mirror existing development, new development will:

a. be designed to respect the existing scale, context, massing and grades of the surrounding area;
b. minimize overshadowing on adjacent neighbours;
c. contribute to a cohesive silhouette and a well-articulated architectural expression through the use of appropriate height transitions and separation distances;

d. incorporate ***stormwater best management practices*** and sustainable development approaches;

e. identify opportunities to integrate *green infrastructure* and to enhance and protect adjacent natural areas; and

f. preserve mature high quality trees and ensure replacement of the tree canopy.

8.3.13 Open space areas, both publicly and privately owned, will be high quality, universally accessible, usable and physically and visually linked to streets, parks and pedestrian and cycling routes.

8.3.14 Opportunities to conserve and incorporate cultural heritage resources into community design and development should be undertaken in a manner that enhances heritage resources and makes them focal points for the community.

8.3.15 Development and open spaces adjacent to *significant* cultural heritage resources will:

a. contribute to the conservation of the *heritage attributes* of the resource and the heritage character of the area;

b. emphasize the visual prominence of cultural heritage resources; and

c. provide a proper transition with regard to the setting, scale, massing and character to cultural heritage resources.

8.4 Public Realm

The public realm consists of streets and boulevards, public open spaces, squares and civic buildings and is an integral component of the urban form of the city. The arrangement of streets and blocks within the public realm provides a foundation for the city's built environment, which in turn influences the shape and layout of the public realm.

The creation of landmarks, routes and gateways within the public realm contributes to the unique experience, legibility, sense of orientation and views and vistas. Public art, wayfinding, open space and landmark buildings in the public realm enriches the urban experience.

8.4.1 Streets, Blocks and Streetscapes

Streets are public spaces that connect buildings, structures, parks, communities, natural resources and other significant public amenities. Blocks are the spaces between streets where buildings, structures and other elements, including parks and open spaces, are located. A ***streetscape*** is the image created by the buildings, sidewalks, signage, street trees, landscaping, street furnishings, open spaces, and other elements along streets.

8.4.1.1 Street patterns, development blocks and public open spaces together should create distinctive communities.

8.4.1.2 Mississauga will ensure that urban form, street patterns and public open space systems are coherent, orderly and legible.

8.4.1.3 Streets and their ***streetscapes*** should be designed to create spaces that are integral parts of the adjacent communities, thus serving to link communities.

8.4.1.4 Development will be designed to:

a. Protect, enhance and restore the Natural Heritage System and the Water Resource System;
b. respect cultural heritage features such as designated buildings, landmarks and districts;
c. accentuate the identity of each Character Area, its open spaces, landmarks and cultural heritage resources;
d. maximize permeability by establishing connections to adjacent streets and neighbourhoods at regular intervals, wherever possible;
e. meet ***universal design*** principles;
f. foster health by supporting cultural expression, social connections and advance equity and inclusion;
g. be pedestrian oriented and scaled and support transit use;
h. accommodate a *multimodal transportation system*; and
i. allow common rear laneways or parallel service streets to provide direct access for lots fronting arterial roads and major collector roads, when appropriate.

Figure 8.2. Good urban design includes an emphasis on the pedestrian experience, focusing on the street-level building façade as well as the elements that provide comfort and shelter within the public realm. *(c. Metrolinx)*

8.4.1.5 Development will utilize ***streetscape*** design to provide visual connections to open space, providing enhanced sidewalk and trail connections near open spaces.

8.4.1.6 The improvement of existing streets and the design of new streets should enhance connectivity by:

a. developing a fine-grained system of roads;
b. using short streets and small blocks as much as possible, to encourage pedestrian movement;
c. avoiding street closures; and
d. minimizing cul-de-sac and dead end streets.

8.4.1.7 Where cul-de-sac and dead end streets exist, accessible paths that provide shortcuts for walking and cycling and vehicular access should be created, where possible.

8.4.1.8 ***Streetscapes*** will be designed to create a sense of identity through the treatment of architectural features, forms, massing, scale, site layout, orientation, landscaping, lighting, and signage and wayfinding.

8.4.1.9 ***Streetscape*** improvements including trees, pedestrian scale lighting, wayfinding, special paving and street furniture in sidewalks, boulevards, open spaces, walkways, and cycling infrastructure will be coordinated and well designed.

8.4.1.10 ***Streetscape*** design should consider innovative low impact development techniques where appropriate.

8.4.1.11 ***Streetscape*** components such as signage, furniture and lighting, within areas with cultural heritage resources should be sympathetic to the character of the heritage area and must support universal accessibility.

8.4.1.12 The design of developments at intersections and along major streets should be of a highly attractive urban quality, recognizing that streets are important civic spaces and linkages.

8.4.1.13 Development and elements within the public realm will be designed to provide continuity of the ***streetscape*** and minimize visual clutter.

8.4.1.14 Special consideration will be given to the location of utilities on private property and the public right-of-way. Utilities will be grouped or located underground where possible to minimize visual impacts and conflicts with ***streetscape*** elements. The City encourages utility providers to consider innovative methods of containing utility services.

8.4.1.15 The sharing and reduction of access points/driveways will be encouraged to promote pedestrian safety and provide the opportunity for a continuous ***streetscape***.

8.4.1.16 An attractive, comfortable and safe public realm will be created through the use of landscaping, the screening of unattractive views, protection from the elements, as well as the buffering of parking, loading and storage areas.

8.4.1.17 Built form will relate to the width of the street right-of-way.

8.4.1.18 Outdoor storage will not be located adjacent to, or be visible from city boundaries, the public realm or *sensitive land uses* by incorporating the use of appropriate setbacks, screening, landscaping and buffering.

8.4.1.19 Display areas are to be an integral part of the overall site design and evaluated based on their visual impact on the ***streetscape***.

8.4.1.20 Reverse frontage lots will not be permitted, except for infill development where a street pattern has already been established.

8.4.2 Civic Buildings and Spaces

Civic buildings and spaces are an important component of the public realm. These elements have the opportunity to become landmark buildings and spaces and should set the standard for development within the city. Civic buildings and spaces may also act as a catalyst for further development on surrounding lands.

8.4.2.1 Civic buildings and spaces will:

a. be built to a high standard of design excellence;
b. incorporate low impact design and other green site development and buildings practices;
c. adhere to the city's applicable green development standards;
d. be sited for prominence, visibility and universal accessibility; and
e. Incorporate public art and ***placemaking*** opportunities.

8.4.2.2 Mississauga will develop identifiable civic buildings, structures, and spaces as community and city focal points.

8.4.2.3 ***Universal design*** principles will be applied in the development of, or renovation to City facilities including civic buildings, open space for recreation uses, transit and *active transportation* facilities.

Figure 8.3. Celebration Square provides a year-round space for community events, festivals and gatherings. *(c. City of Mississauga)*

8.4.3 Gateways, Routes, Landmarks and Views

Gateways, routes and landmarks are important building blocks of the city and contribute to city pattern and urban experience. Some sites within the city are uniquely located, given their topography, views or gateway condition. The design and function of these sites have the opportunity and responsibility to contribute to an area's character. Public buildings and structures with a prominent role and function should stand out from their context to support their role as landmarks.

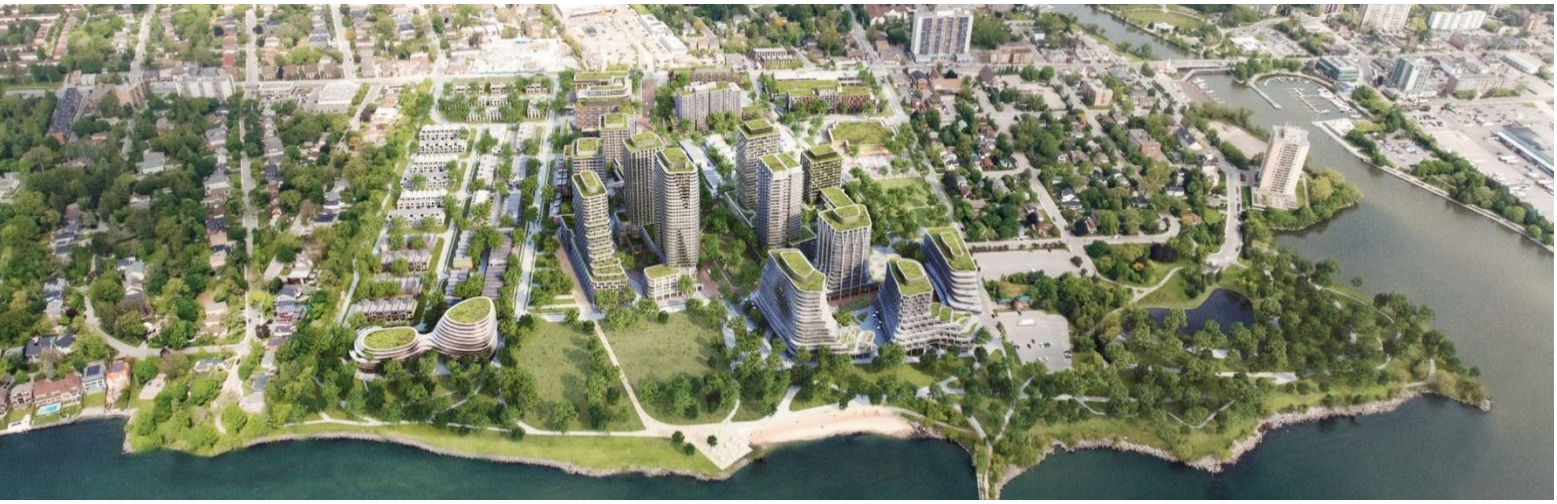

Figure 8.4. The Brightwater community will focus on views to the waterfront, open space accessibility as well as connectivity. *(c. Brightwater)*

Public views of important natural or man-made features along streets and ***scenic routes*** need to be protected since they add value to the built form and contribute to neighbourhood identity. When opportunities arise, new development must maintain, and in some cases, enhance those views and vistas to prominent features.

8.4.3.1 An appropriate gateway treatment will be created at city boundaries, major Provincial highway interchanges and, where appropriate, at entry points to *Strategic Growth Areas* through high quality development, massing of buildings, open spaces, landscaping and ***streetscape***.

8.4.3.2 Sites with prominence, high visibility and access should be considered as a priority for civic buildings and ***community infrastructure***.

8.4.3.3 Buildings that serve the community such as places of religious assembly, colleges and hospitals, should be designed to be the focus of the community, highly visible, universally accessible and attractive and serve as landmarks for future generations.

8.4.3.4 Special attention will be given to major intersections to create a sense of enclosure and identity, as well as heightened architectural interest.

8.4.3.5 Developments on major corners, prominent sites or that terminate a view will be held to a higher design standard.

8.4.3.6 New streets may be introduced to create prominent view corridors.

8.4.3.7 Views of significant natural and built features should be created, maintained and enhanced where appropriate.

8.4.3.8 Development will preserve, promote and enhance public views to the Lake Ontario waterfront.

8.4.3.9 Special care will be taken with development along ***scenic routes*** to maintain and complement the scenic historical character of the street.

8.4.3.10 Lands fronting, flanking and/or abutting Mississauga Road, between the Canadian Pacific and Kansas City Railway (CPKC), located south of Reid Drive, and Lakeshore Road West, are part of a designated ***scenic route***. These lands will be subject to the following:

a. in order to continue its historic ***streetscape*** character, residential development will generally maintain the visual appearance of existing dwellings and will generally be on lots with a minimum depth of 40 metres. This policy does not apply within the Port Credit Local Area Plan;
b. direct vehicular access to Mississauga Road will be encouraged;
c. upgraded building elevations, including principal doors and fenestrations, will be required facing Mississauga Road;
d. buffer roads (i.e. any parallel road along Mississauga Road) and reverse frontage lot development will not be permitted;
e. notwithstanding the policies of this Plan, development will not be permitted if an increase in the existing Mississauga Road pavement width is required;
f. building massing, design, setbacks and lot frontages will be encouraged to be consistent with surrounding buildings and lots;
g. projecting garages will be discouraged;
h. alternative on-site turn-arounds, such as hammerhead driveways, will be encouraged in order to reduce reverse movements and the number of driveway entrances. Circular driveways will be discouraged;
i. tree preservation and enhancement will be required on public and private lands in order to maintain existing trees;
j. removal of existing landscape features, including but not limited to stone walls, fences and hedgerows, will be discouraged;
k. utilities will be located to minimize the impact on existing vegetation;
l. grading for new development will be designed to be compatible with and minimize differences between the grades of the surrounding area, including Mississauga Road. Retaining walls as a grading solution will be discouraged; and

m. opportunities to enhance connections to nearby pedestrian, cycling and multi-use trails, particularly within the Credit River Valley Corridor, will be pursued.

8.4.3.11 The existing and planned non-residential uses along Mississauga Road, between the Canadian Pacific and Kansas City (CPKC) Railway, located south of Reid Drive, and Melody Drive, will be developed with the highest design and architectural quality. These developments will incorporate the scale, massing, patterns, proportions, materials, character and architectural language found in the best executed examples of commercial conversions of residential buildings within Streetsville's historic main street commercial core. Adequate landscaping and setbacks along Mississauga Road will be provided. Should any of these sites be developed for residential uses, they will reflect the planned context of the rest of Mississauga Road as outlined in the ***scenic route*** policies of this Plan.

8.4.4 Public Art

Public art enhances the quality of life for residents and visitors by contributing to the identity and unique character of the city and its various destinations.

Public art is art in the public realm, created by professional artists. Public art can incorporate diverse forms of artistic expression and should be considered at a variety of scales and in diverse contexts. Public art can range from the architecture of buildings to the design of elements within the public realm such as light features and seating. It may include memorials, sculptures, water features, murals, lighting or individual art installations. It may be integrated with building and landscape design and may also include functional elements such as street furniture and utility boxes.

Public art can serve as a focus in a public square or open space or simply provide visual relief in high density areas. All gateway locations and public view terminus sites are candidates for public art.

8.4.4.1 Mississauga supports and encourages public art that is consistent with the city's applicable master plans.

8.4.4.2 Public art will be incorporated into the public realm, particularly in appropriate locations that play on the city's distinct assets, such as landmarks, gateways, waterfront areas, and transportation corridors.

8.4.4.3 Public art will be incorporated into public works, whenever feasible.

8.4.4.4 Development proponents are encouraged to incorporate a public art contribution as part of their development application in accordance with City plans. *Strategic Growth Areas* and Lake Ontario Waterfront will be priority locations for the installation of public art.

8.4.4.5 Public art should have a prominent presence throughout the city on both public and private lands and contribute to a high quality urban design. Public art should:

a. be encouraged as an integral component of public works, land development and open space planning;
b. include pieces that serve as orienting devices for moving about and wayfinding or as focal points in public open spaces;
c. contribute to the animation of public spaces through its design, which may include pieces that are used as street furniture, play areas and/or other interactive uses; and
d. correspond to the visual prominence of the site on which it is located.

Figure 8.5. Pine Sanctuary by Marc Fornes / THEVERYMANY is an iconic landmark that fosters opportunities for active play and reflection, located at the main entrance to Riverwood Park. *(c. City of Mississauga)*

8.4.5 Open Spaces and Amenity Areas

Open spaces include both public and private space as well as on-site amenities and are one of the most significant contributors to an area's character and quality of life. It is important that they not only be well designed and beautiful, but also that they be well connected and integrated with adjacent uses and other open spaces. The provision of open space is an essential component of residential and non-residential development.

8.4.5.1 Mississauga will promote public open space design that is fully integrated with the urban design and built form of the community.

8.4.5.2 Privately Owned Public Spaces (POPS) contribute to the public realm. These spaces, where appropriate, will be designed and maintained in accordance with the standards established by the City, and remain open and universally accessible to the public. POPS provided to the City will:

a. provide a public easement over the extent of the POPS; and
b. the size, extent, design, configuration and program of POPS will be done in consultation and to the satisfaction of the City.

8.4.5.3 Open space will contribute to community aesthetics and enhance the Green System.

8.4.5.4 Natural features, parks and open spaces will contribute to a desirable urban form by:

a. assisting with the protection, enhancement, restoration and expansion of the Natural Heritage System, identified in Schedule 2: Natural System;

b. connecting to the city's system of trails and pathways;

c. connecting to other natural areas, *woodlands*, *wetlands*, parks, and open spaces, including streets, schools, cemeteries and civic spaces;

d. ensuring that all new parks and open spaces address the street, providing clear visibility, access and safety;

e. ensuring that adjacent uses, buildings and structures front onto them, with direct access, and encouraging natural surveillance; and

f. appropriately sizing parks and open spaces to meet the needs of a community and ensuring they are able to accommodate social and cultural events and individual needs, inclusive of recreation, playgrounds, sports and community gardens, where possible.

8.4.5.5 Open spaces will be designed as places where people can socialize, recreate and appreciate the environment. Design considerations will include the needs of equity-deserving groups.

8.4.5.6 Private open space and/or amenity areas will be required for all development.

8.4.5.7 Residential developments of significant size, except for freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users.

8.4.5.8 Residential developments will provide at grade amenity areas that are located and designed for physical comfort and safety. In *Strategic Growth Areas*, alternatives to at grade amenities may be considered.

8.4.5.9 Landscaped, outdoor on-site amenity areas will be encouraged for employment uses.

8.4.5.10 The public realm will be planned to promote healthy, active communities that foster social connections at all stages of life and encourage built and natural settings for recreation, culture and *active transportation*.

8.4.5.11 Mississauga encourages the use of innovative *green infrastructure*, technologies and Low Impact Development measures and approaches such as bioswales in open spaces where possible to support the city's efforts in preparing for the changing climate.

8.5 Movement

A guiding principle of this Plan is to connect people with places through integrated urban design, land use and transportation planning. Development should ensure the

ease of movement between the built form and transit facilities and *active transportation* routes.

While vehicular and goods movement will continue to be an essential element of the *transportation system*, a priority for Mississauga is to increase the appeal of transit and *active transportation* modes for people of all ages and abilities. Mississauga is committed to accessibility through barrier-free ***universal design***. The design and relationships of development and of open spaces adjacent to streets, has a significant role to play in fulfilling these objectives.

8.5.1 Transit and Active Transportation

Urban form is fundamental to fostering transit and *active transportation* choices. Site and building design will improve connections and accessibility for transit users and drive a modal shift towards pedestrian, cycling and micromobility transportation modes. Mississauga will prioritize the barrier-free access, convenience, comfort and safety of all street users through urban design.

8.5.1.1 The design of all development will foster the improvement of connections and accessibility for transit users and promote *active transportation* modes.

8.5.1.2 A transit and *active transportation* supportive urban form will be required in *Strategic Growth Areas* and encouraged throughout the rest of the city.

8.5.1.3 Development will support transit and *active transportation* by:

a. locating buildings at the street edge, where appropriate;
b. requiring front doors that open to the public street with adequate barrier-free access and paths;
c. ensuring active/animated building façades and high quality architecture;
d. providing pedestrian safety and comfort; and
e. providing bicycle destination amenities such as bicycle parking, shower facilities and lockers, where appropriate.

8.5.1.4 Development will provide for the safety of all street users through visibility, lighting, natural surveillance and minimizing vehicular conflicts.

8.5.1.5 The design of transit facilities will consider the barrier free access, convenience, comfort and safety of pedestrians and cyclists.

Figure 8.6. Rendering of Hurontario Street, showcasing transit lanes, drive lanes as well as bike lanes. *(c. Metrolinx)*

8.5.2 Vehicular and Goods Movement

Although a priority for Mississauga is to increase the appeal of transit and *active transportation*, urban form must also consider the needs of vehicular and goods movement, especially in areas where it forms the dominant mode of transportation. Building and site design in *employment areas* must carefully consider goods movement and the potential for conflict with transit and *active transportation* modes.

8.5.2.1 Urban form will balance the needs of vehicular and goods movement with transit and *active transportation* modes.

8.5.2.2 In areas where vehicular and goods movement is the primary mode of transportation, regard for the needs and safety of transit users, pedestrians and cyclists will be required.

8.5.2.3 Where buildings and structures are separated from roadways by parking lots, efforts to upgrade pedestrian access to buildings through landscaping, site design and the development of street related frontages are encouraged.

8.5.3 Accessibility

Mississauga is home to a diverse community of residents, visitors and employees. This community includes individuals with a wide range of abilities. In order to foster inclusivity, the city's built environment must be designed to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design.

A barrier free access to open spaces and buildings should be provided throughout the city. Further, the owners of existing buildings will be encouraged to retrofit them to be universally accessible.

8.5.3.1 Mississauga is committed to the creation of a barrier free city. The design of the physical and built environment will have regard for ***universal design***.

8.5.3.2 All development will be consistent with Mississauga's standards for accessibility for individuals with disability.

Figure 8.7. The South Common Community Centre and Library Renovation incorporates higher accessibility standards. *(c. City of Mississauga)*

8.6 Buildings and Site Development

A significant part of the urban experience takes place as people move from one building to another. Focusing on the relationship between buildings and the spaces that surround them is critical to quality urban form.

The quality and character of different communities and areas will be *conserved*, in part, by establishing a proper transition between them.

When planning and designing sites for development, consideration should be given to the existing site conditions, surrounding context, the public realm and proposed uses. Additionally, protecting, enhancing and restoring natural features, areas and linkages including their *ecological functions* will enhance the development and increase the City's climate-resilience.

The location and massing of buildings help define the use and character of streets and open spaces. When done right, this enhances circulation and access and creates a memorable sense of place and history. The orientation and placement of a building on a property creates a relationship with the adjacent context and helps define the quality and character of the public realm.

A well-studied orientation and placement of a building on a property, together with the choice of sustainable building practices and material can significantly reduce energy consumption and help support the city in reducing carbon emissions.

8.6.1 Buildings and Building Types

Buildings are often the most noticeable aspect of site development and therefore, the quality of their design and the materials selected is fundamental to good urban form. The articulation of a building is often what gives it a human scale and a sense of quality through attention to detail. The appropriate orientation and choice of sustainable materials used for a building play an important role in reducing its impact on the environment. This is achieved by decreasing energy consumption and carbon emissions.

There are varying scales of buildings generally ranging between low, mid and high-rise. These building types are mostly defined by their height, massing, organization and relationship to the public realm. The building types listed in this section are not exhaustive but provide a general design framework for these categories:

a. **Low-rise buildings:** they include a variety of grade related housing types that range from detached and semi-detached dwellings to slightly denser forms such as townhouses and multiplexes. Low-rise buildings can also house non-residential uses such as commercial, institutional or other employment uses. They assist in providing a mix of built forms that support streets, parks and open spaces, at a lower scale – no taller than four storeys in height – and can be designed to integrate architecturally to complement the surrounding context and provide transition to existing ***streetscapes***;

b. **Mid-rise buildings**: in Mississauga, mid-rise buildings are generally higher than four storeys with maximum heights as prescribed by area-specific policies and land use designations. Their height should be designed to consider the width of the street right-of-way onto which they front, and they must ensure appropriate transition to the surrounding context. Mid-rise buildings are intended to accommodate many uses and provide *transit-supportive* densities yet are moderate in scale, have good street proportion, allow for access to sunlight, have open views to the sky from the street, and support high quality, accessible open spaces in the block; and

c. **High-rise buildings**: they represent buildings with height maximums as prescribed by local area policies and land use designations. High-rise buildings, which can also be referred to as ***Tall Buildings*** in this Plan, provide *transit-supportive* densities and play an important role in allowing the city to meet its growth targets, especially within *Strategic Growth Areas*.



Figure 8.8. From left to right, low-rise, mid-rise and high-rise buildings. *(c. City of Mississauga)*

8.6.1.1 All buildings designs are encouraged to incorporate innovative green and sustainable technologies including, where appropriate, considerations for alternative and ***renewable energy*** sources. Where ***tall buildings*** occur, they are prominent features of the urban form and are encouraged to be well designed.

8.6.1.2 Low-rise buildings will be designed to integrate architecturally with the surrounding context and to adhere to all other policies of this Plan.

8.6.1.3 Mid-rise buildings will be designed:

a. with consideration for appropriate street proportion and to maintain open views of the sky from the public realm by stepping back building massing in accordance with this Plan's policies and applicable City guidelines; and

b. to allow for daylight and privacy for units by providing appropriate facing distances, building heights, angular planes and step-backs.

8.6.1.4 Mid-rise buildings on deep sites will be designed to provide and frame accessible and well-proportioned open spaces that have access to sunlight and daylight.

8.6.1.5 ***Tall buildings*** will be sited and designed to enhance an area's skyline.

8.6.1.6 ***Tall buildings*** will be appropriately spaced to provide privacy and permit light and sky views.

8.6.1.7 Buildings will be designed to create a sense of identity through the site layout, massing, forms, orientation, scale, architectural features, landscaping and signage.

8.6.1.8 New development will generally maintain a minimum 30 metre separation distance between portions of buildings that are greater than six storeys, unless otherwise prescribed by Character Area or Special Site policies.

8.6.1.9 Buildings must clearly address the street with principal doors and fenestrations facing the street in order to:

a. ensure main building entrances and ground-related uses are located and designed to be prominent, face the public realm and be clearly visible and directly accessible from the public sidewalk;

b. provide strong pedestrian connections and landscape treatments that link the buildings to the street; and

c. ensure public safety and universal accessibility.

8.6.1.10 Building façades will be articulated to include changes in materials, or material treatments, as well as the indication of transition between floors and interior spaces to provide visual interest and relief.

8.6.1.11 Principal streets should have continuous building frontages that provide continuity of built form from one property to the next with minimal gaps between buildings.

8.6.1.12 Principal building entrances should be covered with a canopy, awning, recess or similar device to provide visual prominence and pedestrian weather protection, including mitigating undesirable wind conditions.

8.6.1.13 Front building façades should be parallel to the street. Consideration may be given to allow for periodic indentation for visual relief and features such as urban plazas and spaces that promote and enhance pedestrian uses.

8.6.1.14 Street facing façades will have the highest design quality. Materials used for the front façade should be carried around the building where any façades are exposed to the public view at the side or rear.

8.6.1.15 Buildings will be pedestrian oriented through the design and composition of their façades, including their scale, proportion, continuity, rhythms, texture, detailing and materials.

8.6.1.16 Buildings should avoid blank street wall conditions. Blank walls resulting from phased development will require upgraded architectural treatment.

8.6.1.17 ***Tall buildings*** will minimize undue physical and visual *negative impact* relating to:

a. microclimatic conditions, including sun, shadow and wind;

b. noise;

c. views;

d. sky view; and

e. adjacent cultural heritage resources, open spaces, the public realm, ***community infrastructure*** and residences.

8.6.1.18 ***Tall buildings*** will be sited and designed to enhance an area's skyline as well as to preserve, reinforce and define view corridors.

8.6.1.19 ***Tall buildings*** will address pedestrian scale through building articulation, massing and materials. The lower portion of ***tall building*** developments will include a built form that achieves street frontage and at grade relationships that prioritize a pedestrian oriented environment.

8.6.1.20 Building materials will be chosen for their functional and aesthetic quality, sustainability, durability and ease of maintenance.

8.6.1.21 The choice of building materials is encouraged to minimize the risk for bird collisions.

8.6.1.22 Development should be designed to incorporate measures that minimize urban heat island effects and other severe weather impacts in accordance with the city's Green Development Standards.

8.6.1.23 Encourage building designs that conserve energy, incorporate sustainable material and where appropriate, consider alternative and ***renewable energy*** sources.

8.6.1.24 Encourage building designs that minimize the consumption of water and utilize ***stormwater best management practices***.

8.6.1.25 Buildings will coordinate and integrate vehicular and servicing access where feasible to minimize their visual prominence.

8.6.1.26 Mechanical equipment, vents and metering devices will be integrated into the building design and will not be visible from the public realm or located in landscape areas, opens spaces or amenity areas.

8.6.1.27 Rooftop mechanicals and appurtenances will be integrated into building design and will not be visible from the public realm and residential developments.

8.6.1.28 It will be the responsibility of proponents of development applications to comply with Airport related height restrictions, including those of Greater Toronto Airports Authority, NAV CANADA and Transport Canada.

8.6.1.29 No building construction phase equipment for a ***tall building*** in the Hospital Growth Centre, including cranes, and hoisting apparatus will be permitted to interfere with the future flight path for the Mississauga Hospital heliport that is planned to be situated at 228.445 m above sea level once the heliport is commissioned and operational, unless any identified risks can be appropriately mitigated to the written satisfaction of Trillium Health Partners.

8.6.2 Context

Context addresses how developments demonstrate compatibility and integration with surrounding land uses and vegetation. This is achieved by ensuring that an effective transition in built form is provided between areas of different development densities and scale, and the protection of natural features. Proposed development should respect railway operations and lines and address public safety by way of building and site design and implementation of development mitigation measures as required.

8.6.2.1 Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned area.

8.6.2.2 Developments will be compatible and provide appropriate transition to existing and planned development by having regard for the following elements:

a. Natural Heritage System, Water Resource System, ***natural hazards*** (flooding and erosion) and natural and cultural heritage features;
b. street and block patterns;
c. the size and configuration of properties along a street, including lot frontages and areas;
d. continuity and enhancement of ***streetscapes***;
e. the size and distribution of building mass and height;
f. appropriate height transition to adjacent buildings including considerations for applicable angular planes and separation distances;
g. the orientation of buildings, structures and landscapes on a property;
h. views, sunlight and wind conditions;
i. the local vernacular and architectural character as represented by the rhythm, textures and building materials;
j. privacy and overlook; and
k. the function and use of buildings, structures and landscapes.

8.6.2.3 Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context.

8.6.2.4 Buildings, in conjunction with site design and landscaping, will create a cohesive silhouette and an appropriate visual and functional relationship between individual buildings, groups of buildings and open spaces.

8.6.2.5 Transitions between buildings with different heights will be achieved by providing an appropriate change in height and massing. This will be done using methods that may include setbacks, the stepping down of buildings, angular planes, separation distances and other means in accordance with Council-approved plans and design guidelines.

8.6.2.6 Developments will provide a transition in building height and form between *Strategic Growth Areas* and adjacent Neighbourhoods with lower heights.

8.6.2.7 Proposed high-rise buildings in areas where two or more high-rise buildings exist within the immediate context will relate to the surrounding buildings and provide for appropriate height transition and separation distances.

8.6.2.8 New development will address existing vegetation patterns and ensure preservation and/or enhancement of the Urban Forest.

8.6.2.9 Developments adjacent to public parks will complement the open space and minimize *negative impacts*.

8.6.2.10 Proposed development should encourage public open space connections that link public parks and ***community facilities*** through the use of accessible walkways, multi-use bikeways and bridges.

8.6.2.11 Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimatic conditions are mitigated.

8.6.2.12 New residential development abutting major roads should be designed with a built form that mitigates traffic noise and ensures the attractiveness of the thoroughfare.

8.6.2.13 Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged.

8.6.2.14 Buildings with exposure to Provincial Highways or public streets in areas of site plan control will be subject to a higher standard of design to achieve upgraded building elevations and landscaping, including principal doors and window fenestration.

8.6.2.15 Sites that have exposure to parks or double exposure to both Provincial Highways and public streets will be required to be designed with upgraded building elevations and landscaping facing all parks, public highways and public streets.

8.6.2.16 Development in proximity to landmark buildings or sites, the Natural Heritage System, the Water Resource System or cultural heritage resources, should be designed to:

a. respect the prominence, character, setting and connectivity of these buildings, sites and resources; and

b. ensure an effective transition in built form through appropriate height, massing, character, architectural design, siting, setbacks, parking, amenity and open spaces.

8.6.2.17 A mix of building types is encouraged on-sites that can accommodate more than one building. Where a development includes more than one building, the site will be designed to ensure appropriate site organization and building locations that:

a. provide parcels of appropriate size and shape for the mix of building types;

b. define and support existing and proposed streets, lanes, parks and open spaces at appropriate scales;

c. ensure appropriate spacing of buildings; and

d. ensure appropriate transition in scale between buildings of different scales and types and other lower-scaled uses.

8.6.3 Site Development

The arrangement of elements on a site, as well as their massing and design, should contribute to achieving the City's vision and the intended character for the area. The development of a property may include one or more buildings or structures, services and utilities, parking areas and driveways and landscaping. Site design which incorporates ***stormwater best management practices*** and innovative green technologies will assist in building a resilient city.

8.6.3.1 High quality, diverse and innovative design will be promoted in a form that respects and enhances the immediate context and creates a quality living or working environment.

8.6.3.2 Built form will create a sense of place through a variety of means including distinctive architecture, streetscaping, public art and cultural heritage recognition.

8.6.3.3 Developments will be sited and massed to contribute to a safe and comfortable environment for pedestrians by:

a. providing universally designed walkways that are connected to the public sidewalk, are well lit, attractive and safe;

b. fronting walkways and sidewalks with doors and windows and having visible active uses inside;

c. avoiding blank walls facing pedestrian areas; and

d. providing opportunities for weather protection, including awnings and trees.

8.6.3.4 Development proponents will be required to ensure that pedestrian circulation and connections are accessible, comfortable, safe and integrated into the overall system of trails and walkways.

8.6.3.5 Where direct vehicular access to development is not permitted from major roads, buildings should be designed with front doors of individual units oriented towards the major road with vehicular access provided from a side street, service road or rear laneways.

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

a. street trees and landscaping, and relocating utilities, if required;

b. lighting;

c. weather protection elements;

d. screening of parking areas;

e. bicycle parking;

f. wayfinding;

g. public art; and

h. street furniture.

8.6.3.7 Development proponents will be required to demonstrate the successful application of ***universal design*** principles and compliance with legislated standards.

8.6.3.8 Site development should respect and maintain the existing grades on-site.

8.6.3.9 Sites will be designed in a manner that encourages energy conservation. Buildings are encouraged to be designed, oriented, constructed and landscaped to minimize interior heat loss and to capture and retain solar heat energy in the winter and to minimize solar heat penetration in the summer.

8.6.3.10 Site designs will minimize the consumption of water.

8.6.3.11 Site development will be encouraged to meet a minimum standard of Leadership in Energy and Environmental Design (LEED) Silver or custom green development standards.

8.6.3.12 To achieve environmentally sustainable development, the City may use the provisions of Section 41 of the *Planning Act* to secure the following sustainable and resilient design features:

a. weather protected on-site bicycle areas and pedestrian-friendly infrastructure to encourage cycling and walking and to reduce emissions from transportation;

b. high reflective materials, shade trees, and green and cool roofs to reduce ambient surface temperature to minimize the urban heat island effect;

c. active and passive design measures will be encouraged to improve energy efficiency and reduce peak demand such as considering building orientation to take advantage of passive solar heating, shading for cooling and natural light and energy efficient exterior cladding and window treatments;

d. ***renewable energy*** production and supply to provide clean, local energy. This will help reduce greenhouse gas emissions and improve resiliency to power outages;

e. Low Impact Development and other nature-based approaches to manage stormwater and mitigate flood risks where feasible, and reduce demand for potable water;

f. trees to enhance the urban forest and use of native species to protect, restore and enhance the Natural Heritage System;

g. the use of bird-safe glass treatment will be encouraged to minimize the risk for bird collisions and the use energy efficient, shielded exterior lighting will be encouraged to reduce nighttime glare and light trespass; and

h. dedicated areas for collection and storage of recycling and organic ***waste*** to increase ***waste*** diversion.

8.6.3.13 Site design must enhance human health by increasing opportunities for physical activities, mitigating pollution, providing passive cooling strategies, and promoting access to food and services.

8.6.3.14 Site development will be required to:

a. incorporate ***stormwater best management practices***;
b. provide thriving, regionally diverse planting schemes that compliment public realm and private development lands;
c. protect and enhance habitat;
d. preserve mature trees on public and private lands;
e. incorporate techniques to minimize urban heat island effects such as providing planting and appropriate surface treatment;
f. provide landscaping that beautifies the site and complements the building form; and
g. ensure utilities are properly integrated, wherever feasible, by locating services in street rights-of-way. Where this standard location is not possible, the provision of utility easements will be such that:
    i. Land use pattern of the area in which the easement is to be placed is minimally affected; and
    ii. Environmental policies of this Plan are observed.

8.6.3.15 Heating, venting and air conditioning equipment and mechanical/utility functions will be located away from the public realm and not be visible from public view. They will also not be located in landscape areas, opens spaces or amenity areas.

8.6.3.16 Telecommunication facilities, including buildings and related structures, satellite dishes and cellular antennas should be designed and located to minimize visual impact in high profile and sensitive areas.

8.6.3.17 External lighting for site development will:

a. be energy efficient;
b. utilize dark skylight fixtures; and
c. not infringe on adjacent properties.

8.6.3.18 Development on a site may be phased provided that the location of buildings and services allow for future development. For projects that will be phased, applications will be accompanied by a detailed phasing plan.

8.6.3.19 New buildings and structures within proximity of hospital helipads will be sited and massed to protect the continued use of flight paths and safe access to hospital helipads.

8.6.4 Parking, Servicing and Loading

The design of parking, servicing and loading areas is a key component in the development of sites. These areas serve a functional need, but will be designed in a manner that screens less desirable aspects and provides high quality treatment of exposed areas while addressing safe and efficient movement of pedestrians and vehicles. Parking surfaces are a contributor to the urban heat island effect and, as such, will be designed to mitigate the heat effects.

8.6.4.1 Parking will be located underground, internal to the building or to the rear of buildings.

8.6.4.2 Above-grade parking structures should be screened in such a manner that vehicles are not visible from public view and have appropriate directional signage to the structure.

8.6.4.3 Where surface parking is permitted, the following will apply. Parking should:

a. not be located between the building and the street;
b. incorporate ***stormwater best management practices***, such as permeable paving, bio-retention areas and tree clusters;
c. provide safe and legible raised walkways, with curb ramps, within parking areas to buildings and streets;
d. provide electric vehicle charging stations;
e. incorporate ***universal design*** principles;
f. be configured to permit future development;
g. have appropriate landscape treatment including trees and lighting, throughout parking lots;
h. provide appropriate landscape treatment to provide shading of parking areas; and
i. provide landscape buffering at the street edge.

8.6.4.4 Shared parking between developments will be encouraged, where appropriate.

8.6.4.5 Secure bicycle parking for long term and short term use will be provided in developments.

8.6.4.6 Site plans will demonstrate the ability for shared servicing access between adjacent developments.

8.6.4.7 Service, loading and ***waste*** storage areas should be internal to the building or located at the rear of the building and screened from the public realm.

Figure 8.9. Locate high-rise parking entrances at rear of buildings, away from the main street. *(c. Google Streetview)*

8.6.5 Safety

The public and private environment will be maintained at a level that enhances the public perception of safety and buildings, landscaping and site layout and will be designed to enhance personal safety.

8.6.5.1 Site layout, buildings and landscaping will be designed to maximize visibility and personal safety.

8.6.5.2 Active building frontages should be designed to face public spaces including entries and windows to increase visibility.

8.6.5.3 Development should clearly define areas of access and egress to avoid the creation of entrapment areas.

8.6.5.4 Development should incorporate lighting to ensure all designated areas of circulation, entrance, and connections are appropriately illuminated.

8.6.6 Signage

Signage is a significant element of the city's identity and character. Signage is both public and private. Signs include street names, interpretative and commemorative plaques, advertising and identification of uses, as well as wayfinding.

8.6.6.1 Signage should:

a. orient people as they move through the city;

b. identify businesses and services;

c. promote and enhance an area's character;

d. identify significant sites, community uses, destinations and landmarks;

e. recognize cultural heritage resources; and

f. follow ***universal design*** principles.

8.6.6.2 Building and site designs will integrate signage and have regard for the character of the building, landscape and context. Signage should identify and inform as well as complement and enliven the ***streetscape***. Signage must be designed to minimize visual clutter.

8.6.6.3 Except for wayfinding signage and commemorative plaques, only fascia signs will be permitted within *Strategic Growth Areas*.

8.7 Community Infrastructure

Community infrastructure is a vital part of *complete communities*, contributing to the quality of life and well-being of all peoples in Mississauga. ***Community infrastructure*** provides inclusive places and spaces to support peoples' needs for social interaction, cultural connection, education, recreation, and worship, and provides community safety with emergency service facilities. In addition to the services provided by the City, ***community infrastructure*** is also provided by other agencies, levels of government and the private sector, such as schools, daycares and emergency service facilities.

Community infrastructure includes, but is not limited to, schools, daycares, recreation centres, outdoor spaces and associated infrastructure (e.g. playgrounds, sports parks, etc.), pools, rinks, libraries, theatres, museums, art galleries, places of religious assembly, and private cultural clubs, and emergency service facilities. Some ***community infrastructure*** may also serve as cultural infrastructure where culture is produced and experienced.

Community infrastructure is typically in locations with high visibility and accessibility. Residents and visitors should be able to access the sites through a variety of transportation means, with larger sites adjacent to Major Collector or Arterial Roads.

8.7.1 In cooperation with the appropriate public and private agencies and other levels of government and with ***Indigenous Peoples***, Mississauga will provide ***community infrastructure*** to support the creation of *complete communities* that meet the civic, cultural, educational, recreational, religious, social and emergency service needs of residents, ***Indigenous Peoples***, equity-deserving groups, employees, and visitors.

8.7.2 To optimize access and transit connections to ***community infrastructure***, the preferred location for ***community infrastructure*** will be within Growth Centres, ***Major Transit Station Areas***, Growth Nodes. Where appropriate, ***community infrastructure*** may also be located within Neighbourhoods.

8.7.3 ***Community infrastructure*** located within Neighbourhoods may include schools, recreation centres, cultural and creative hubs, libraries, emergency services, private clubs, daycare/day programs and places of religious assembly. Where ***community infrastructure*** is located in Neighbourhoods it will generally serve the local or nearby Neighbourhoods.

8.7.4 ***Community infrastructure*** with a city wide or region wide service area may not be permitted in Neighbourhoods.

8.7.5 ***Community infrastructure*** will generally be:

a. in proximity to transit facilities;

b. accessible by all modes of transportation;

c. on major and minor collector streets, preferably at intersections, provided that sensitive ***community infrastructure*** incorporates the use of appropriate setbacks, screening, landscaping, and buffering from vehicle traffic;

d. in proximity to other ***community infrastructure*** and places of gathering, where possible; and

e. universally accessible.

8.7.6 The type of ***community infrastructure*** as well as its scale, design, layout and configuration permitted at any location, may be limited to ensure visual and functional compatibility with surrounding development.

8.7.7 Where possible, ***community infrastructure*** will be encouraged to develop shared parking facilities.

Figure 8.10. Examples of ***community infrastructure*** within Mississauga, from left to right: Churchill Meadows pool, the Art Gallery of Mississauga, and the Mississauga Fire Station 104 featuring The Flame of Life, a public art display by an Anishinaabe artist and visual storyteller, Emily Kewageshig. *(c. City of Mississauga and Art Gallery of Mississauga)*

8.7.8 The availability and location of existing and planned ***community infrastructure*** will be taken into account so that new ***community infrastructure*** can be provided efficiently and effectively and tailored to meet the needs of the population in each community.

Figure 8.11. The Small Arms Inspection building, designated under the *Ontario Heritage Act,* has been renovated and transformed into a multi-purpose creative hub for the community. *(c. City of Mississauga)*

8.8 Cultural Infrastructure

Culture contributes to creating engaging, lively and richly textured places where people want to live and visit. It plays a significant role in creating vibrant and liveable communities, contributes to the economy and reflects and celebrates the culture, histories and traditions of the diverse communities of Mississauga. Fostering culture creates a social environment that supports community building.

Cultural infrastructure supports local culture and the community organizations and artists who play an important role in providing cultural opportunities and experiences in Mississauga. Cultural infrastructure includes both hard and soft infrastructure and both are necessary and contribute to a vibrant arts and culture scene in the city.

Hard infrastructure comprises buildings, assets, structures and spaces where culture is consumed, experienced, participated in, showcased, exhibited or sold. Examples of hard cultural infrastructure includes artist studios, galleries, performance venues, libraries and theatres. This includes properties and buildings that may have been developed specifically for cultural and creative purposes as well as those adaptively reused as cultural infrastructure. Purpose built examples include Celebration Square and the Living Arts Centre located in the Downtown Core, while the Small Arms Inspection Building located in the Lakeview Neighbourhood is an example of adaptive reuse.

Soft cultural infrastructure is needed to provide and maintain culture and includes investment, resourcing, governance and education.

The City's public realm including streets, sidewalks and parks may also serve as cultural infrastructure, supporting temporary, pop-up or permanent installations of public art and exhibitions as well as performances and gatherings. Privately owned public spaces (POPS) may also serve as locations for cultural events and public art. The public and physical places where digital culture is facilitated (e.g., wireless hotspots, digital screens) are also considered cultural infrastructure.

The development of cultural infrastructure should be community driven and neighbourhood focused and, include diverse cultural perspectives including those of ***Indigenous Peoples*** and equity-deserving groups. A broadly distributed range of opportunities for everyone to participate in a wide variety of cultural activities, builds the foundation for strong cultural institutions and an authentic identity in the future.

8.8.1 Mississauga encourages a diversity of public spaces and gathering places to support culture throughout the city.

8.8.2 Public art and cultural infrastructure will be encouraged as a means of enhancing the identity and unique character of the city and its various communities, as well as including Indigenous culture as a visible part of the city fabric.

8.8.3 Arts and cultural development should be strategically focused within ***Cultural Districts*** to enhance their identity and foster them as local neighbourhood-based cultural destinations. ***Cultural Districts*** will encourage:

a. active ground floor retail uses and an active ***streetscape***;
b. vibrant, inviting and animated public realm and spaces that contribute to a sense of place and encourage community gathering;
c. creative and cultural uses in unconventional spaces such as bus stops, vacant storefronts, underused parking lots, and privately owned public spaces (POPS);
d. co-location of creative and community uses, where appropriate;
e. public art and creative ***placemaking*** which celebrates the neighbourhood's distinct identity, heritage, history and culture and engages the local community; and
f. heritage interpretation which highlights the neighbourhood's history and Indigenous cultural heritage, and strengthens its distinct identity.

8.8.4 Partnerships with local organizations, local businesses and Business Improvement Areas (BIAs) are strongly encouraged to identify opportunities within existing city processes and policies to reduce barriers and increase opportunities to participate in arts and culture. Partnerships with local businesses and BIAs are also encouraged to promote creative industries as an important element of local economic development.

8.8.5 Community Improvement Plans may be used to offer incentives to guide the development of cultural infrastructure clusters. They may provide incentive grants and loans to:

a. preserve and adaptively reuse heritage buildings;
b. initiate façade improvement programs for heritage buildings in commercial areas with a focus on buildings in *Strategic Growth Areas*;
c. encourage the conversion of spaces for cultural uses;
d. encourage public art; and
e. encourage the integration of cultural infrastructure in mixed use developments.

8.8.6 Mississauga will support cultural development by considering the needs of the cultural community when:

a. acquiring or selling municipal land;

b. building and rehabilitating municipal facilities;

c. allowing for arts and cultural uses and activities within the public realm (e.g. public art, festivals); and

d. making planning decisions for housing and mixed use communities.