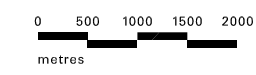
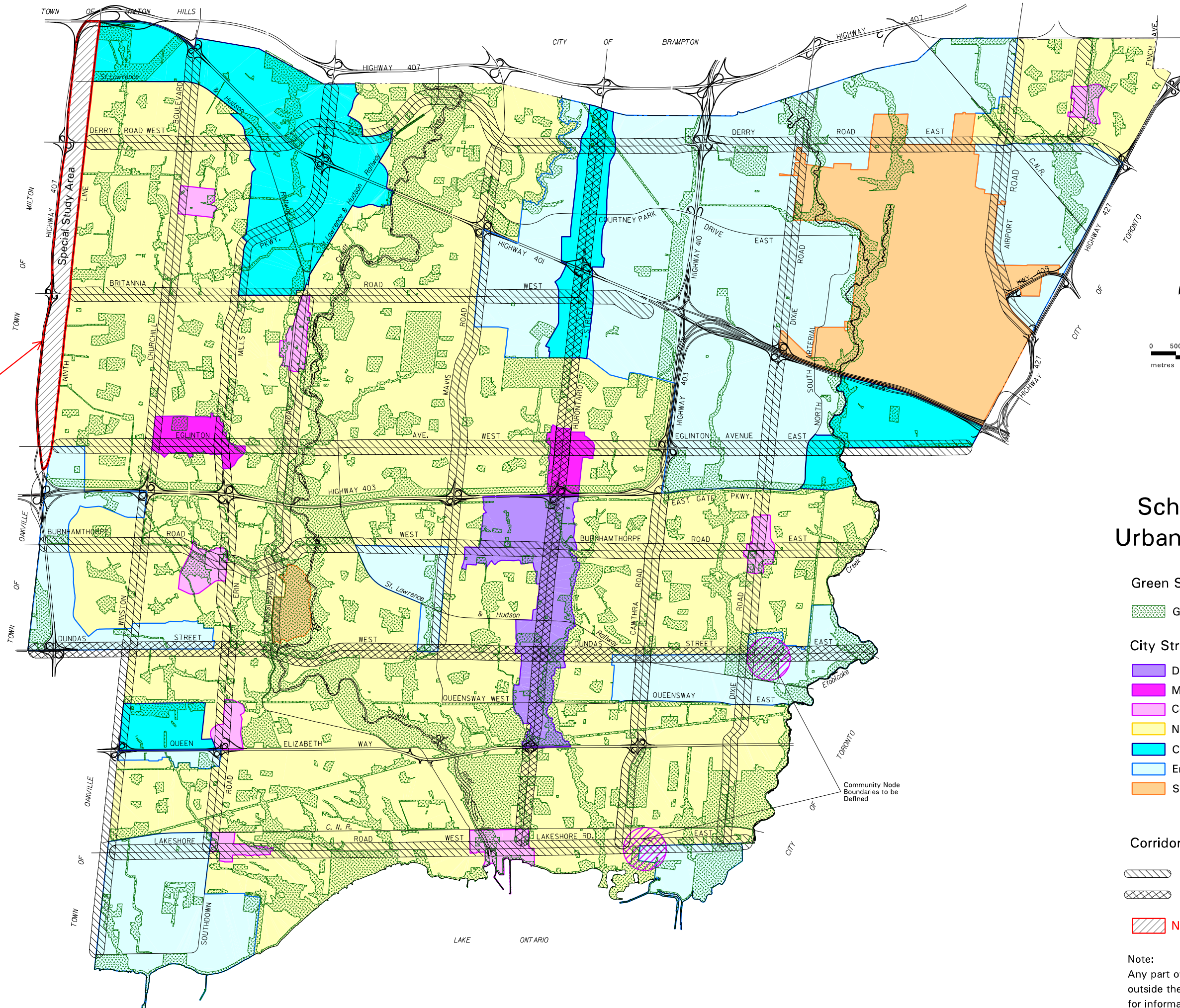


ND2



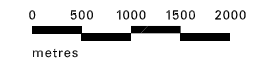
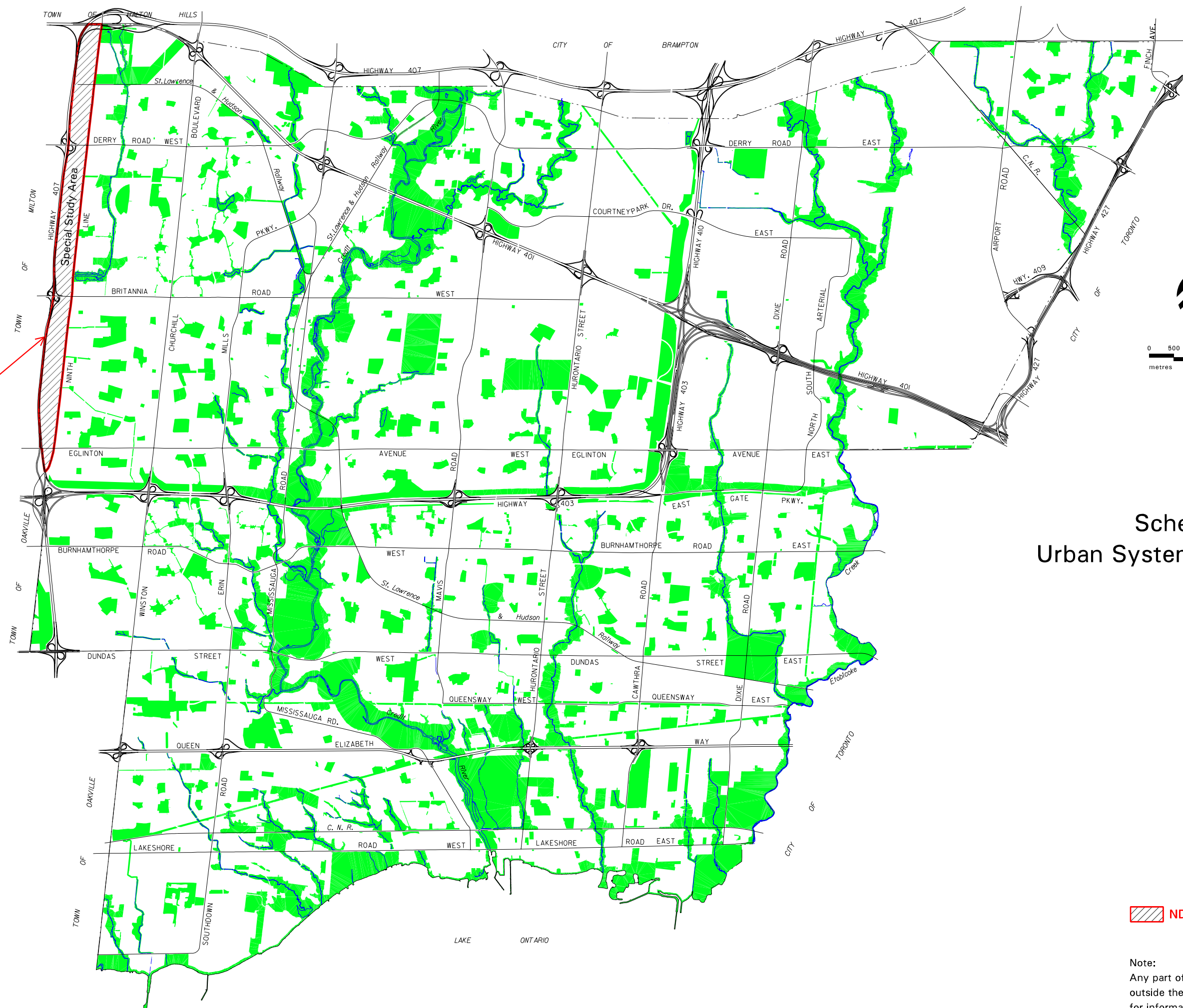
Schedule 1 Urban System

- Green System**
- Green System
- City Structure**
- Downtown
- Major Node
- Community Node
- Neighbourhood
- Corporate Centre
- Employment Area
- Special Purpose Area

- Corridors**
- Corridor
- Intensification Corridor
- ND2 Region of Peel Non-Decision

Note:
Any part of the road network shown outside the city boundaries is shown for information purposes only.

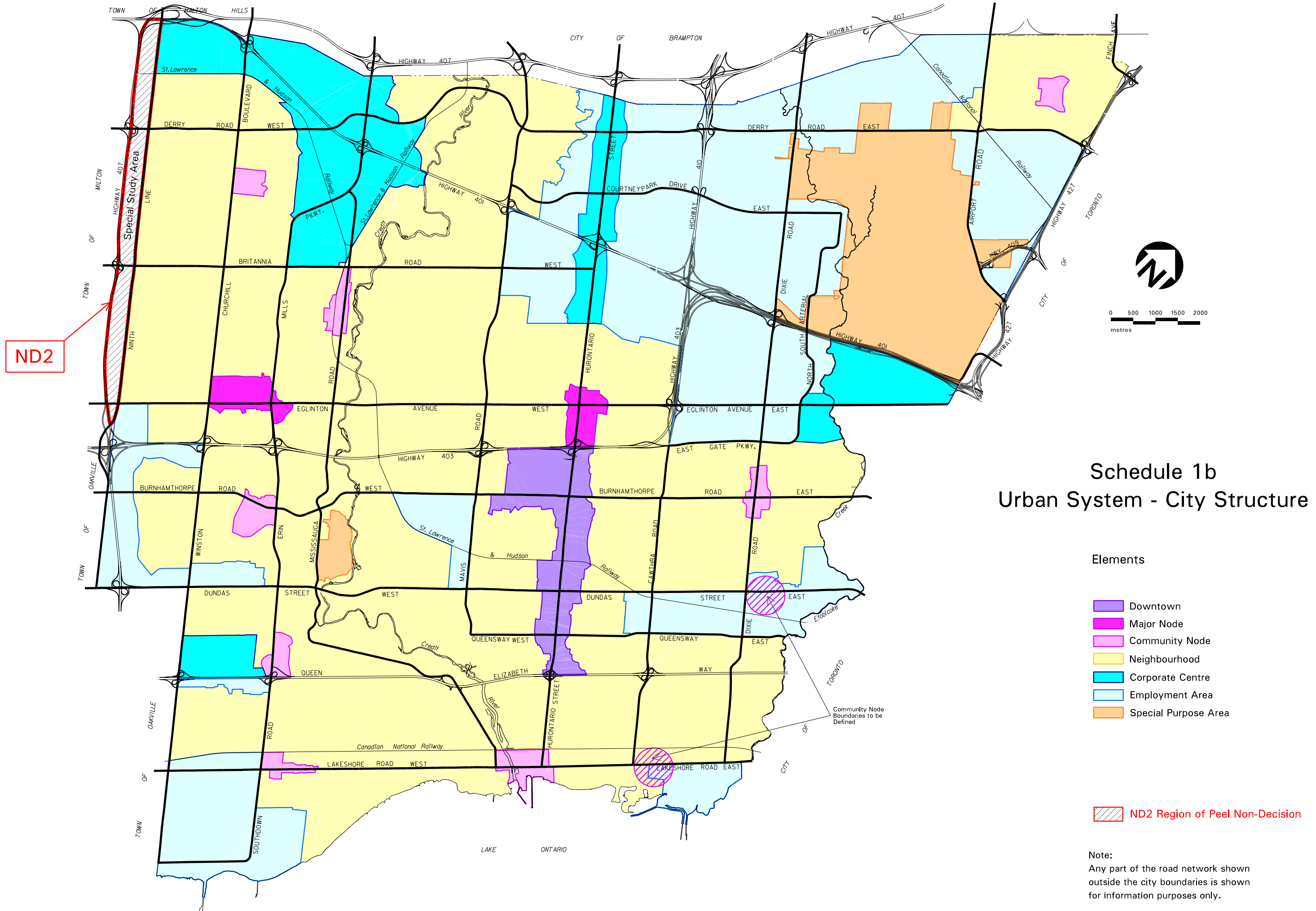
ND2



Schedule 1a Urban System - Green System

 ND2 Region of Peel Non-Decision

Note:
Any part of the road network shown outside the city boundaries is shown for information purposes only.

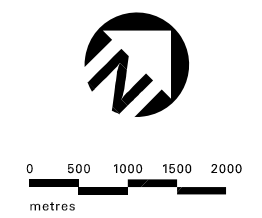
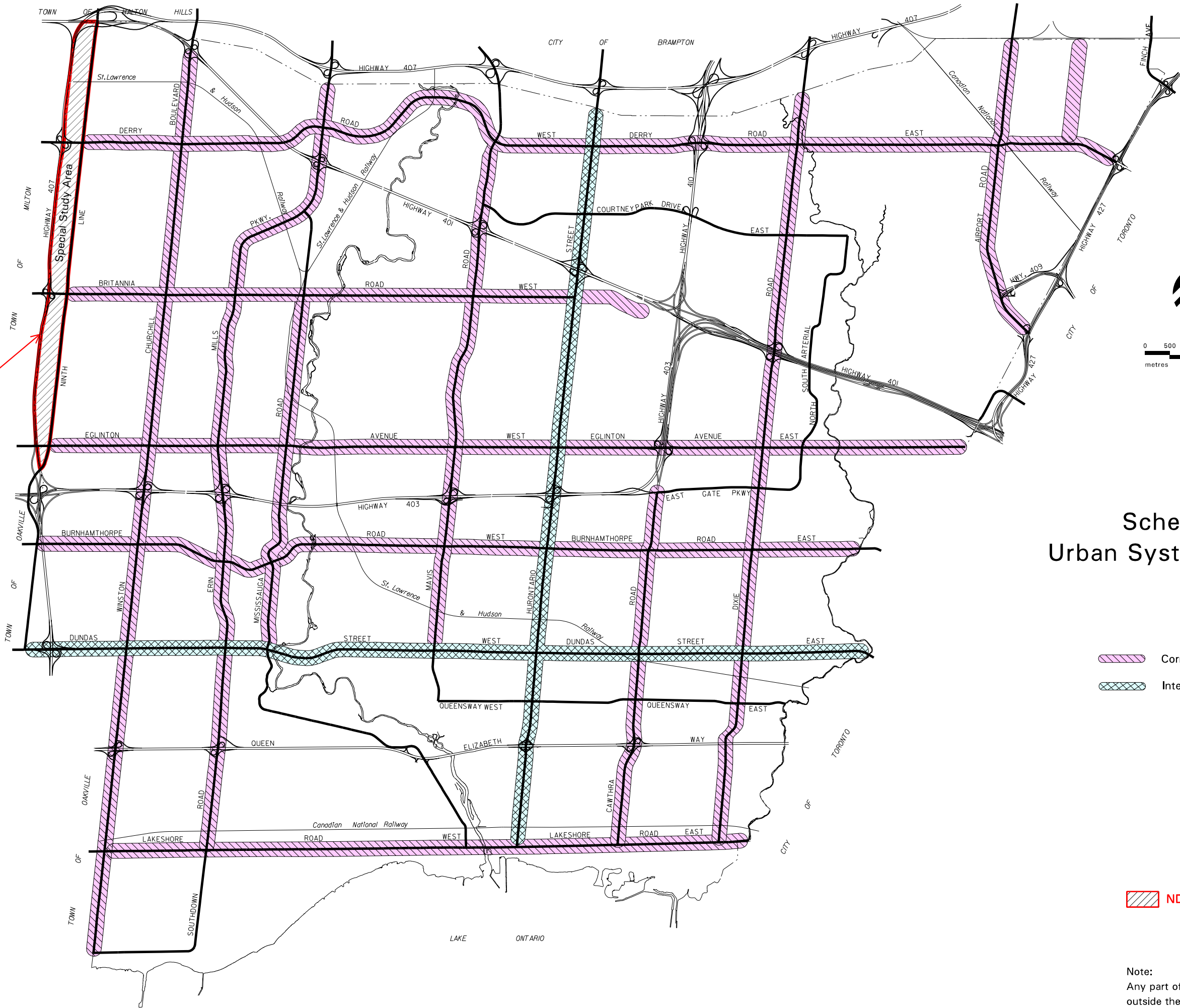


Schedule 1b Urban System - City Structure

- Elements**
- Downtown
 - Major Node
 - Community Node
 - Neighbourhood
 - Corporate Centre
 - Employment Area
 - Special Purpose Area
- ND2 Region of Peel Non-Decision

Note:
Any part of the road network shown outside the city boundaries is shown for information purposes only.

ND2



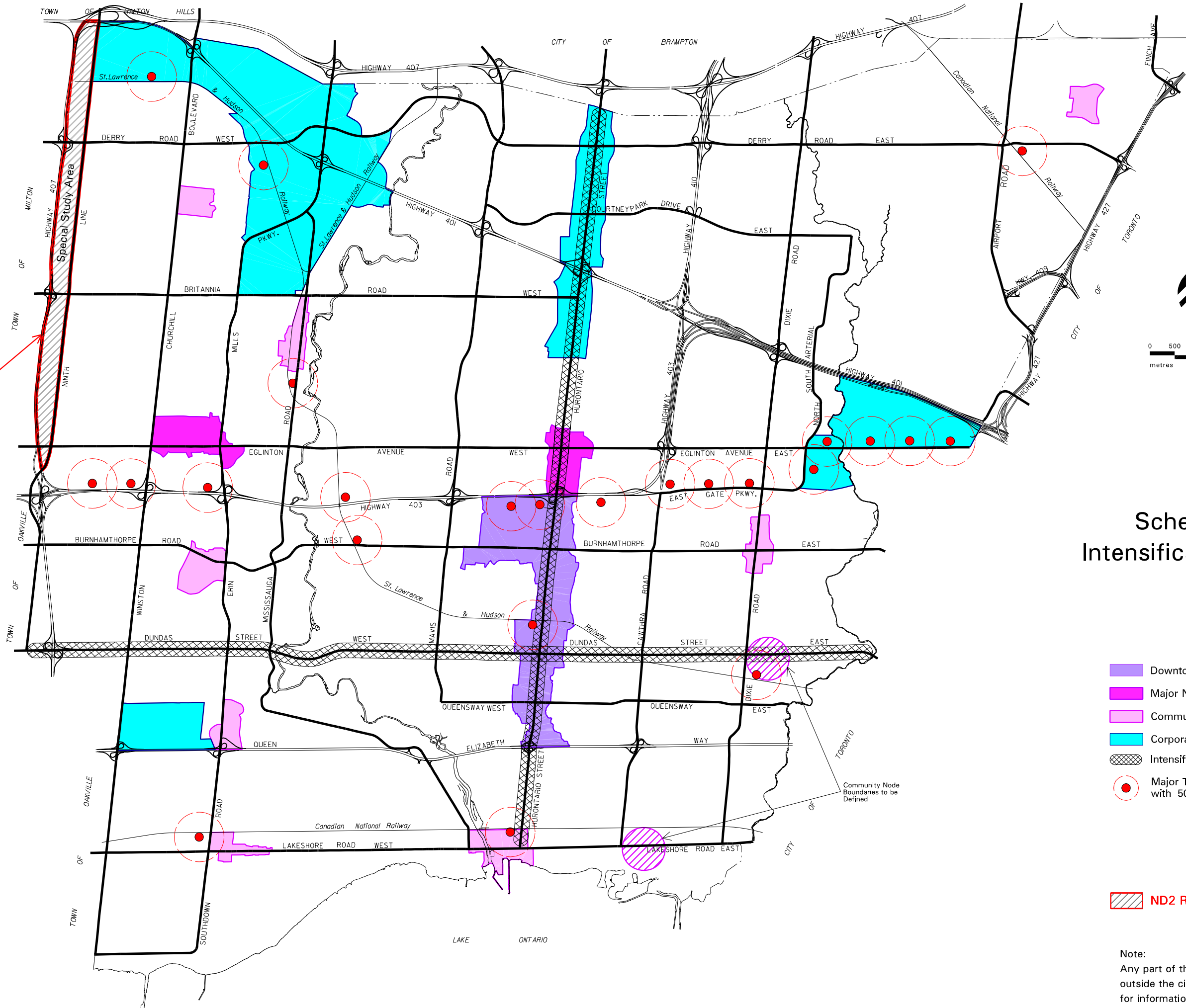
Schedule 1c Urban System - Corridors

- Corridor
- Intensification Corridor

ND2 Region of Peel Non-Decision

Note:
Any part of the road network shown outside the city boundaries is shown for information purposes only.

ND2



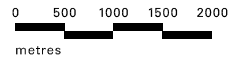
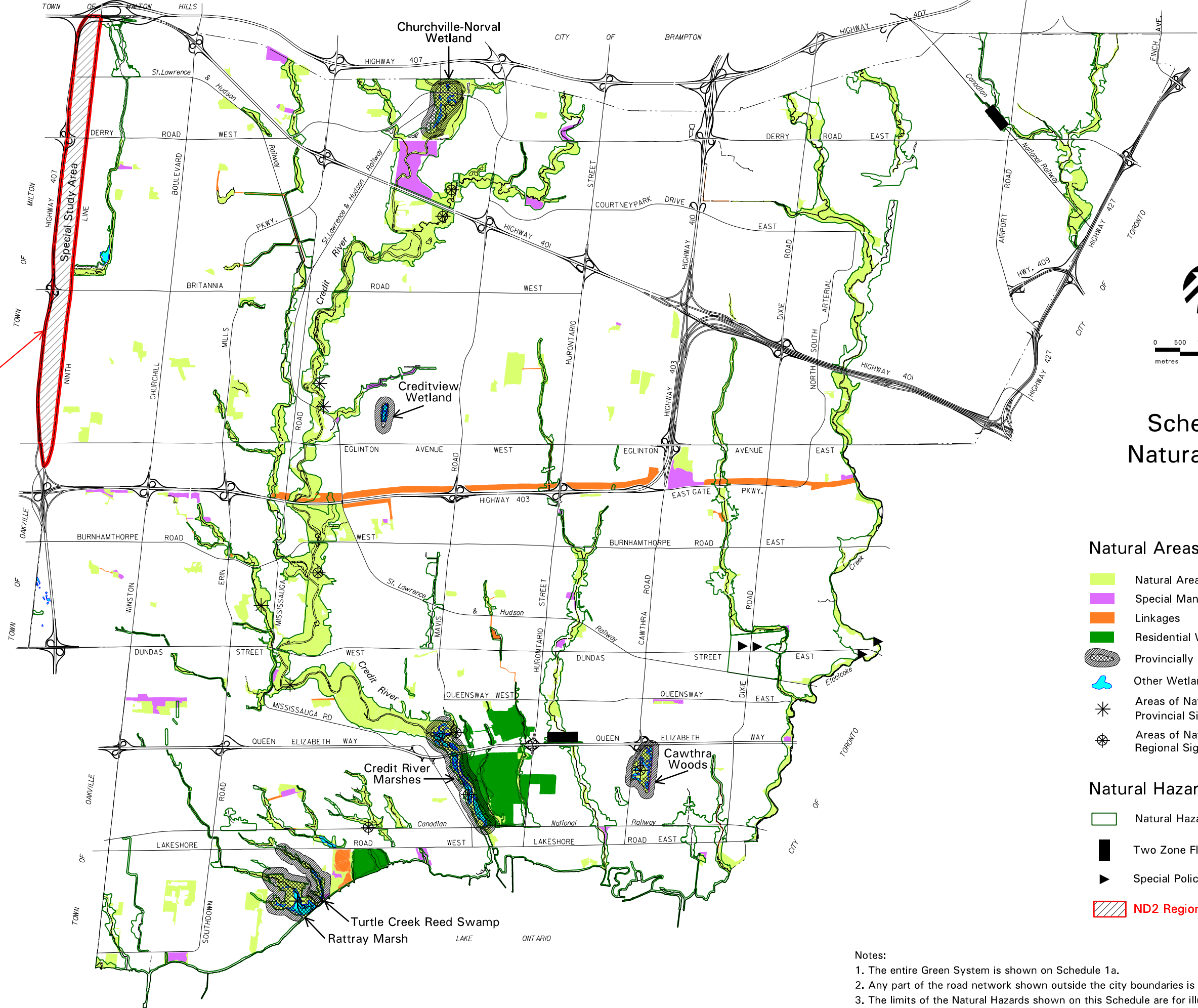
Schedule 2 Intensification Areas

- Downtown
- Major Node
- Community Node
- Corporate Centre
- Intensification Corridor
- Major Transit Station Area with 500m radius circle

ND2 Region of Peel Non-Decision

Note:
Any part of the road network shown outside the city boundaries is shown for information purposes only.

ND2



Schedule 3 Natural System

Natural Areas System:

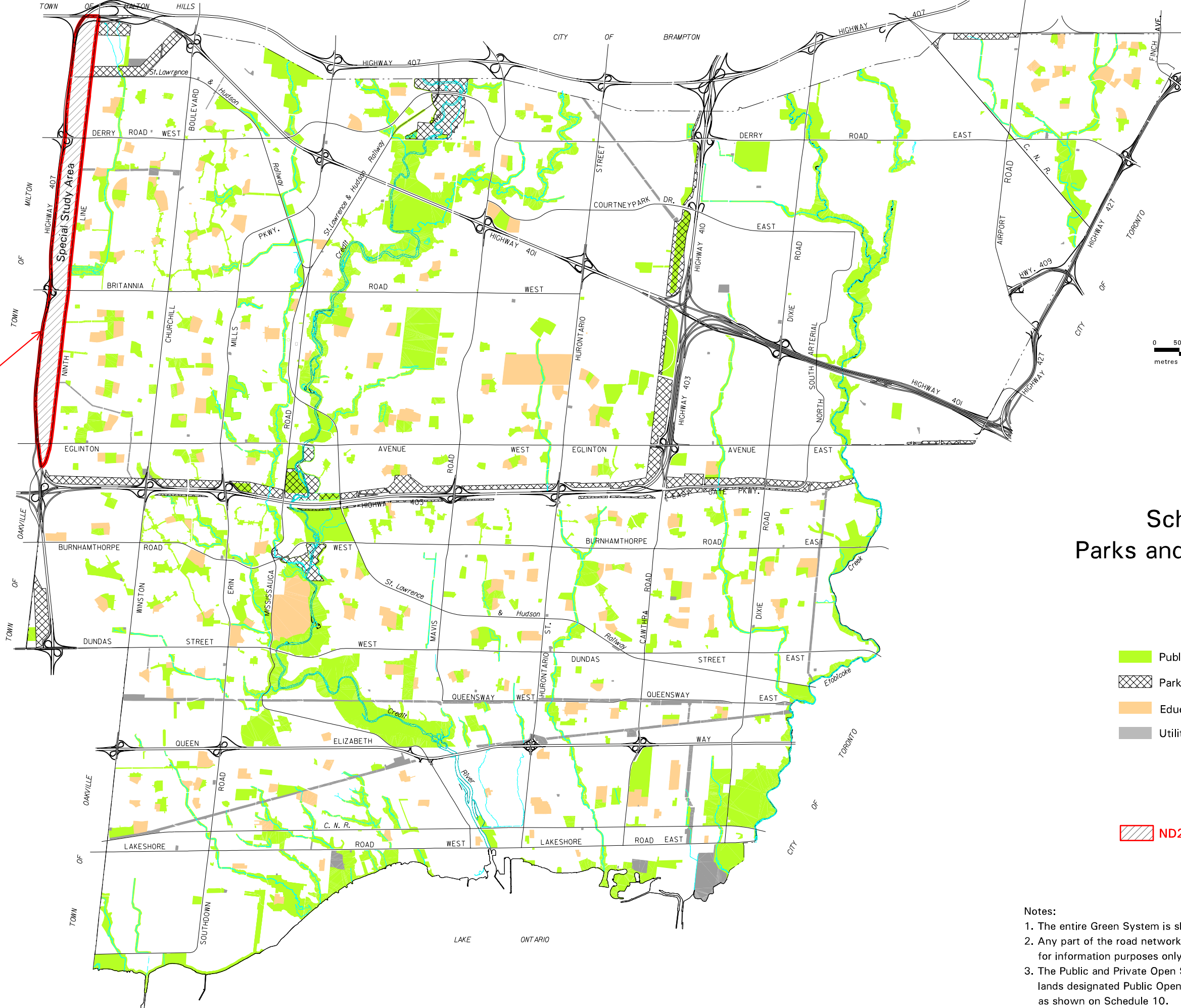
- Natural Areas
- Special Management Areas
- Linkages
- Residential Woodlands
- Provincially Significant Wetlands
- Other Wetlands
- Areas of Natural and Scientific Interest - Provincial Significance
- Areas of Natural and Scientific Interest - Regional Significance

Natural Hazards:

- Natural Hazards
- Two Zone Floodplain Regulations
- Special Policy Area Floodplain
- ND2 Region of Peel Non-Decision

Notes:
 1. The entire Green System is shown on Schedule 1a.
 2. Any part of the road network shown outside the city boundaries is shown for information purposes only.
 3. The limits of the Natural Hazards shown on this Schedule are for illustrative purposes only.
 The appropriate Conservation Authority should be consulted to determine their actual location.

ND2



0 500 1000 1500 2000
metres

Schedule 4 Parks and Open Spaces

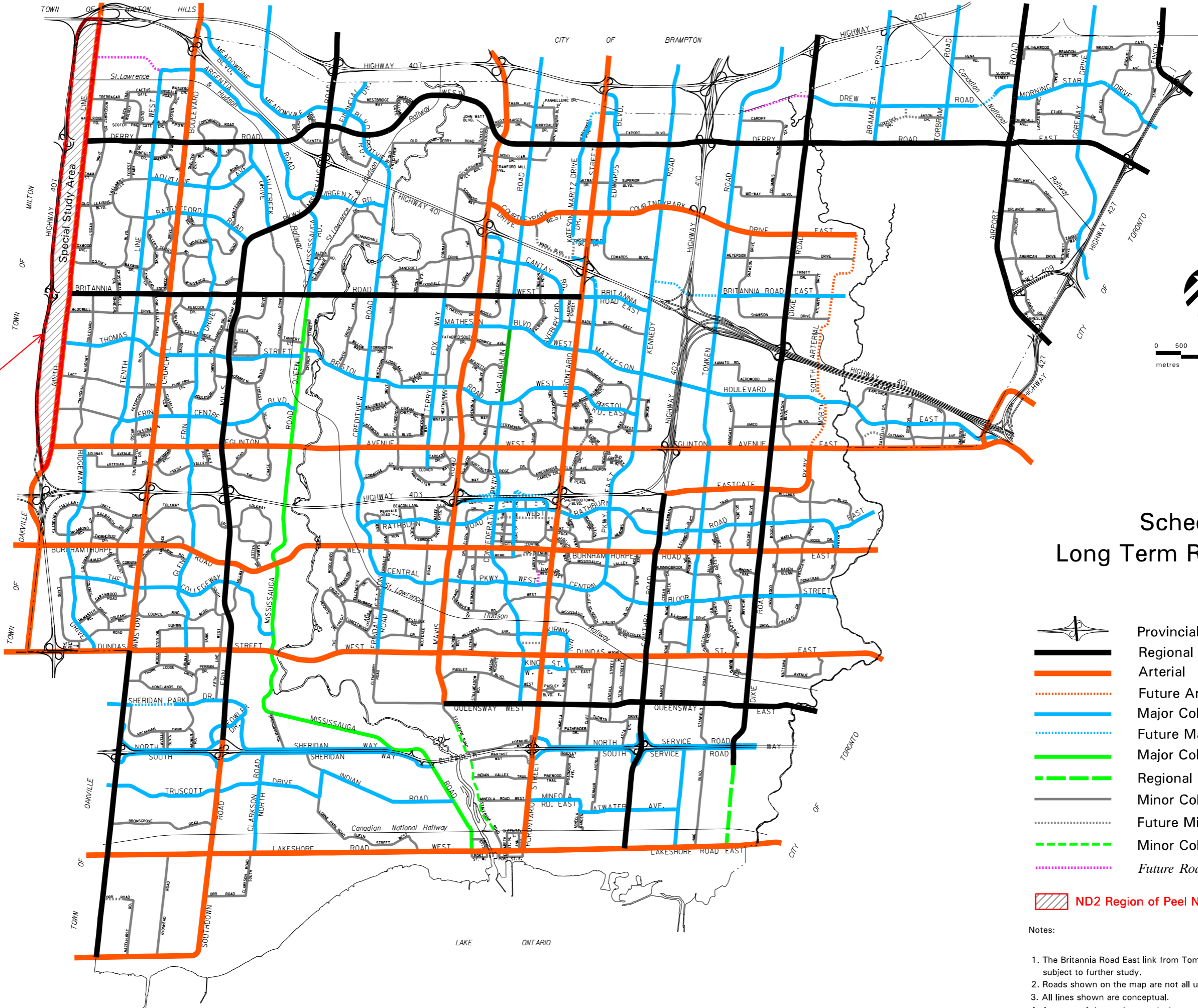
- Public and Private Open Spaces
- Parkway Belt West
- Educational Facilities
- Utilities

ND2 Region of Peel Non-Decision













Notes:


1. The entire Green System is shown on Schedule 1a.
2. Any part of the road network shown outside the city boundaries is shown for information purposes only.
3. The Public and Private Open Spaces identified on this Schedule include lands designated Public Open Space, Private Open Space and Greenbelt as shown on Schedule 10.

ND2



Schedule 5 Long Term Road Network

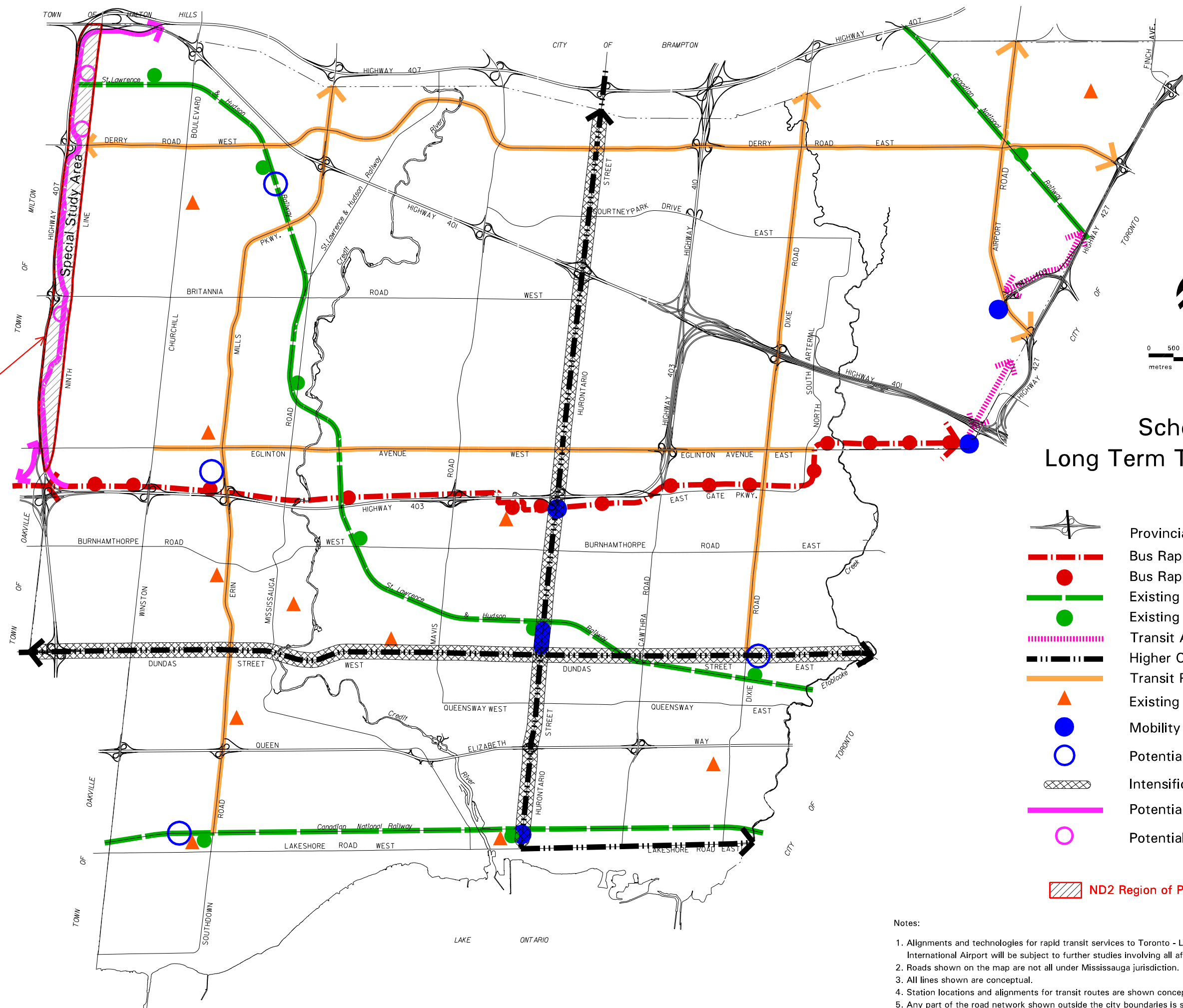
-  Provincial Highway and Interchange
-  Regional Arterial
-  Arterial
-  Future Arterial (conceptual)
-  Major Collector
-  Future Major Collector (conceptual)
-  Major Collector (Scenic Route)
-  Regional Major Collector (Scenic Route)
-  Minor Collector
-  Future Minor Collector
-  Minor Collector (Scenic Route)
-  Future Road Link to be added.

 ND2 Region of Peel Non-Decision












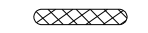



Notes:

1. The Britannia Road East link from Tomken Road to Kennedy Road is conceptual and is subject to further study.
2. Roads shown on the map are not all under Mississauga jurisdiction.
3. All lines shown are conceptual.
4. Any part of the road network shown outside the city boundaries is shown for information purposes only.

ND2

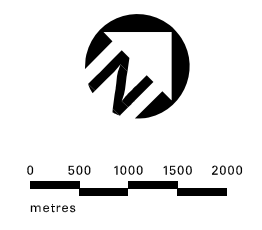
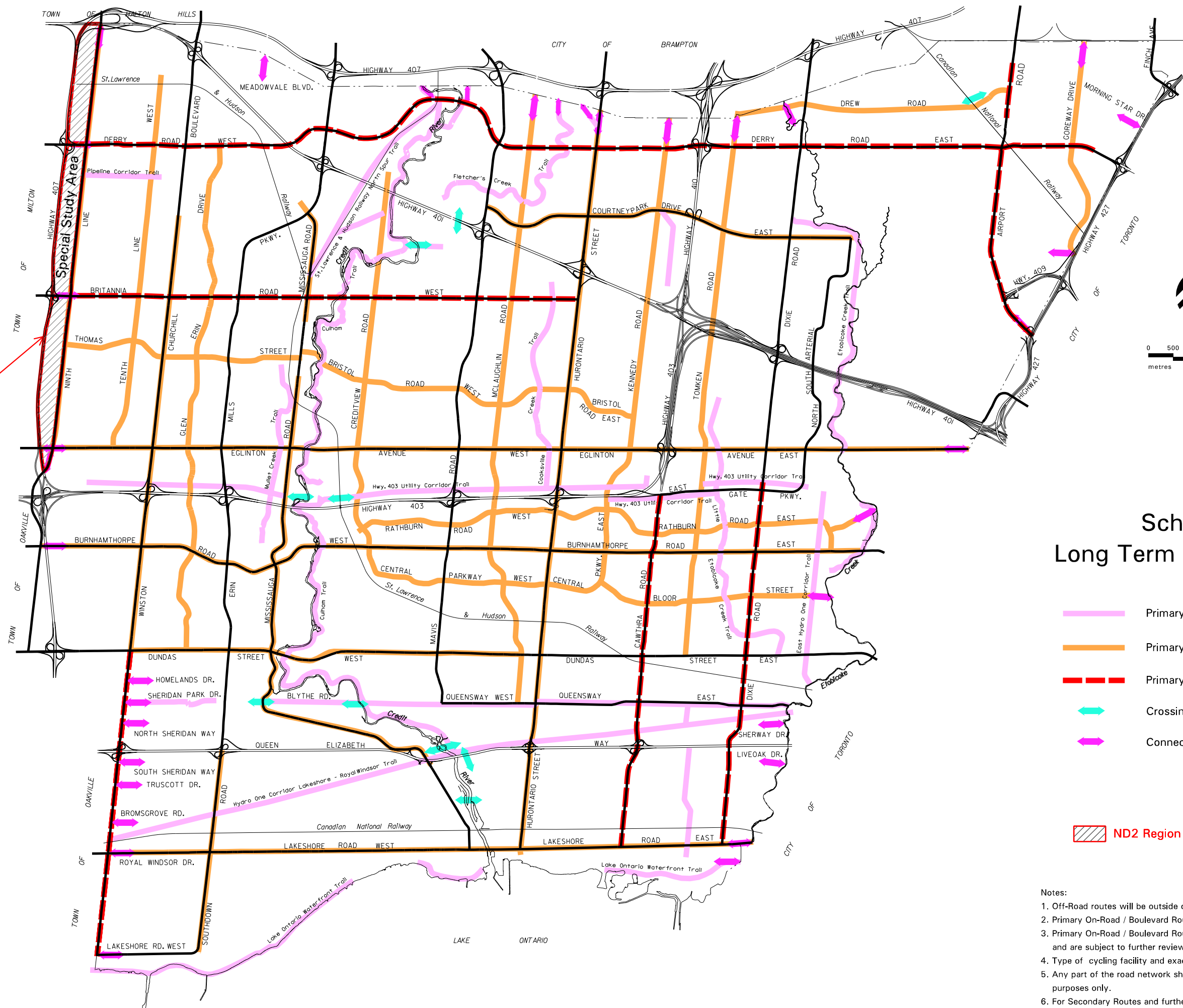


Schedule 6 Long Term Transit Network







-  Provincial Highway and Interchange
-  Bus Rapid Transit Corridor
-  Bus Rapid Transit Station
-  Existing Commuter Rail
-  Existing Commuter Rail Station
-  Transit Airport Connection
-  Higher Order Transit Corridor
-  Transit Priority Corridor
-  Existing Mississauga Transit Terminal
-  Mobility Hub
-  Potential Mobility Hub
-  Intensification Corridor
-  Potential 407 Transitway
-  Potential 407 Transitway Station
-  ND2 Region of Peel Non-Decision

- Notes:
1. Alignments and technologies for rapid transit services to Toronto - Lester B. Pearson International Airport will be subject to further studies involving all affected municipalities.
 2. Roads shown on the map are not all under Mississauga jurisdiction.
 3. All lines shown are conceptual.
 4. Station locations and alignments for transit routes are shown conceptually.
 5. Any part of the road network shown outside the city boundaries is shown for information purposes only.

ND2

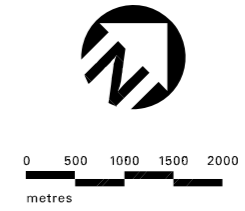
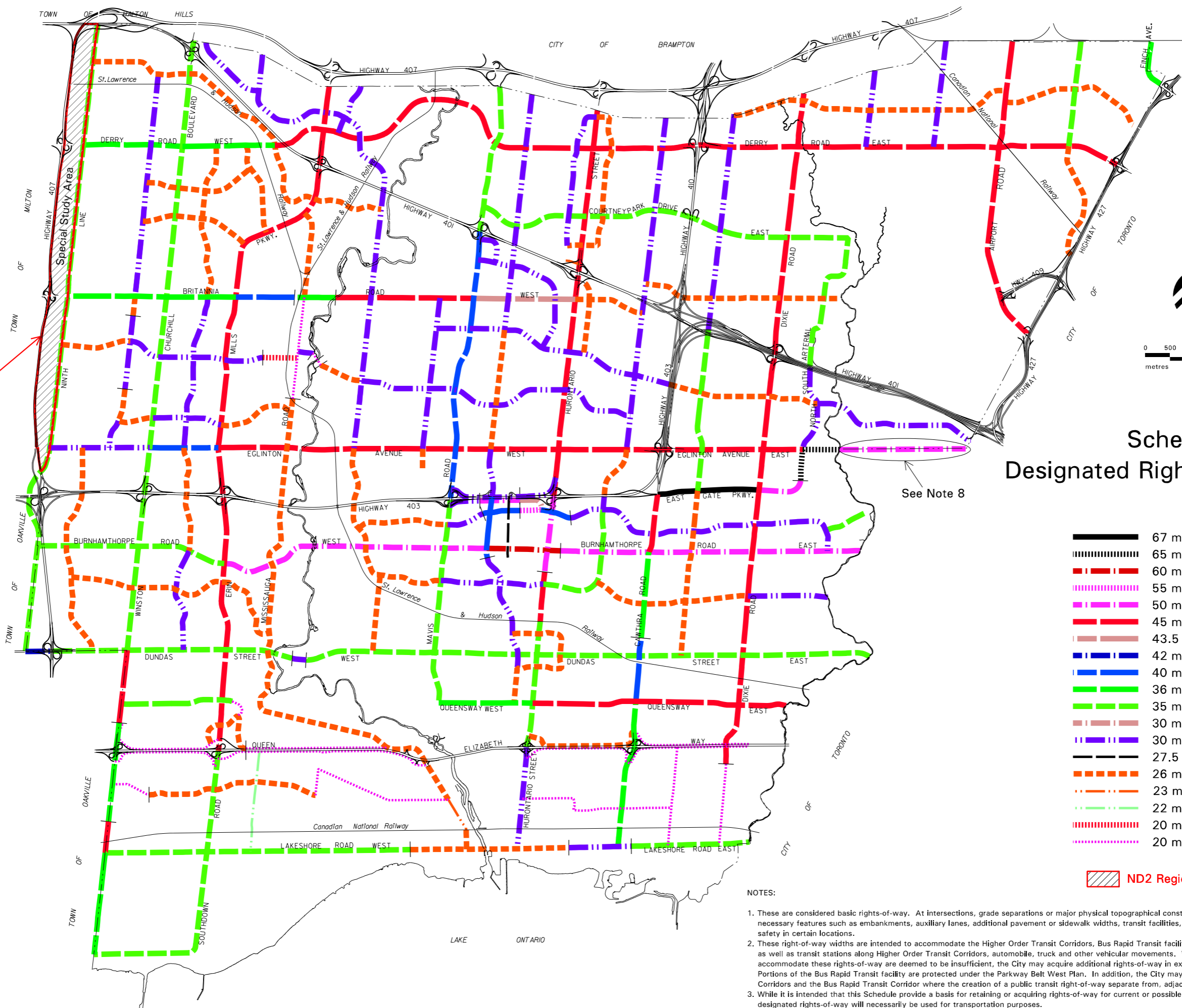


Schedule 7 Long Term Cycling Routes

-  Primary Off-Road Routes
-  Primary On-Road / Boulevard Routes
-  Primary On-Road / Boulevard Routes (Regional)
-  Crossings
-  Connections to Adjacent Municipalities
-  ND2 Region of Peel Non-Decision

- Notes:
1. Off-Road routes will be outside of the road right-of-way.
 2. Primary On-Road / Boulevard Routes will be within the road right-of-way.
 3. Primary On-Road / Boulevard Routes (Regional) are shown for information purposes only, and are subject to further review by the Region of Peel.
 4. Type of cycling facility and exact location to be determined through detailed study.
 5. Any part of the road network shown outside the city boundaries is shown for information purposes only.
 6. For Secondary Routes and further information refer to the Cycling Master Plan.

ND2



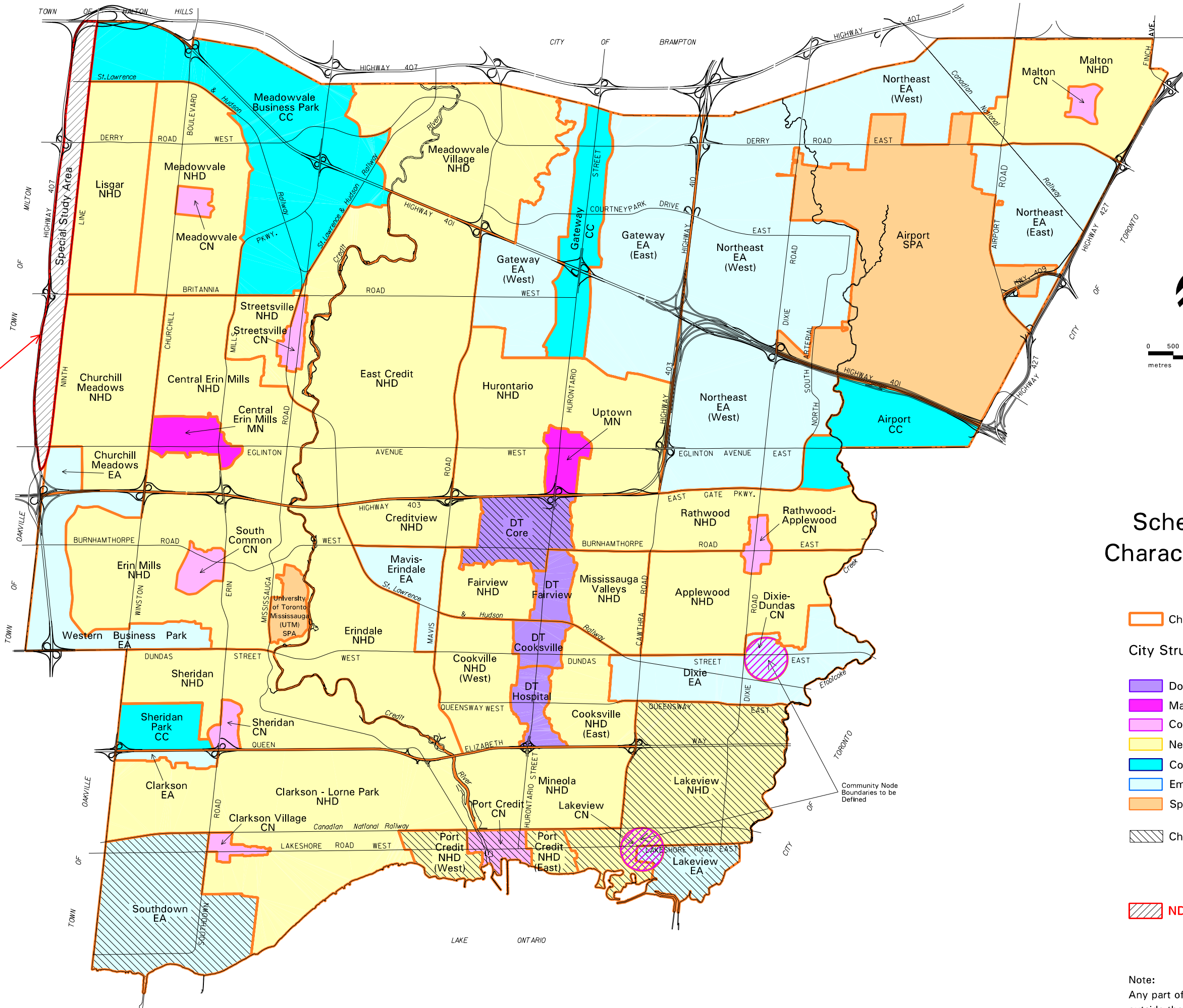
Schedule 8 Designated Right-of-Way Widths

	67 m
	65 m
	60 m
	55 m
	50 m
	45 m
	43.5 m
	42 m
	40 m
	36 m
	35 m
	30 m-50 m
	30 m
	27.5 m
	26 m
	23 m-26 m
	22 m
	20 m-26 m
	20 m

ND2 Region of Peel Non-Decision

- NOTES:
1. These are considered basic rights-of-way. At intersections, grade separations or major physical topographical constraints, wider rights-of-way may be required to accommodate necessary features such as embankments, auxiliary lanes, additional pavement or sidewalk widths, transit facilities, cycling facilities, or to provide for necessary improvements for safety in certain locations.
 2. These right-of-way widths are intended to accommodate the Higher Order Transit Corridors, Bus Rapid Transit facility and Bus Rapid Transit stations shown schematically on Schedule 6, as well as transit stations along Higher Order Transit Corridors, automobile, truck and other vehicular movements. Where as a result of further studies the land areas required to accommodate these rights-of-way are deemed to be insufficient, the City may acquire additional rights-of-way in excess of the basic right-of-way widths shown on Schedule 8. Portions of the Bus Rapid Transit facility are protected under the Parkway Belt West Plan. In addition, the City may acquire lands for a public transit right-of-way along Higher Order Transit Corridors and the Bus Rapid Transit Corridor where the creation of a public transit right-of-way separate from, adjacent to, or in addition to a road right-of-way is deemed appropriate.
 3. While it is intended that this Schedule provide a basis for retaining or acquiring rights-of-way for current or possible future transportation purposes, it is not intended to imply that all designated rights-of-way will necessarily be used for transportation purposes.
 4. "Designated Right-of-Way Widths" of Regional Roads as shown in the Region of Peel Official Plan.
 5. "Designated Right-of-Way Widths" shown on the map are not all under Mississauga jurisdiction.
 6. Any part of the road network shown outside the city boundaries is shown for information purposes only.
 7. The rights-of-way for Minor Collector Roads are identified in Table 8-3.
 8. The Eglinton Avenue right-of-way east of Etobicoke Creek consists of a 36m road right-of-way (Toronto) and a 14m right-of-way for the Bus Rapid Transit.

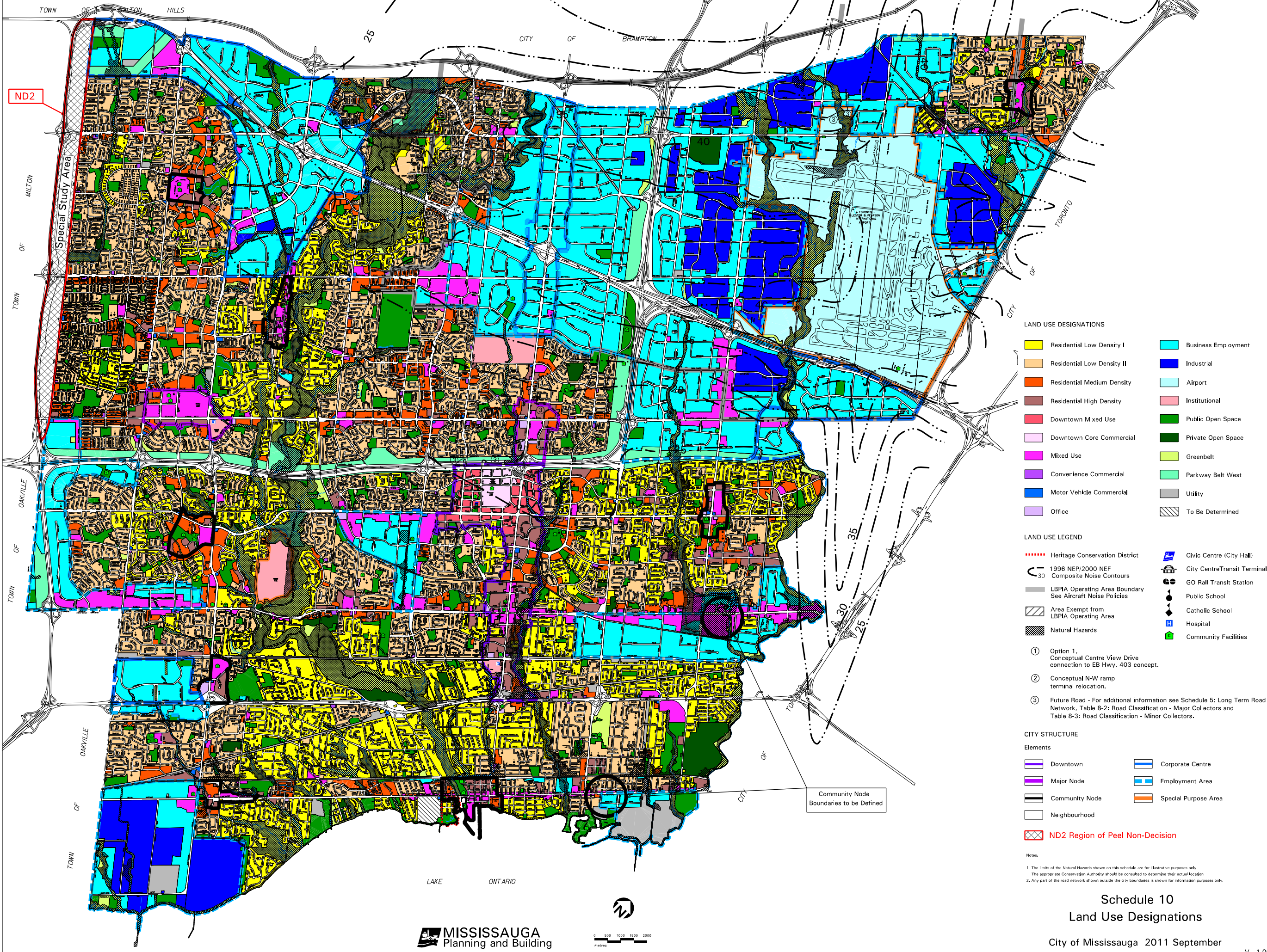
ND2



Schedule 9 Character Areas

- Character Area
- City Structure**
- Downtown (DT)
- Major Node (MN)
- Community Node (CN)
- Neighbourhood (NHD)
- Corporate Centre (CC)
- Employment Area (EA)
- Special Purpose Area (SPA)
- Character Area Subject to Local Area Plan
- ND2 Region of Peel Non-Decision

Note:
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ND2

Special Study Area

LAND USE DESIGNATIONS

	Residential Low Density I		Business Employment
	Residential Low Density II		Industrial
	Residential Medium Density		Airport
	Residential High Density		Institutional
	Downtown Mixed Use		Public Open Space
	Downtown Core Commercial		Private Open Space
	Mixed Use		Greenbelt
	Convenience Commercial		Parkway Belt West
	Motor Vehicle Commercial		Utility
	Office		To Be Determined

LAND USE LEGEND

	Heritage Conservation District		Civic Centre (City Hall)
	1996 NEP/2000 NEF Composite Noise Contours		City Centre Transit Terminal
	LBPIA Operating Area Boundary See Aircraft Noise Policies		GO Rail Transit Station
	Area Exempt from LBPIA Operating Area		Public School
	Natural Hazards		Catholic School
			Hospital
			Community Facilities

- ① Option 1, Conceptual Centre View Drive connection to EB Hwy. 403 concept.
- ② Conceptual N-W ramp terminal relocation.
- ③ Future Road - For additional information see Schedule 5: Long Term Road Network, Table 8-2: Road Classification - Major Collectors and Table 8-3: Road Classification - Minor Collectors.

CITY STRUCTURE

Elements

	Downtown		Corporate Centre
	Major Node		Employment Area
	Community Node		Special Purpose Area
	Neighbourhood		

ND2 Region of Peel Non-Decision

Community Node Boundaries to be Defined

Notes:
 1. The limits of the Natural Hazards shown on this schedule are for illustrative purposes only. The appropriate Conservation Authority should be consulted to determine their actual location.
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