

## Schedule 1 Urban System

### Green System

Green System

### City Structure

Downtown

Major Node

Community Node

Neighbourhood

Corporate Centre

Employment Area

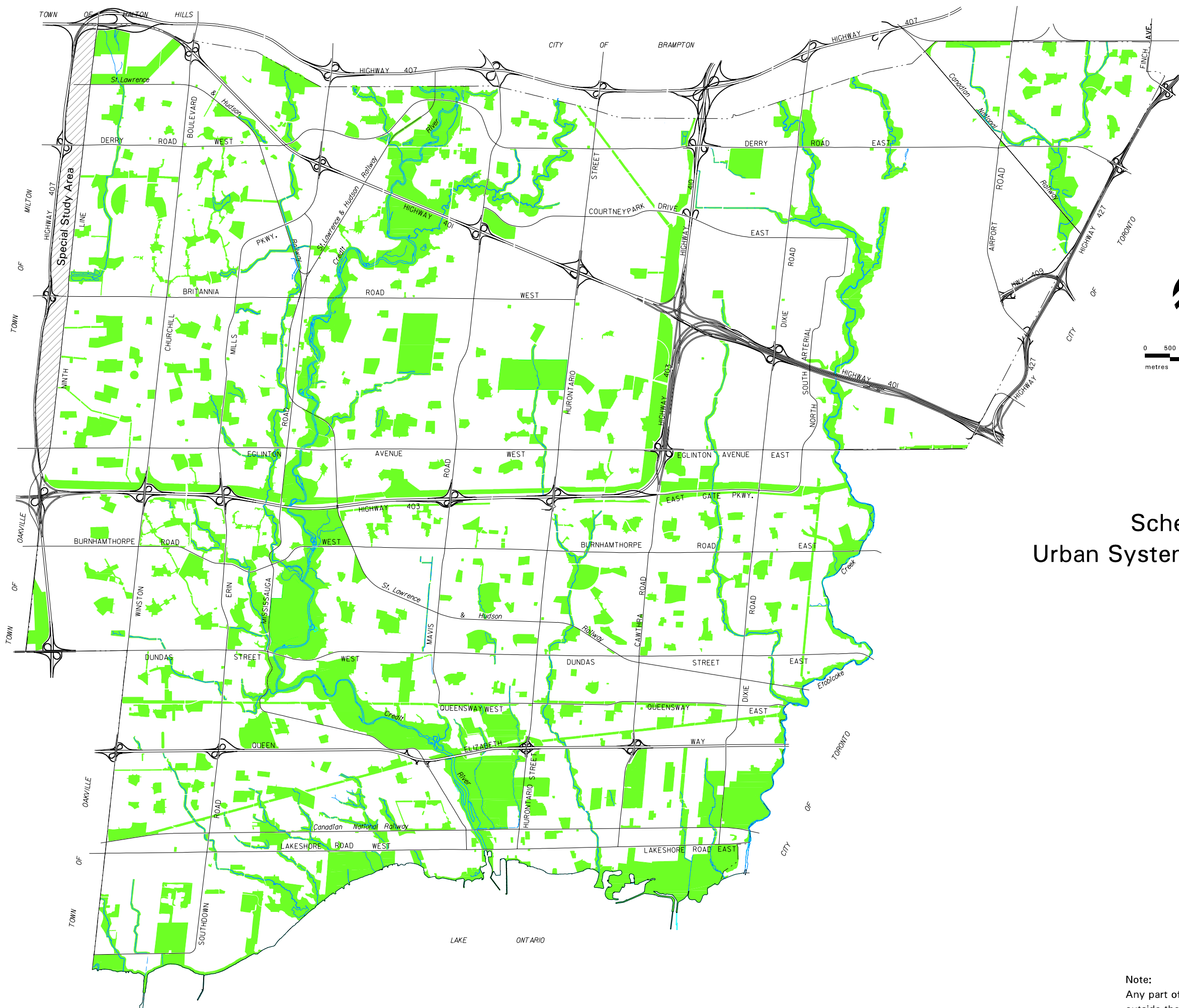
Special Purpose Area

### Corridors

Corridor

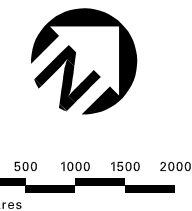
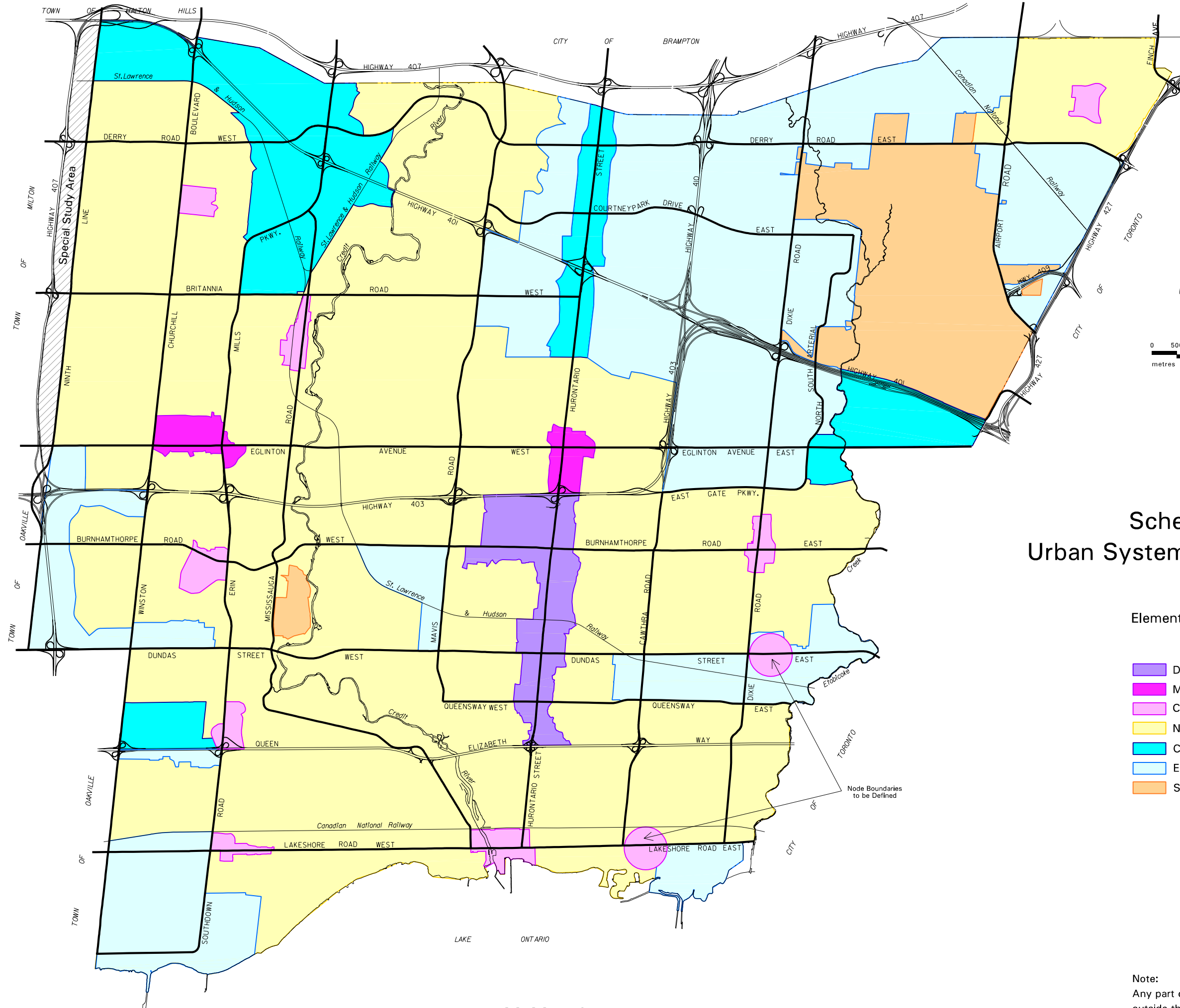
Intensification Corridor

Note:  
Any Part of the Road Network shown  
outside the City Boundaries is shown  
for information purposes only.



## Schedule 1a Urban System - Green System

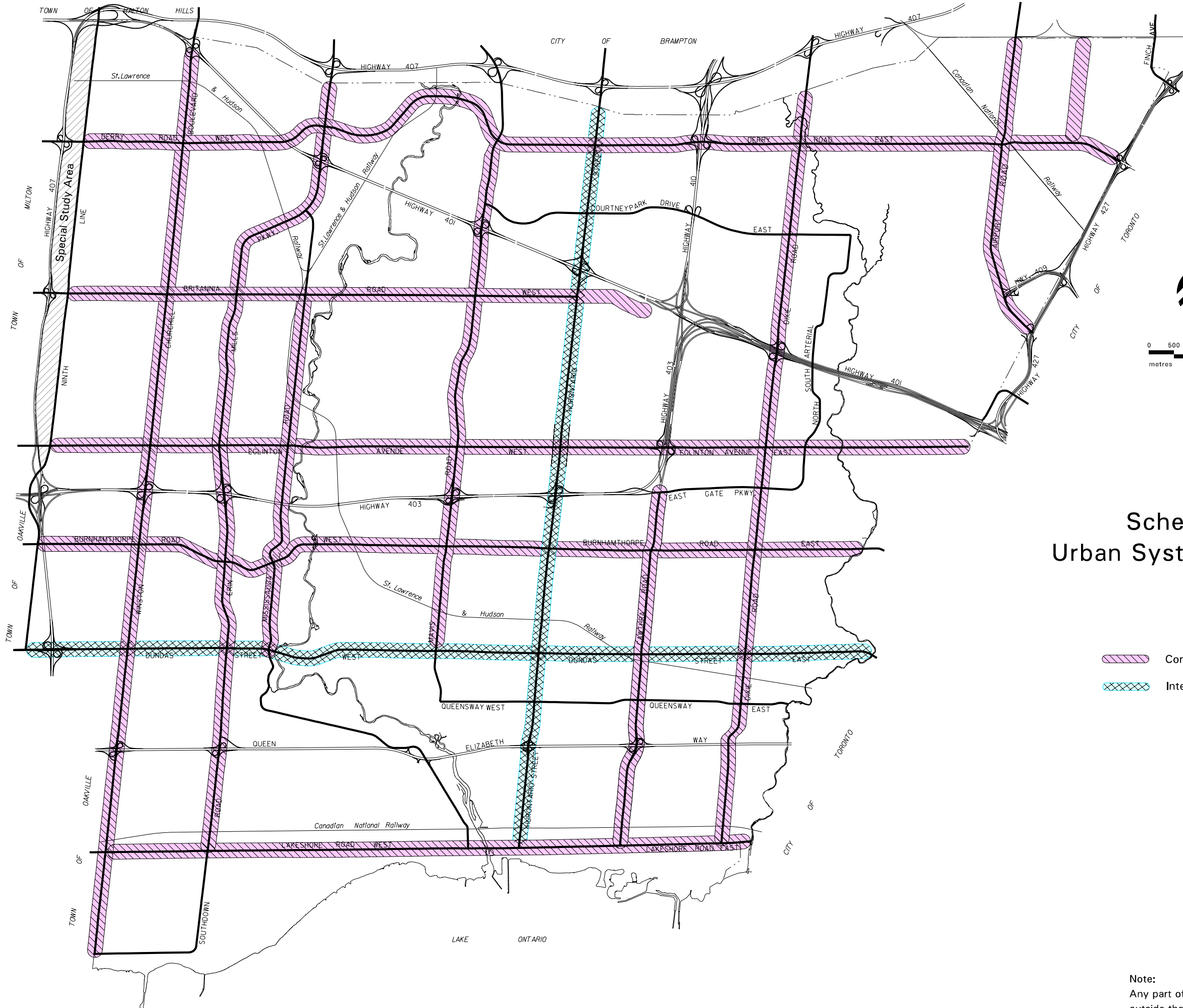
Note:  
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## Schedule 1b Urban System - City Structure

- Elements**
- Downtown
  - Major Node
  - Community Node
  - Neighbourhood
  - Corporate Centre
  - Employment Area
  - Special Purpose Area

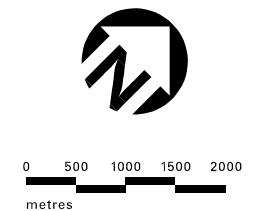
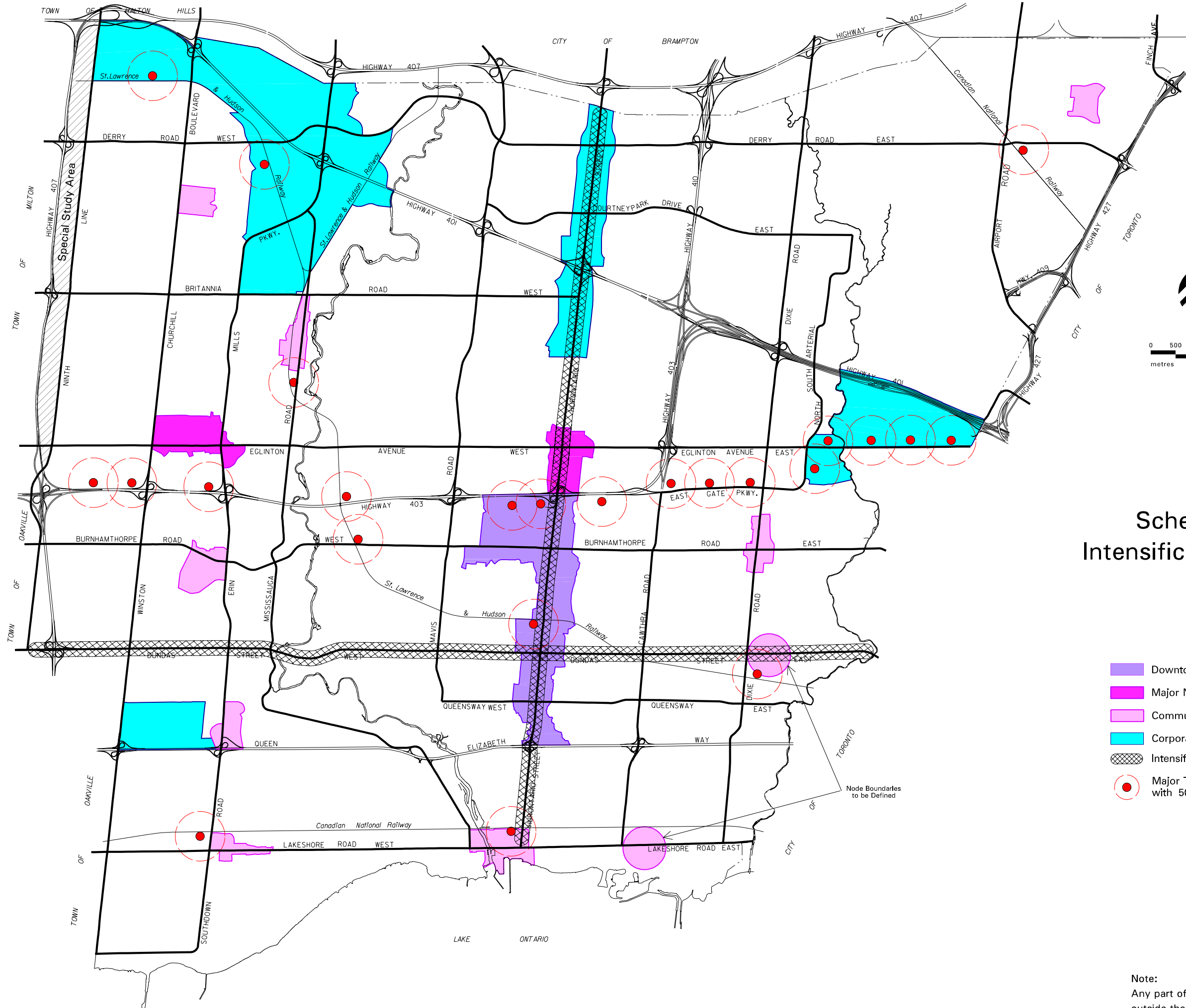
**Note:**  
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## Schedule 1c Urban System - Corridors

-  Corridor
-  Intensification Corridor

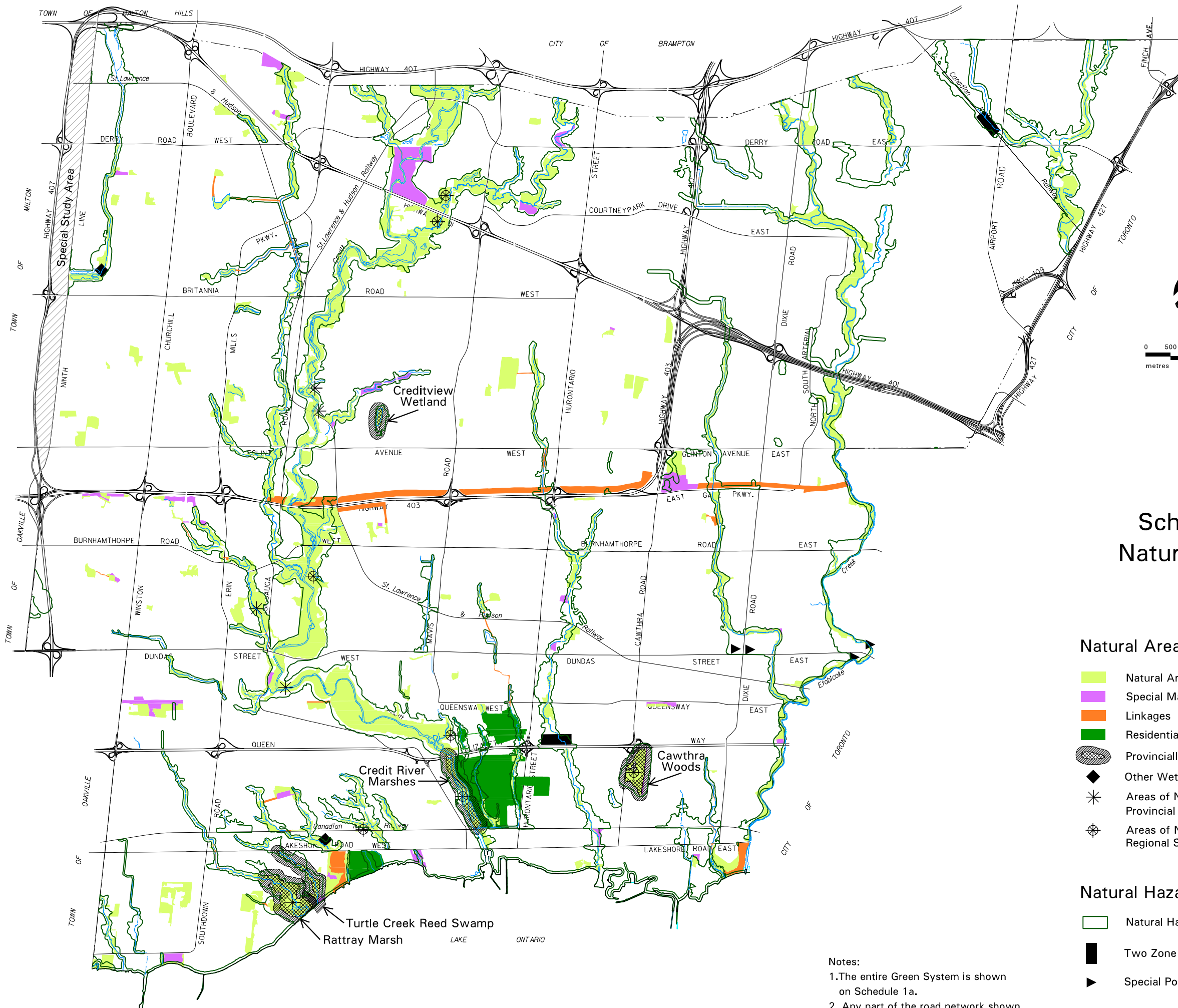
Note:  
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## Schedule 2 Intensification Areas

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

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



## Schedule 3 Natural System

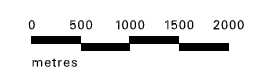
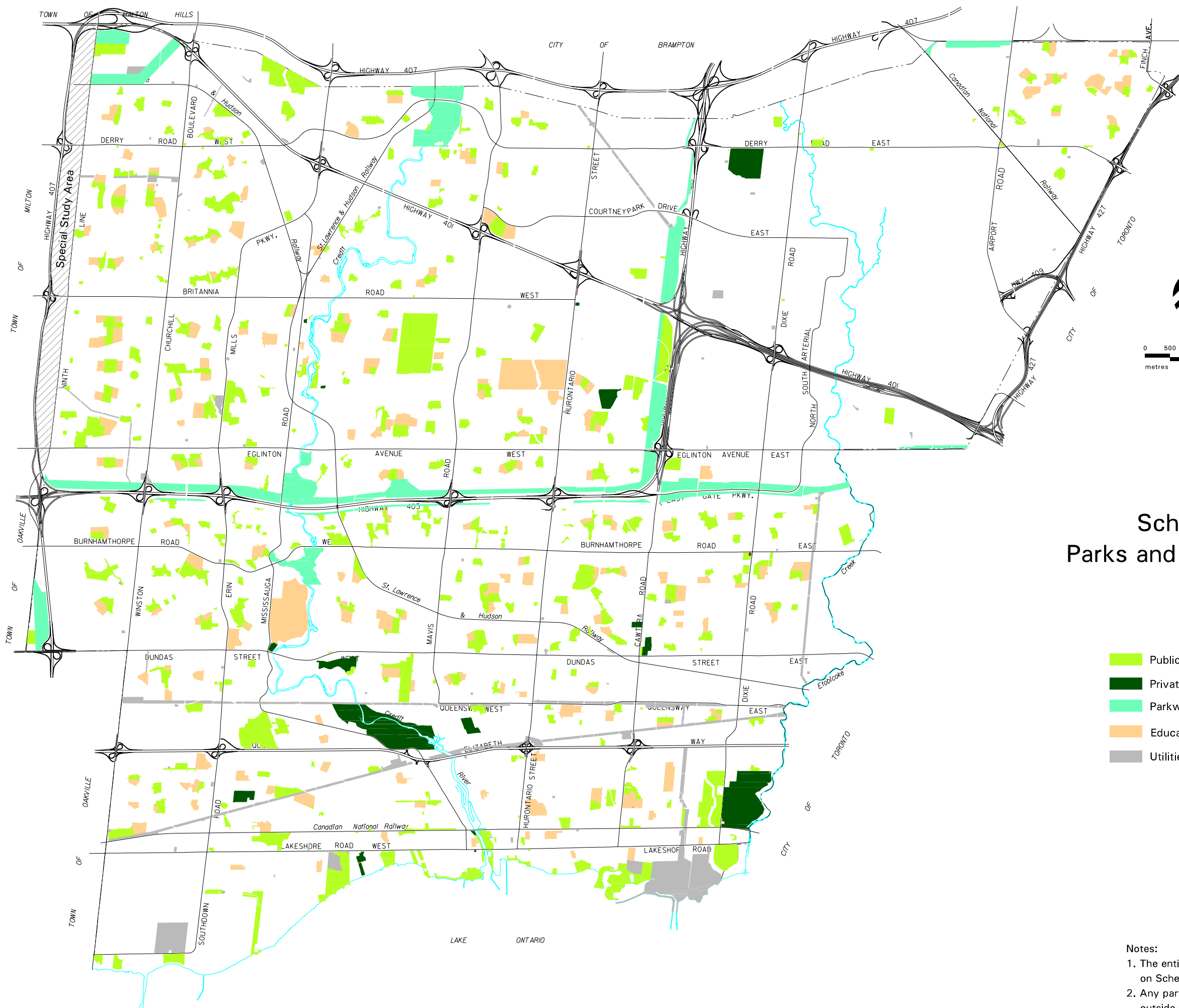
### Natural Areas System:

- 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

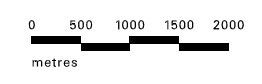
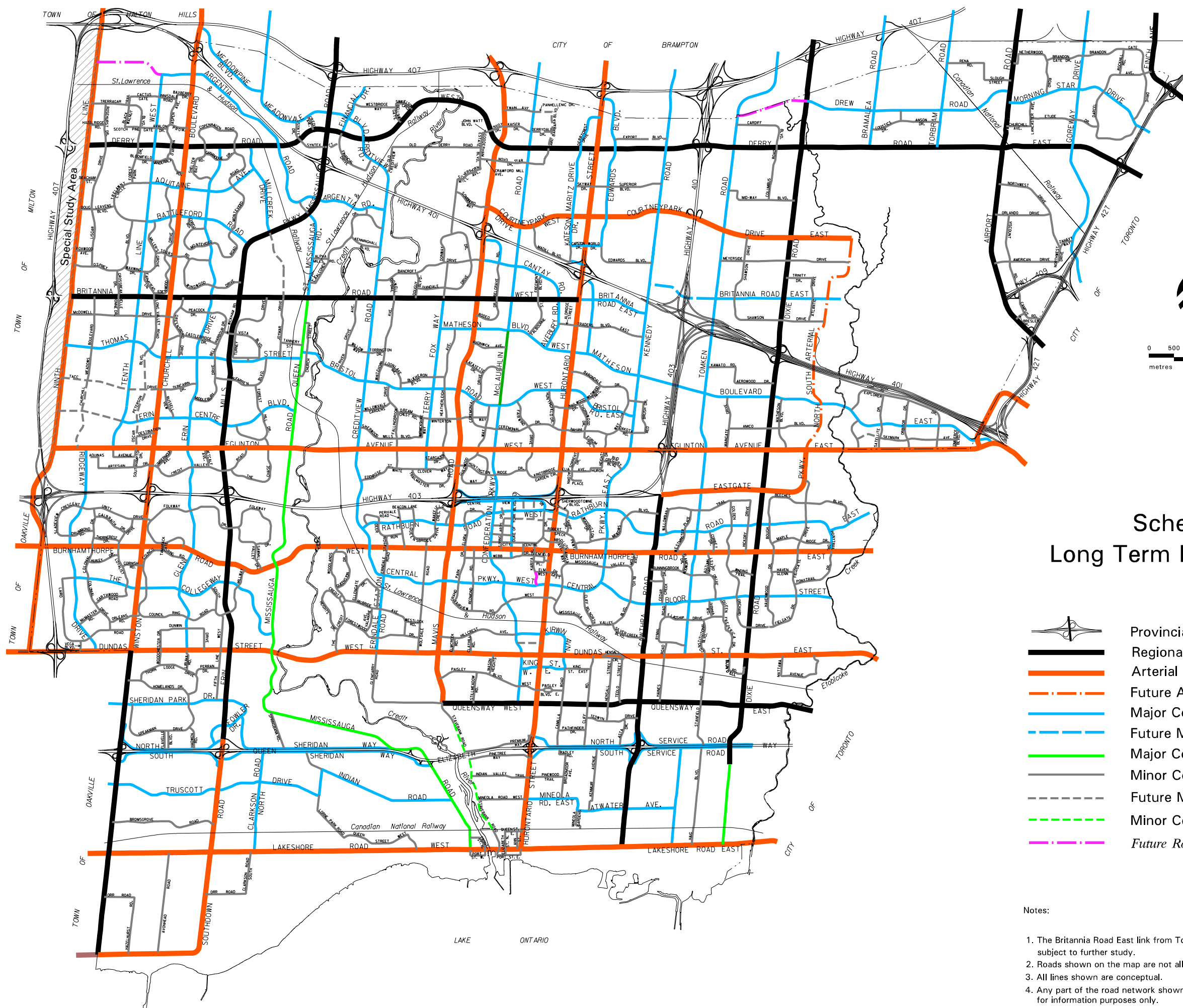
**Notes:**  
 1. The entire Green System is shown on Schedule 1a.  
 2. Any part of the road network shown outside the city boundaries is shown for information purposes only.














## Schedule 4 Parks and Open Spaces

- Public Open Space
- Private Open Space
- Parkway Belt West
- Educational Facilities
- Utilities

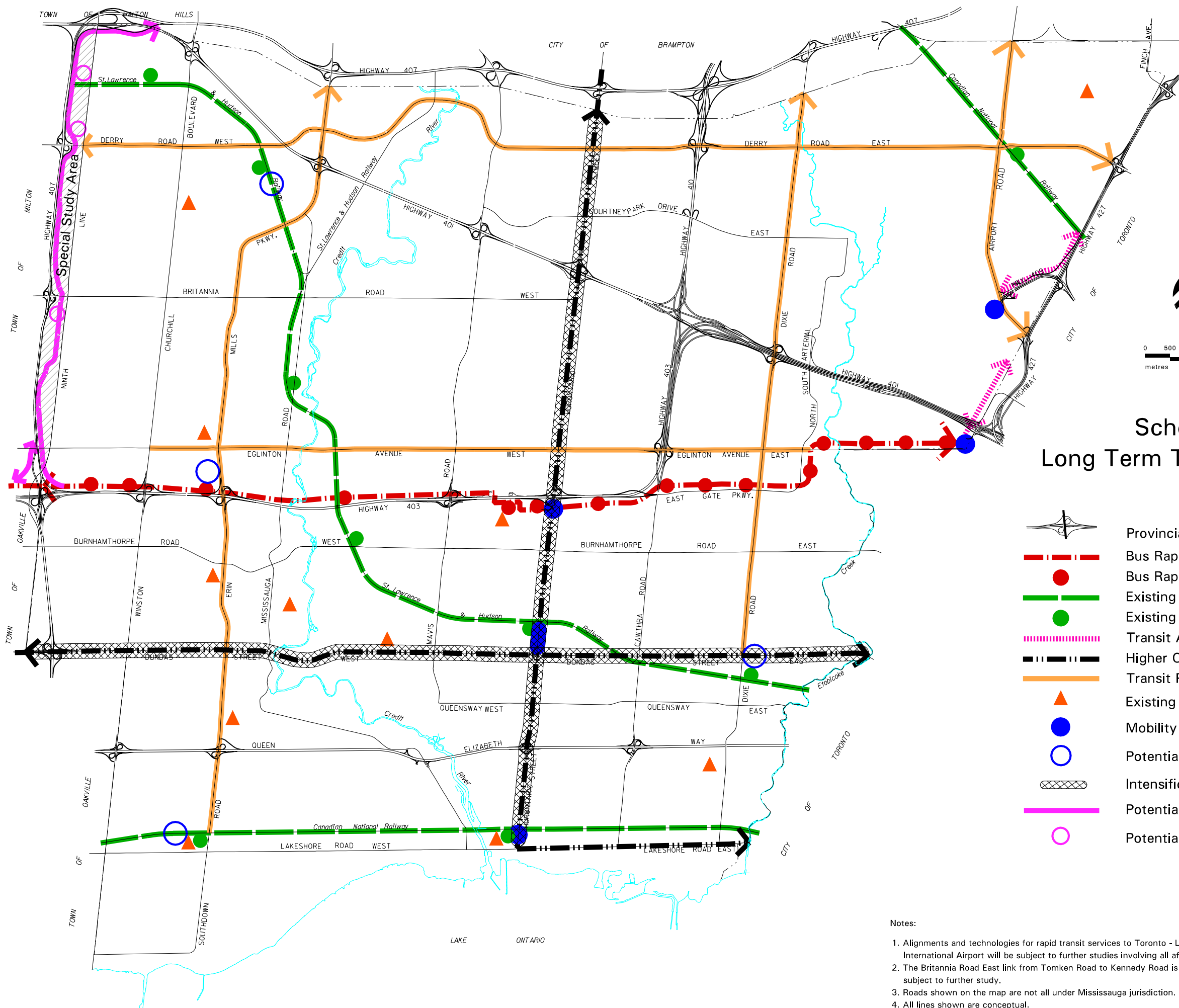
- Notes:**
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  2. Any part of the road network shown outside the city boundaries is shown for information purposes only.

















## 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
-  Minor Collector
-  Future Minor Collector
-  Minor Collector Scenic Route
-  Future Road Link to be added.

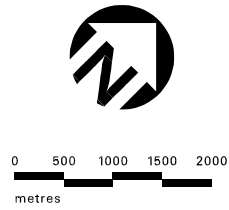
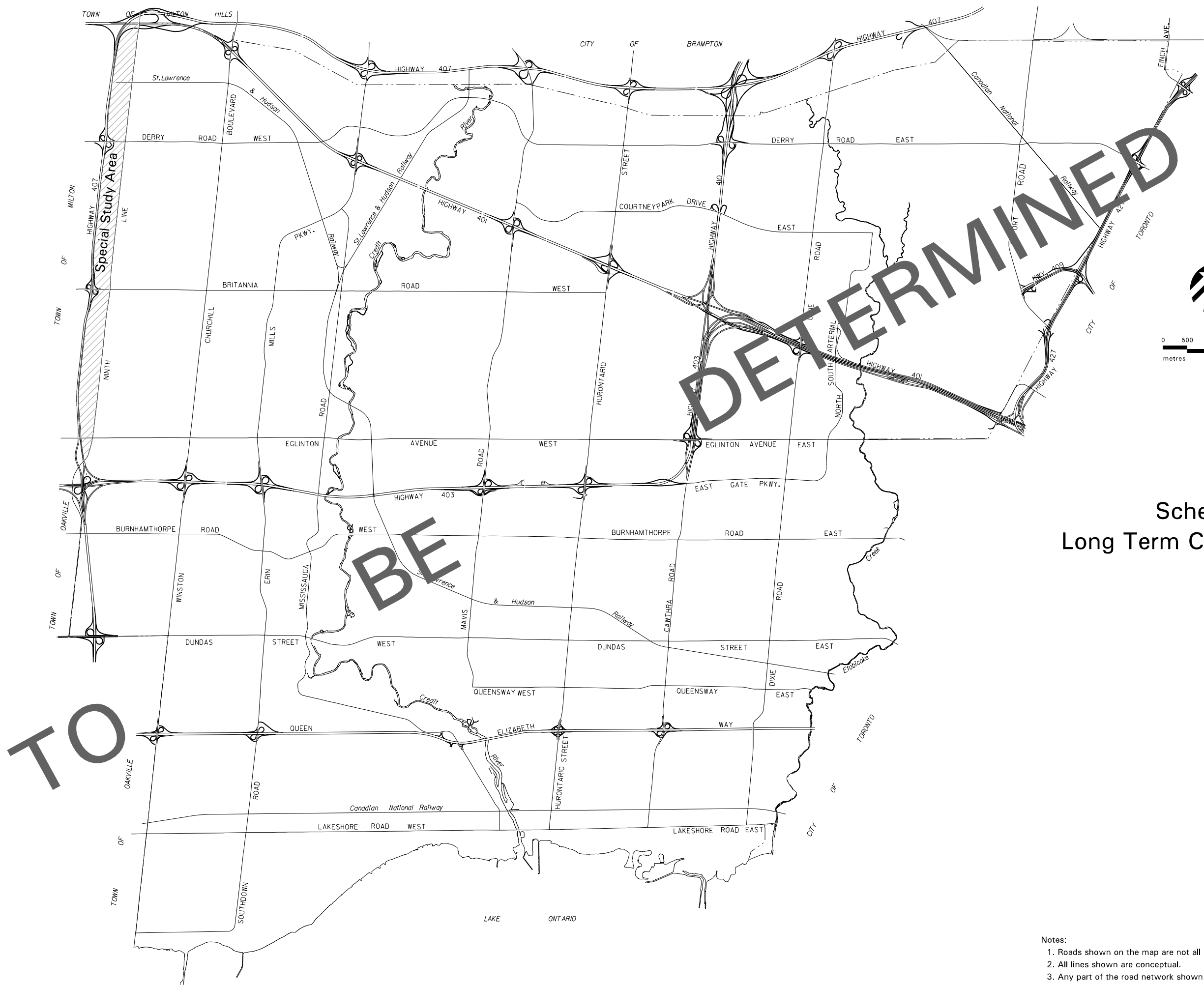
- Notes:
1. The Britannia Road East link from Tomken Road to Kennedy Road is conceptual and is subject to further study.
  2. Roads shown on the map are not all under Mississauga jurisdiction.
  3. All lines shown are conceptual.
  4. Any part of the road network shown outside the city boundaries is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



## Schedule 6 Long Term Transit Network

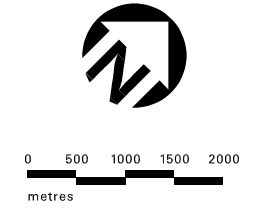
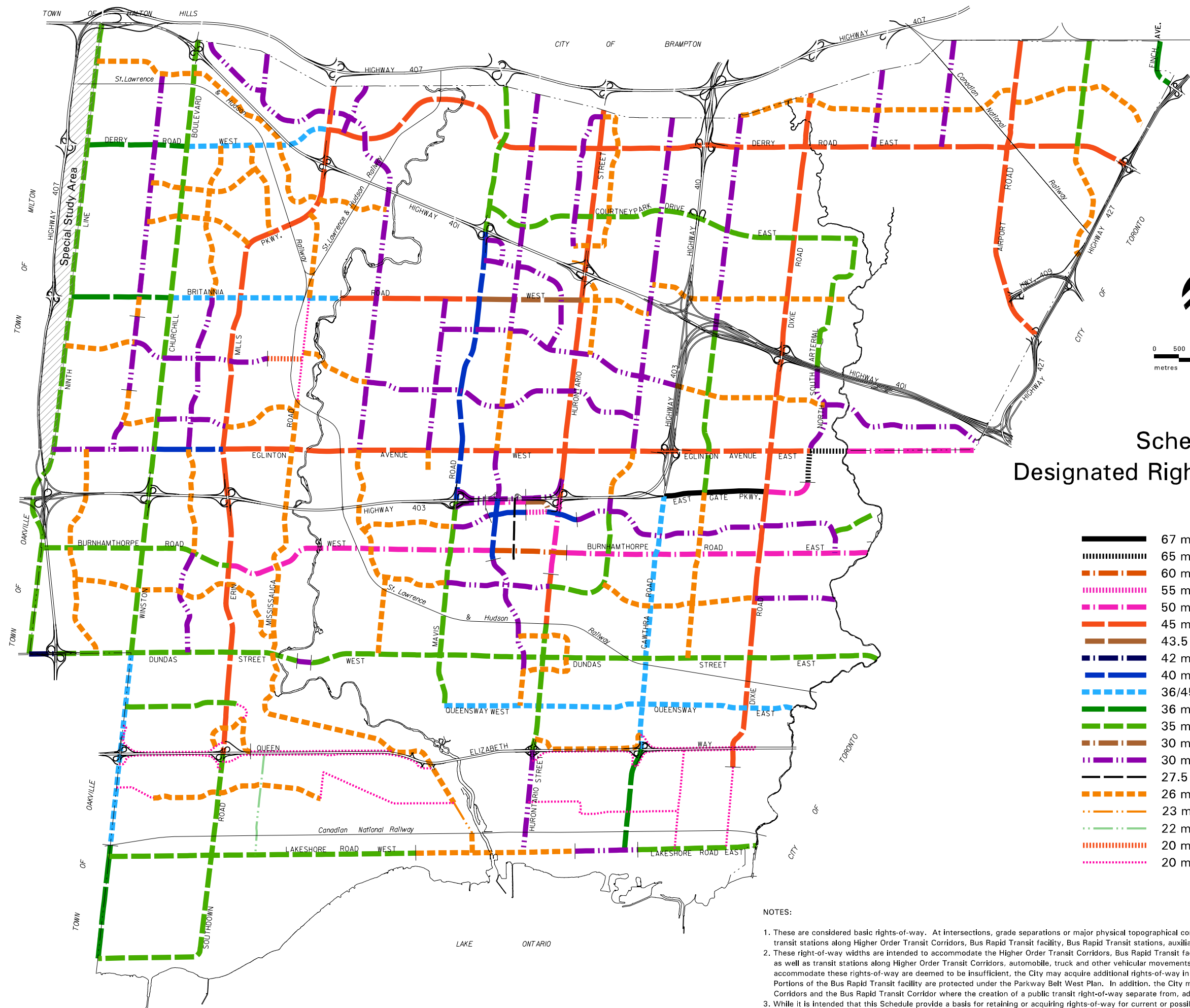
-  Provincial Highway and Interchange
-  Bus Rapid Transit Corridor
-  Bus Rapid Transit Station
-  Existing Commuter Rail
-  Existing Commuter Rail Station
-  Transit Airport Connection
-  Higher Order Transit Corridor
-  Transit Priority Corridor
-  Existing Mississauga Transit Terminal
-  Mobility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

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



## Schedule 7 Long Term Cycling Network

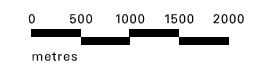
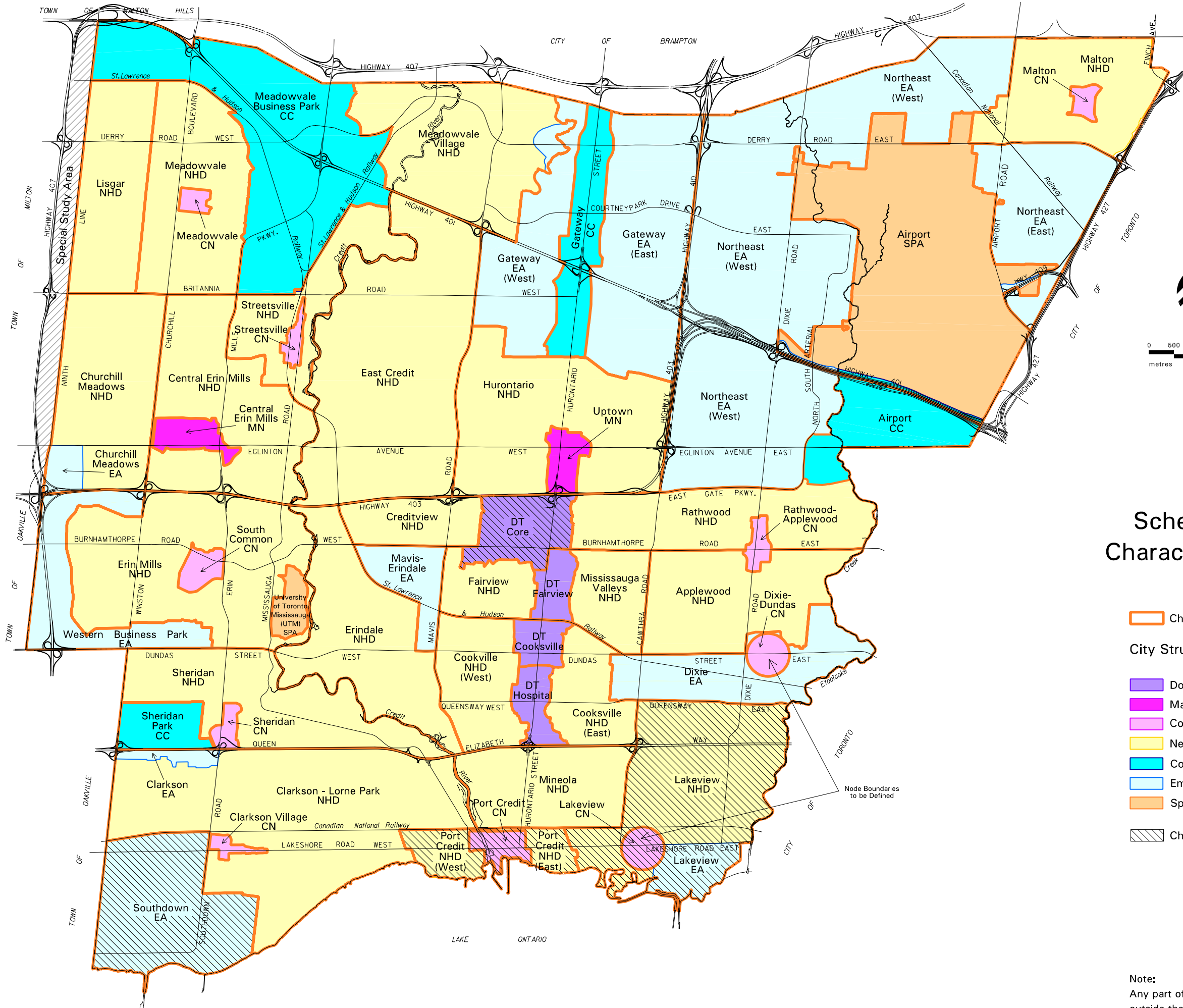
- Notes:
1. Roads shown on the map are not all under Mississauga jurisdiction.
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## Schedule 8 Designated Right-of-Way Widths

	67 m
	65 m
	60 m
	55 m
	50 m
	45 m
	43.5 m
	42 m
	40 m
	36/45 m (45 m at intersections)
	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

- 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 bus bays, transit stations along Higher Order Transit Corridors, Bus Rapid Transit facility, Bus Rapid Transit stations, auxiliary lanes, side slopes, bicycle paths, streetscape works, etc.
  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 7, 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 6. 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 7-3.























## 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








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## LAND USE DESIGNATIONS

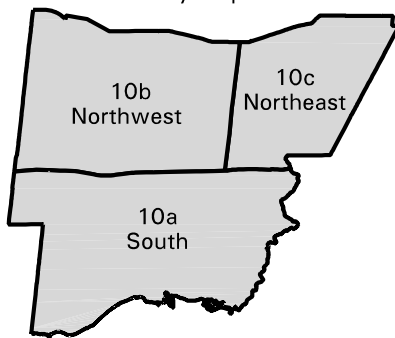
	Residential Low Density I		Business Employment
	Residential Low Density II		Industrial
	Residential Medium Density		Airport
	Residential High Density		Institutional
	Downtown Mixed Use		Public Open Space
	Downtown Retail Core Commercial		Private Open Space
	Mixed Use		Greenbelt
	Convenience Commercial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

## CITY STRUCTURE








### Elements

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

Key Map

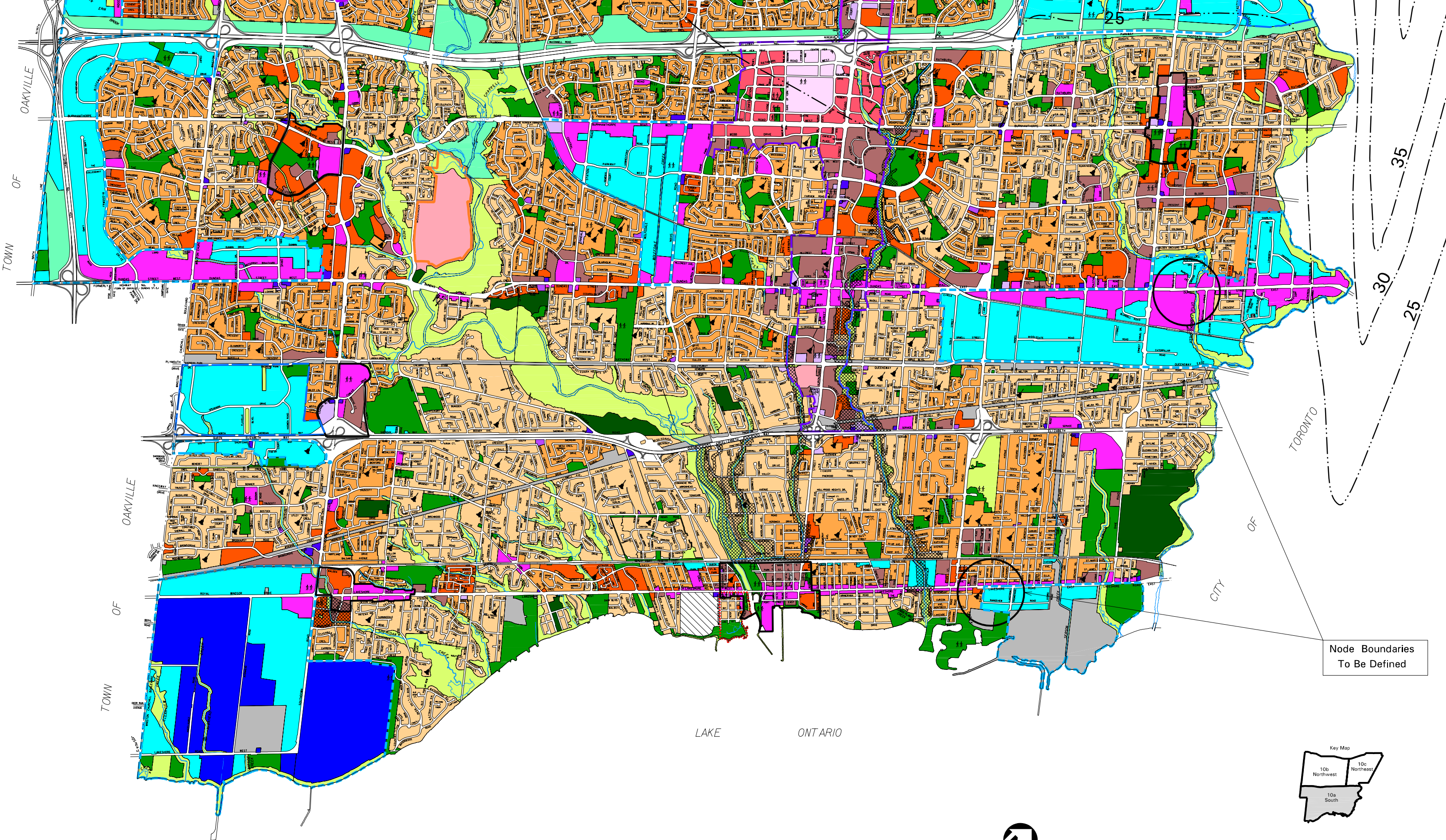


## LAND USE LEGEND

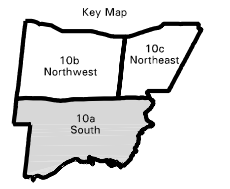
	Heritage Conservation District		Area Exempt from LBPIA Operating Area
	1996 NEP/2000 NEF Composite Noise Contours		Regulatory Floodplain
	LBPIA Operating Area Boundary See Aircraft Noise Policies		
	Community Facilities		
	Publicly Funded Schools		

# Schedule 10 Land Use Designations - Legend

City of Mississauga 2010 March

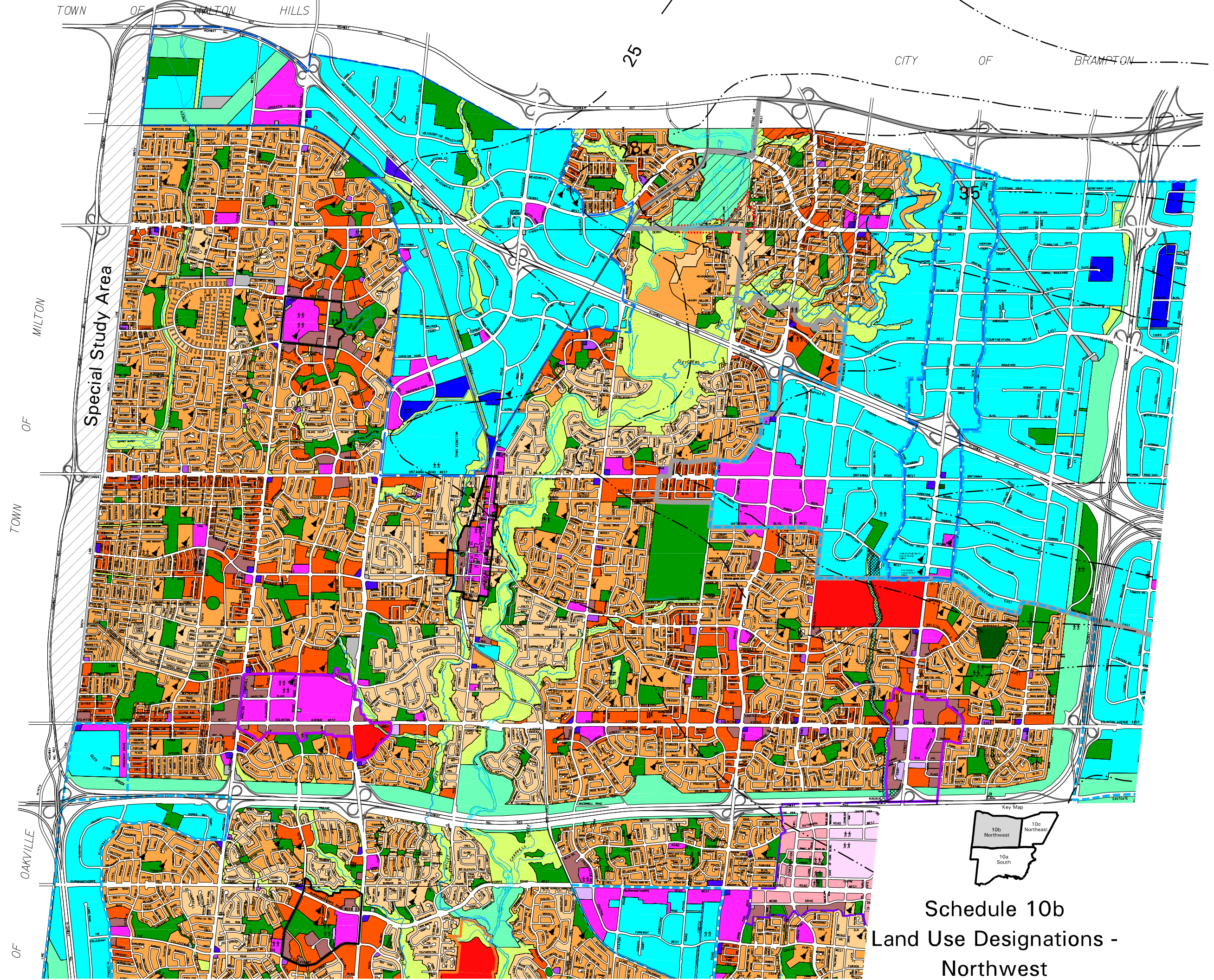


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Schedule 10a  
Land Use Designations -  
South

Node Boundaries  
To Be Defined



TOWN OF MILTON HILLS

25

CITY OF BRAMPTON

Special Study Area

TOWN OF MILTON

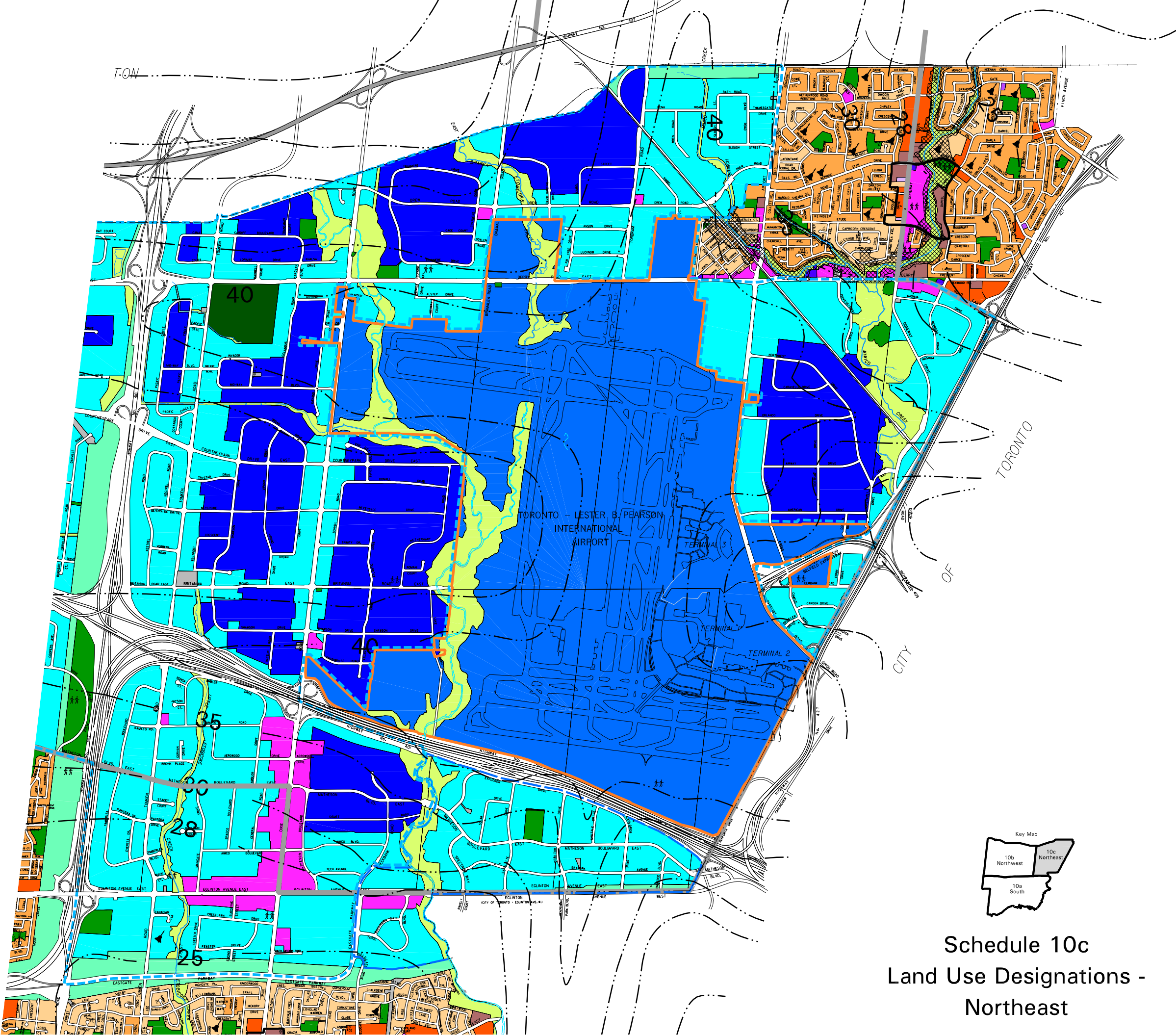
TOWN OF

OAKVILLE

OF



Schedule 10b  
Land Use Designations -  
Northwest



FON

TORONTO - LESTER, B. PEARSON  
INTERNATIONAL  
AIRPORT

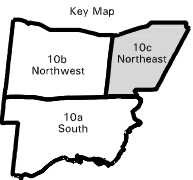
TERMINAL 3

TERMINAL 1

TERMINAL 2

TORONTO

CITY OF



Schedule 10c  
Land Use Designations -  
Northeast