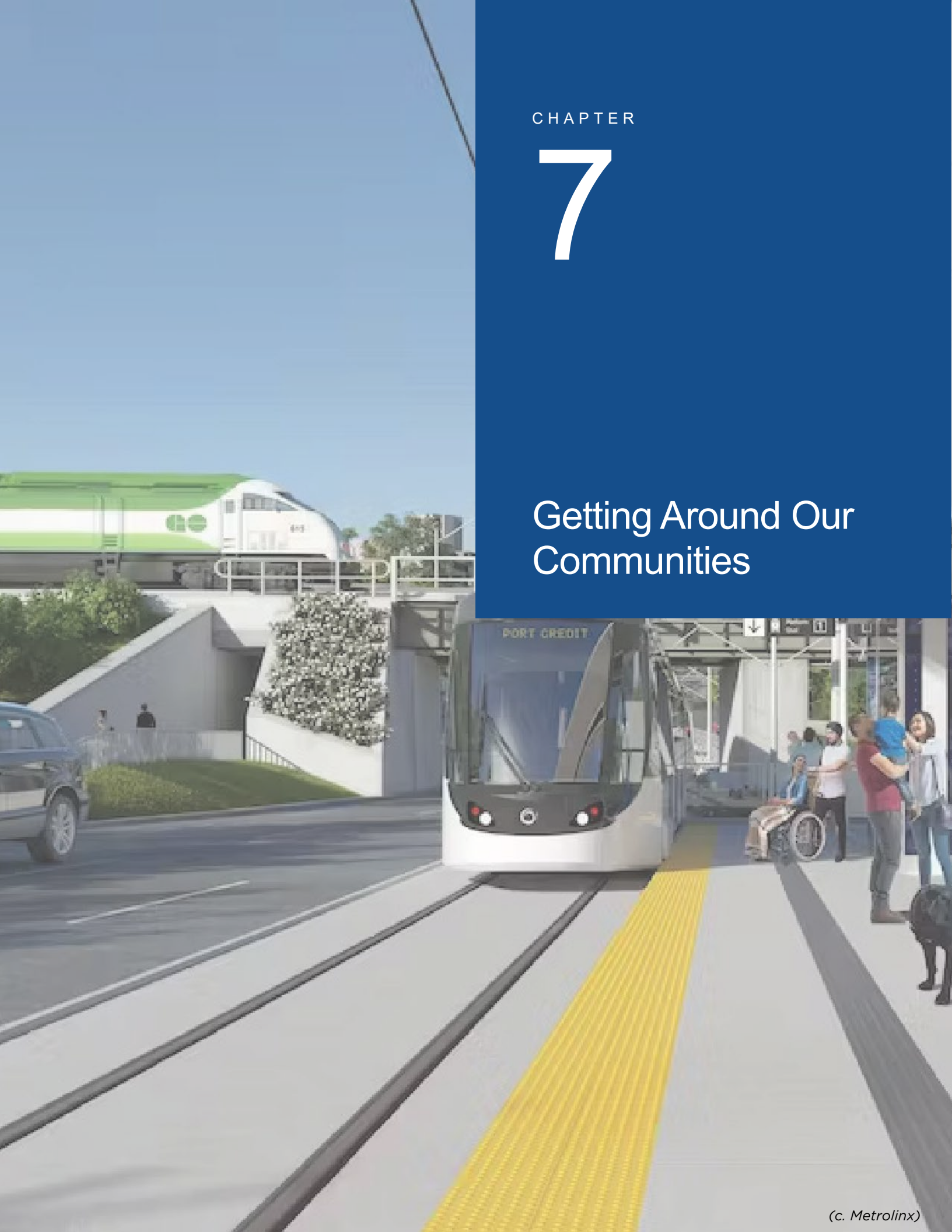
CHAPTER

7

Getting Around Our Communities



(c. Metrolinx)

7.1 Introduction

Mississauga's vision for getting around is that everyone and everything will have the freedom to move safely, easily and efficiently to anywhere at any time.

This vision will be advanced through the below six goals, as outlined in the City's Transportation Master Plan. The policies of this Plan will support the following transportation goals:

Safety: Freedom from Harm

Safe conditions for all travelers, advancing *Vision Zero* by supporting hazard-free travel and striving for zero fatalities and serious injuries as a result of collisions.

Inclusion: Freedom from Barriers

An accessible network, where moving is easy regardless of a person's age, ability, income, or familiarity with the city.

Integration: Freedom of Choice

An integrated network, where people and goods have viable options for moving within and beyond the city.

Connectivity: Freedom of Access

Simple and pleasant connections between people and the places and things they need to prosper.

Health: Freedom to Flourish

Support for the health of people and the planet, with more people-powered trips, lower vehicle emissions, and better stewardship of the natural environment.

Resilience: Freedom to Evolve

Leadership in adapting to changes that reshape the *transportation system* and how it is used.

7.2 Inclusive Multimodal Transportation System

As Mississauga continues to grow and evolve, an inclusive *multimodal transportation system* will connect people between where they live, work, learn, play, shop and access amenities in a manner that promotes equitable and affordable travel options, and benefits public health and the environment.

The City will continue to build an inclusive *multimodal transportation system* that moves people and goods safely, easily and efficiently, elevating sustainable transportation modes including transit, walking and cycling, while reducing car dependence. The City's Transportation Master Plan target is to have 50 percent of all trips by sustainable modes by 2041.



Figure 7.1. Rendering of Hurontario Street, equipped with a dedicated Light Rail Transit lane, bike lanes and pedestrian amenities *(c. Metrolinx)*

The *multimodal transportation system* is composed of the following modes of travel:

- transit (public bus and light rail);
- *active transportation* (e.g., walking, cycling, micromobility);
- vehicular (passenger and freight);
- rail (passenger and freight); and
- air travel (passenger and freight).

The City's *transportation system* will integrate with rail corridors, provincial highways and the Airport, linking Mississauga to surrounding communities and beyond and facilitating goods movement to support the economic health of the city.

Getting around and meeting daily needs in the city will be easier as Mississauga continues to focus on creating compact, *complete communities* that are well connected by sustainable transportation modes. This Plan has a greater focus on integrating a mix of uses within ***Major Transit Station Areas***, including housing, employment, shops, and community amenities. This Plan also encourages a greater mixture of uses across the city in order to provide more destinations that are close enough for walking and cycling to be the most attractive transportation option. In addition to mitigating traffic congestion, this enhances human health and reduces greenhouse gas emissions.

This Plan also makes safety on the street network a priority, to protect vulnerable street users. Mississauga is a ***Vision Zero*** city with the goal of zero fatalities and serious injuries from collisions on city streets.

Overall, the City's *transportation system* will support communities to be inclusive, healthy, active, and climate change resilient with more sustainable mode options and infrastructure.

Sustainable modes of travel include walking, biking and transit. This form of transportation increases opportunities for healthier lifestyles, reductions in greenhouse gas emissions and improved air quality.

Schedules 3, 4 and 5, show the long term street, transit and cycling networks that will form the basis of the *transportation system*.

Schedule 6 shows the designated right-of-way widths for arterial and major collector streets necessary to achieve the long term *multimodal transportation system* under the City and Region's jurisdiction. Tables 7-2 to 7-5 provide the designated right-of-way widths for arterial, collector and local streets.

7.2.1 Mississauga will provide an inclusive, well connected, efficient, safe, and accessible *multimodal transportation system.*

7.2.2 The *multimodal transportation system* will reduce dependence on non-renewable resources by prioritizing infrastructure investments that support sustainable transportation modes, particularly to provide connections to and within *Strategic Growth Areas*.

7.2.3 Mississauga will explore and promote opportunities to improve *multimodal* connections between the city's transportation network and the Airport to facilitate movement of people to jobs or travel, and of goods to key markets.

7.2.4 Mississauga will coordinate and partner with other transportation jurisdictions to provide an interconnected *multimodal transportation system* within and across municipal boundaries, including the Federal Government, the Province, Metrolinx, the Region of Peel, adjacent municipalities, the Greater Toronto Airports Authority (GTAA), and private agencies, such as the Canadian National Railway and the Canadian Pacific and Kansas City Southern Railway (CPKC).

7.2.5 Mississauga will work in partnership with other levels of government and other agencies to support the reduction of transportation related greenhouse gas emissions.

7.2.6 The policies of this Plan apply to all transportation infrastructure under the jurisdiction of the City. Other levels of government and agencies should support the policies of this Plan through their transportation infrastructure policy and investment decisions.

7.2.7 A jurisdictional transfer between Mississauga and the Region of Peel will not require an amendment to Schedule 3: Long Term Street Network, Schedule 6: Designated Right-of-Way Widths, or Tables 7-3 through to 7-5 of this Plan.

7.2.8 The City will advocate for secure and sustainable funding sources to support the provision of transportation infrastructure and services for the movement of people and goods in Mississauga.

7.3 Complete Streets

A network of complete streets will support all travel modes and the mobility of street users of all ages and abilities. Integral to the design of a complete street is safe and comfortable access for pedestrians, cyclists and transit users. Complete streets will be context sensitive and integrate ***streetscape*** elements to enhance the public realm at a scale appropriate for the area of the city. The City's Complete Streets Guide is the primary resource for the design of complete streets.

7.3.1 Complete Streets Approach

7.3.1.1 Mississauga will use a complete streets approach in the planning, design, rehabilitation and maintenance of new and existing streets based on the city's street classification system. This approach will consider and appropriately accommodate the needs and safety of all street users.

7.3.1.2 Mississauga will create a complete street network that:

a. is efficient, safe, and barrier free for all users;
b. prioritizes the safety of vulnerable street users when designing and operating streets, in accordance with the ***Vision Zero*** Action Plan;
c. prioritizes transit, pedestrian and cycling access and routes;
d. provides connectivity among transportation modes for moving people and for moving goods; and
e. provides for the safe and efficient movement of goods along ***primary truck routes***.



Figure 7.2. *Multimodal* transportation is a primary feature of complete streets, as shown in this demonstration. *(c. City of Mississauga)*

7.3.2 Protection for Complete Streets

To support growth and to ensure the safe, efficient and environmentally responsible movement of people and goods, the City will protect for new streets and rights-of-ways with the goal of creating complete streets.

7.3.2.1 Right-of-way widths are intended to accommodate, but are not limited to, the following:

a. street surfaces;
b. transit, including on-street facilities for local routes, express corridors and *higher order transit* corridors, transit stations and facilities along *higher order transit* corridors;
c. universally accessible *active transportation* facilities (e.g. sidewalks, cycling routes, multi-use trails);
d. vehicles;
e. micromobility facilities;
f. utilities;
g. traffic calming elements;
h. ***streetscape*** works;
i. trees and vegetation;
j. snow storage;
k. parking infrastructure;
l. signage and wayfinding; and
m. public art.

7.3.2.2 The City's street classification system will be used to determine which functions are to be accommodated within a particular right-of-way and detailed design studies will determine the dimensions of those facilities within the right-of-way. The City may require land for the rights-of-way, including easements, or the widening of rights-of-way through conditions of approval for development applications.

7.3.2.3 The City's *multimodal* transportation network will be maintained and developed to support the policies of this Plan by:

a. maintaining and developing the network rights-of-way by either acquiring the additional property needed to achieve designated widths or reallocating or reprioritizing within existing property (e.g. by narrowing and reducing the number of vehicle lanes);
b. designated right-of-way widths are considered the basic required rights-of-way along street sections for roads under the jurisdiction of Mississauga, Toronto or Region of Peel. 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;

c. providing an appropriate transition where there are different street classifications or right-of-way widths at municipal boundaries, in consultation with the respective municipalities;

d. protecting land for future rail grade separations to support a safer and more efficient *transportation system*;

e. requiring the conveyance of lands of abutting properties for widening of roads under the jurisdiction of Mississauga, Toronto or Region of Peel as a condition of subdivision, severance, minor variance, condominium or site plan approvals, for nominal consideration;

f. working closely with partner transportation agencies, including Metrolinx, the GTAA and neighbouring transit agencies, to facilitate the protection or acquisition of future corridors or properties where potential land needs are identified; and

g. ensuring transportation and land use considerations are integrated and coordinated at all stages of the planning and Environmental Assessment process.

7.3.2.4 Mississauga may acquire lands for a transit right-of-way along *higher order transit* corridors, where the creation of a transit right-of-way separate from, adjacent to, or in addition to, a street right-of-way is deemed appropriate.

7.3.2.5 In reviewing development applications, Mississauga will require area wide or site specific transportation studies to identify the necessary transportation improvements to minimize conflicts between transportation and land use, and to ensure that development does not precede necessary street, transit, cycling and pedestrian improvements. Transportation studies will consider all modes of transportation including transit, *active transportation*, and vehicular. These studies will address both regional and local streets.

7.3.2.6 Minor adjustments to the basic right-of-way widths and alignments for streets may be made without further amendment to this Plan, subject to the City being satisfied that the role and function of such streets are maintained. Major adjustments to the basic right-of-way widths and alignments for streets will require an amendment to this Plan, excluding any adjustments based on the recommendation of an approved environmental assessment study subject to the *Environmental Assessment Act*.

7.3.3 Street Design

The City will use a complete streets approach to ensure that the design of streets promotes inclusivity, equity, safety, mobility choice, access, and comfort for all users. Streets will also be designed to complement and minimize impacts to adjacent land uses and communities. New, retrofit and reconstructed streets will consider all users and prioritize pedestrians and cyclists. Street design will be consistent with the City's Climate Change Action Plan for green and resilient transportation infrastructure to address the street's ecological, hydrological and ***placemaking*** functions.

7.3.3.1 The City will design its streets in a manner that:

a. provides for universal accessibility and the safe movement of all street users, including transit riders, cyclists, pedestrians and motorists;

b. is context sensitive having regard for community needs, existing and planned land uses, urban design, street user behaviour, and funding availability;

c. minimizes the disruption to the Natural Heritage System and preserves, where possible, existing tree canopies;

d. integrates *green infrastructure*; and

e. conserves cultural heritage resources.

7.3.3.2 The design of streets and ***streetscapes*** will create a safe, comfortable and attractive environment for pedestrians, cyclists and motorists by:

a. reducing lane width, where appropriate;

b. providing streetscaping to reduce the apparent width and/or actual width of the right-of-ways;

c. locating sidewalks and cycling facilities to minimize conflict with motorized traffic (e.g. by providing separation between traffic lanes and sidewalks); and

d. creating safe street crossings for pedestrians and cyclists.

7.3.3.3 Within the City's *Strategic Growth Areas*, the City standard is for an upgraded ***streetscape*** with sustainable design elements on a development site and adjoining streets under Mississauga's jurisdiction, which will be articulated in the site plan application. An upgraded ***streetscape*** may include, without limitation, trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curbs, ramps, traffic calming elements, ***waste*** and recycling containers, parking infrastructure, wayfinding, bicycle parking and micromobility facilities.

7.3.3.4 Mississauga will implement a range of transportation infrastructure design and management measures to optimize the operational safety and efficiency of the *multimodal transportation system*. These measures will align with the City's street classification system, ***Vision Zero*** Action Plan, Complete Streets Guideline, and the City's Climate Change Action Plan.

7.3.3.5 New streets will connect and align with existing streets in surrounding neighbourhoods.

7.3.3.6 Where feasible, the alignment of streets will recognize the need to preserve natural features, including *woodland* edges and hedgerows. Detailed road design will include mitigating and rehabilitation measures to address any disturbance of these features.

7.3.3.7 Mississauga will ensure that any maintenance or physical modification of ***scenic routes*** reinforces or enhances the "***scenic route*** qualities" of streets classified as ***scenic routes.*** If major modifications are expected to have an adverse impact on these qualities, an amendment to this Plan will be required. Standard street improvements or

general street maintenance that are necessary to support traffic safety will be permitted without amendment to this Plan. ***Scenic routes*** are shown on Schedule 3: Long Term Street Network.

7.3.4 Street Classification System

Mississauga's streets will accommodate different modes of travel and ***streetscape*** improvements, based on a street classification system that considers the street function, the location of the street within the City Structure and the pedestrian, transit, and cycling networks.

The City's street classification comprises 14 street classes, organized by four functional classes (arterial, major collector, minor collector and local) and the corresponding place inputs (Strategic Growth, Neighbourhood and Employment).

Figure 7.3 shows the street classes and the relationship to the street system functional classifications. The Street Classification System is shown on Schedule 3.

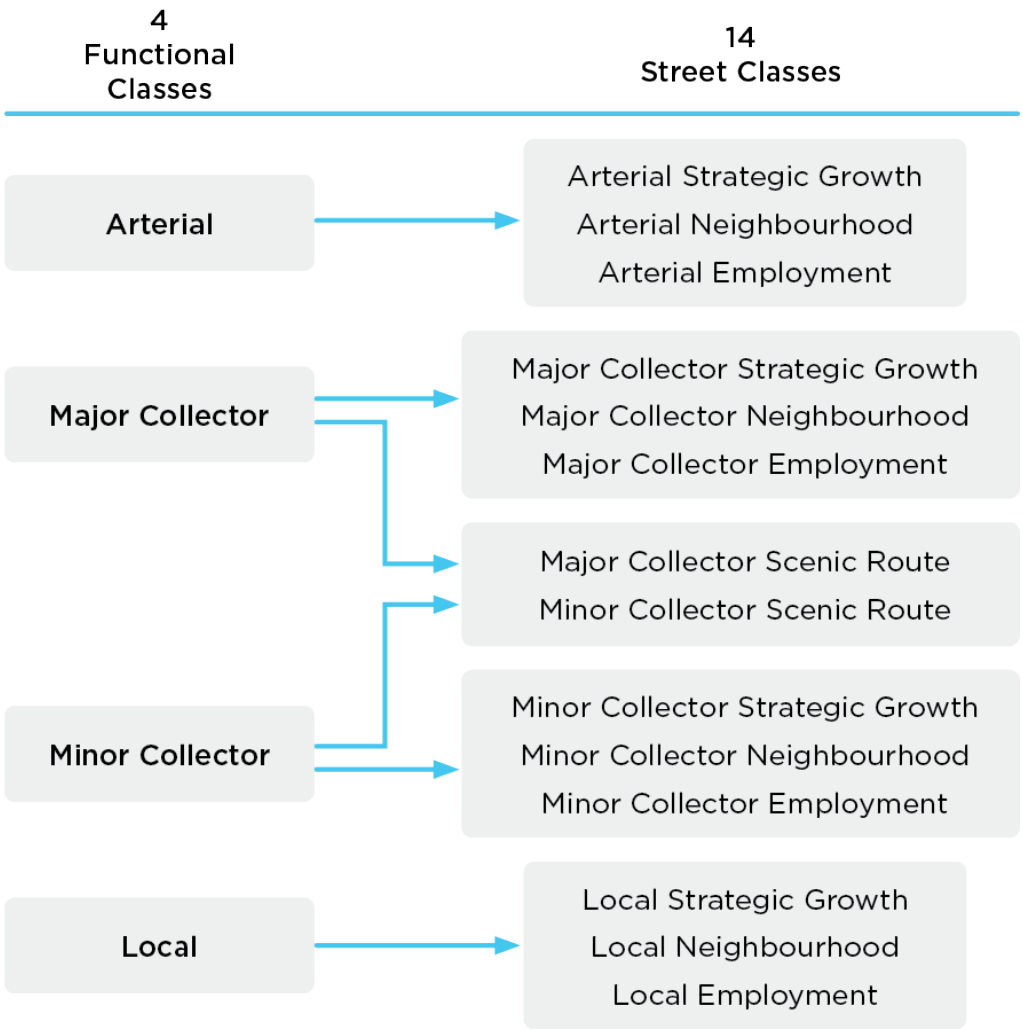


Figure 7.3. Mississauga street classification and relationship to functional classification. *(c. City of Mississauga)*

The street classification system is based on streets having both a link function and a place status. The link function is about moving people whereas the place status is about attracting and supporting people. The relative importance of these two inputs varies for each street class. Streets will have different characteristics depending on their function and place.

Link Inputs – Long Term Street Network

The link function of streets is informed by Schedule 3: Long Term Street Network, which defines the City's existing and planned street network for arterial streets and major and minor collector streets. Schedule 3 also includes ***scenic routes***, which are classified because of their distinctive features and location in the City.

Place Inputs – City Structure and Land Use

The place status is informed by Schedule 1: City Structure and Schedule 7: Land Use Designations, which identifies the city's urban hierarchy and land use that will guide development intensity and the built environment surrounding Mississauga's streets.

7.3.4.1 The street classification system will aid strategic decision making for priority travel modes and ***streetscape*** elements under each street class. Table 7.1 provides a summary matrix of the street classification that relates to the following street classification policies:

a. Arterial and Collector Streets

   Arterials will be designed as principal transportation corridors for high volumes of people and goods. They may include surface transit routes and priority bus corridor routes or dedicated *higher order transit* lanes.

   Major collectors will be designed as principal transportation corridors for medium to high volumes of people and goods. They may include surface transit routes and priority bus corridor routes.

   Minor collectors will be designed as principal transportation corridors for low to medium volumes of people and goods. They may include surface transit routes.

   In *Strategic Growth Areas*, the needs of transit, pedestrians and cyclists will be at the forefront. Arterial and Major and Minor Collector Strategic Growth streets will support *active transportation* and vibrant mixed-use destination streets with high density *transit-supportive* development.

   Arterial and Major and Minor Collector Neighbourhood streets will support comfortable *active transportation* and transit connections.

   Arterial and Major Collector Employment streets serve as major links through *Employment Areas*, supporting goods and people movement traffic. Minor Collector Employment streets provide minor links. The arterial and collector streets will support frequent large vehicles and goods movement as well as comfortable transit and *active transportation* connections. In *Employment Areas*, higher density employment uses will be supported by vibrant streets and *frequent transit.*

b. Local Streets

Local streets will be designed to accommodate low volumes of people in a slow speed environment.

In *Strategic Growth Areas* and Neighbourhoods, pedestrian and bicycle safety is a priority. Local Strategic Growth and Neighbourhood streets primarily support *active transportation* and access to transit, and an active neighbourhood life.

Local Employment streets provide access within *Employment Areas* and balance large truck and transit vehicle maneuverability with elements that create a safe and comfortable public realm.

7.3.4.2 Direct vehicle access may be considered for new development abutting arterial and major collector streets on a case-by-case basis. Elements to be considered will include traffic, transit and pedestrian conflict, site permeability, safety, impact on the ***streetscape*** public realm, and alternative access potential.

7.3.4.3 Where possible, consolidation of access will be encouraged in Neighbourhoods and *Employment Areas*. Character Area policies may provide further guidance on vehicular access.

7.3.4.4 Mississauga will create a fine-grained system of streets that increases the number of street intersections and overall connectivity throughout the city.

7.3.4.5 In *Strategic Growth Areas*, transportation decisions will support the creation of a fine-grain street pattern, low traffic speeds, a mix of travel modes, and attention to the design of the public realm.

7.3.4.6 When lands are subdivided, the City may require public ownership for pedestrian and cycling facilities or vehicular access to create local street connections to existing developed or undeveloped lands.

7.3.4.7 Future additions to the street network will be public streets. Public easements will be required for cases where a private street is considered. An appropriate terminus is required for maintenance and operations where a private street connects with a public street.

7.3.4.8 Permanent below or at grade encroachments into the road system will not be permitted.

TABLE 7-1: Street Classification Summary Matrix

	STRATEGIC GROWTH	NEIGHBOURHOOD	EMPLOYMENT
Location	Downtown Core, Growth Centres, Growth Nodes, and PMTSAs	Neighbourhoods	Employment Areas
Arterials			
Link Objectives	• Move the highest volume of people • Include surface transit routes and priority bus corridor routes • Focus of *active transportation* (*AT*) facilities	• Move medium to high volume of people • Include surface transit routes and priority bus corridor routes	• Serve as major links through *Employment Areas* • Include either dedicated *higher order transit* lanes or bus priority lanes • Accommodate frequent large vehicles and goods movement
Place Objectives	• Vibrant mixed-use destination streets • Support higher density *transit-supportive* development	• Wide boulevards, improved street tree planting and stormwater control measures	• Landscape frontages • Wide boulevards, improved street tree planting and stormwater control measures • Support higher density *transit-supportive* employment use development
Collectors: Major			
Link Objectives	• Move medium to high volumes of people • Focus of AT facilities • Often near major transit hubs and include surface transit routes	• Move medium to high volume of people • Include surface transit routes and priority bus corridor routes	• Serve as major links through *Employment Areas* • Includes surface transit routes and priority bus corridor routes • Accommodate frequent large vehicles
Place Objectives	• Vibrant mixed-use destination streets • Supports higher density *transit-supportive* development	• Wide boulevards, improved street tree planting and stormwater control measures	• Landscape frontages • Wide boulevards, improved street tree planting and stormwater control measures
Scenic Routes	Found throughout the city where there is a strong relationship with cultural, scenic, or environmental features		

TABLE 7-1: Street Classification Summary Matrix (Continued)

	STRATEGIC GROWTH	NEIGHBOURHOOD	EMPLOYMENT
Location	Downtown Core, Growth Centres, Growth Nodes, and PMTSAs	Neighbourhoods	Employment Areas
Collectors: Minor			
Link Objectives	• Move low to medium volume of people • Focus of AT facilities • Often near major transit hubs and include surface transit routes	• Move low to medium volumes of people • Include surface transit routes	• Move low to medium volume of people • Accommodate frequent large vehicles and goods movement • Includes surface transit routes
Place Objectives	• Vibrant mixed-use destination streets • Support higher density *transit-supportive* development • Street tree planting	• Wide boulevards, improved street tree planting and stormwater control measures	• Wide boulevards, improved street tree planting and stormwater control measures
Scenic Routes	Found throughout the city where there is a strong relationship with cultural, scenic or environmental features		
Local			
Link Objectives	• Move low volume of people in a slow speed environment • Pedestrians typically have the highest priority • Can sometimes be designed as shared streets	• Move low volume of people in a slow speed environment • Can sometimes be designed as shared streets	• Provides access to industrial or commercial businesses
Place Objectives	• Vibrant mixed-use destination streets • Support higher density *transit-supportive* development	• Pedestrian and bicycle safety is priority • Support active neighbourhood life	• Balance elements for maneuverability of large trucks and transit with elements that create a safe and comfortable public realm

7.4 Transit Network

Mississauga will have a full and integrated range of transit options, including local bus services, express bus services, transit priority corridors, Bus Rapid Transit (BRT), Light Rail Transit (LRT), and regional bus and rail services.

Future growth in the city will focus around transit. *Transit-supportive* development that is compact, pedestrian oriented and mixed use will occur primarily within ***Major Transit Station Areas,*** and along ***rapid transit*** corridors. Several ***Major Transit Station Areas*** are transportation hubs, with two or more *higher order transit* modes converging.

Existing and planned major investments in *higher order transit*, including the Mississauga Transitway/403 Bus Rapid Transit (BRT), the Hurontario corridor Hazel McCallion Light Rail Transit (LRT) line, and the Dundas corridor and Lakeshore corridor BRT lines, support the City's transit priority.

Schedule 4: Long Term Transit Network, provides a conceptual overview of the long term transit network in Mississauga.



Figure 7.4. Mississauga's Transitway is primarily an east-west Bus Rapid Transit corridor, that runs on a combination of bus dedicated roadways as well as bus lanes on existing streets. *(c. City of Mississauga)*

7.4.1 Transit Planning

7.4.1.1 Mississauga will develop and maintain a system of transit services that provide equitable and convenient access throughout the city and to neighbouring municipalities.

7.4.1.2 Mississauga will work to expand the ***rapid transit*** network by protecting corridors on Schedule 4: Long Term Transit Network for possible future *higher order transit* services, with exact locations and precise widths of these corridors, including stations, determined through a comprehensive planning process and Environmental Assessment process.

7.4.1.3 MiWay, Mississauga's transit agency, will operate a network of local and express transit services, which will encompass the transit grid network and be connected at key transit terminals and commuter rail stations.

7.4.1.4 To create a grid transit network throughout the city, MiWay will pursue service changes that shift the network from radiating from the city centre to a grid network that allows for more frequent and direct service along main corridors as well as connections onto other transit services.

7.4.1.5 The Downtown Core will be served by local, express and *higher order transit* facilities, which provide connections to *Strategic Growth Areas*, surrounding municipalities, the regional transit system and the Airport.

7.4.1.6 Decisions on transit planning and investment will be made according to the following criteria:

a. support growth with transit infrastructure and service;
b. increase the modal share of transit;
c. place priority on routes with increasing ridership to ensure the efficiency and viability of existing and planned transit service;
d. expand transit service to areas that have sufficient ridership demands and include *transit-supportive* residential and employment densities;
e. enhance additional aspects of the transit journey including trip planning, the waiting environment, frequency, average vehicle speed, reliability, ride quality, and safety; and
f. improve accessibility and *active transportation* connections to transit stations and stops (i.e. sidewalks and cycling infrastructure).

7.4.1.7 Access to transit will be provided within walking distance of the places where people live and work, and of major destinations.

7.4.1.8 Implementation measures such as transit priority, dedicated infrastructure and alternative on demand service, will be considered to promote transit as a preferred transportation option that is accessible to people of all abilities.

7.4.1.9 Accessible transit facilities and passenger amenities, such as bus bays, bus loops, bus stop platforms and shelters, will be acquired through the processing of development applications, where appropriate, adhering to MiWay standards.

7.4.2 Transit Design

The design and management of transit facilities will employ a variety of techniques, which consider the convenience and comfort of transit users and operators, to promote transit as a primary mover of people.

7.4.2.1 Mississauga may employ ***transit priority measures*** on transit priority corridors shown on Schedule 4: Long Term Transit Network, such as queue jump and dedicated lanes and transit signal priority, along with express services, Intelligent Transportation Systems, and service coordination with Light Rapid Transit and Bus Rapid Transit systems, GO Transit and neighbouring transit systems.

7.4.2.2 ***Major Transit Station Areas*** will be planned and designed to be *transit-supportive* and to achieve *multimodal* access to the transit facility, including consideration of pedestrian and cycling facilities, secure bicycle parking and commuter pick-up/drop-off areas.

7.5 Active Transportation Network

A viable, accessible and safe *active transportation* network gives people of all ages and abilities the freedom to move throughout the city. *Active transportation* is any form of self-propelled transportation, such as walking, cycling, or in-line skating, and may include the use of mobility assistive devices, such as walkers, wheelchairs and scooters. Typically, these modes utilize on-road and off-road facilities such as sidewalks, cycling lanes and multi-use trails. *Active transportation* may be used exclusively to move throughout the city or as a means to link with transit.

New and improved pedestrian walkways, crossings and sidewalks can make more destinations accessible by walking and make walking more attainable. Cycling can become a more viable option by ensuring cycling networks are safe, comfortable, connected and convenient.

To facilitate first and last mile connections to transit stations and stops, there will be emphasis on completing, connecting and integrating networks of mobility with infrastructure to support *active transportation*, including wayfinding, sidewalks, multi-use trails, bike lanes and cycle tracks.

Schedule 5: Long Term Cycling Routes, provides an overview of the long term cycling network in Mississauga.



Figure 7.5. Dedicated bike lanes help promote cycling within the City and contribute to the *active transportation* network. *(c. City of Mississauga)*

7.5.1 Active Transportation Network - Planning

7.5.1.1 To support the development of inclusive, healthy communities, the City will promote *active transportation* as an integral part of the *multimodal* transportation network.

7.5.1.2 *Active transportation* facilities will address the needs of individuals with disabilities, including those who require mobility assisted devices.

7.5.1.3 Sidewalks, multi-use trails and cycling facilities will support safe, seamless, unobstructed, and efficient *active transportation* connections between neighbourhoods and transit stations and stops.

7.5.1.4 The City will continue to develop an integrated cycling network, to make cycling a more viable choice for recreation, fitness and daily transportation needs. Decisions regarding the detailed characteristics and development of primary and secondary cycling routes will be guided by the City's Cycling Master Plan.

7.5.1.5 The City will support the use of Peel Region's roads as part of a safe, attractive, and accessible *active transportation* network.

7.5.1.6 Mississauga will work with the appropriate Provincial ministries or agencies and adjacent municipalities to ensure, as much as possible, the integration of the local *active transportation* network with the Province-Wide Cycling Network and existing or planned facilities on lands under other jurisdictions.

7.5.1.7 Mississauga will require that *active transportation* supportive building access and destination amenities including bicycle storage and associated shower and clothing locker facilities, be incorporated into the design of all buildings in *Strategic Growth Areas,* as appropriate.

7.5.1.8 Bicycle racks and bicycle storage facilities will be provided at transit terminals.

7.5.1.9 Mississauga will protect, and may acquire, the lands required for the cycling facilities shown on Schedule 5: Long Term Cycling Routes, through the development approval process and capital works program.

7.5.1.10 Pedestrian facilities will be provided on both sides of all new streets. Mississauga will protect, and may acquire, the lands required for the pedestrian facilities, through the development approval process and capital works program.

7.5.1.11 Public easements will be required where pedestrian connections are proposed on private lands.

7.5.1.12 Proponents of development applications will be required to demonstrate how pedestrian and cycling infrastructure needs have been addressed, in accordance with the City's Pedestrian Master Plan and Cycling Master Plan.

7.5.2 Active Transportation Network - Design

The design of pedestrian and cycling transportation facilities will focus on safety through a ***Vision Zero*** lens, universal accessibility, comfort, and efficiency. There will also be a focus on integrating pedestrian and cycling facilities with transit.

7.5.2.1 Pedestrian facilities, including sidewalks, trails and walkways, will include features that create safe and comfortable places to walk, including accessible crossings, wayfinding, lighting and ***streetscape*** design.

7.5.2.2 Pedestrian facilities will provide convenient, safe and accessible connections to transit, schools, ***community facilities***, and destinations throughout the city.

7.5.2.3 The incorporation of cycling facilities will be considered in the construction of new streets and the rehabilitation and reconstruction of existing streets, through the following measures:

a. re-striping streets for bicycle lanes;
b. introducing a physical barrier or painted buffer to provide separation from vehicle traffic;
c. introducing multi-use trails or cycle tracks on boulevards;
d. using wider shared curb lanes for bicycles;

e. narrowing streets to accommodate in-boulevard cycling infrastructure;

f. planning for placement of snow storage so that cycling facilities are clear and usable in the winter; and

g. designing for placement of vegetation and trees, to improve comfort and therefore usability of the facilities.

7.5.2.4 Mississauga will optimize the efficiency of the pedestrian and cycling networks with measures such as intersection improvements, operational improvements and traffic signal optimization.

7.6 Parking

Parking influences city building, transportation choices and economic development and provides an important service for residents and businesses. Demand for vehicular parking is shifting due to demographic and preference changes, housing affordability challenges, and the increased use of alternative modes of transportation.

As Mississauga continues to grow and develop, less land will be devoted to vehicular parking, particularly within *Strategic Growth Areas*. The parking that is provided should increasingly be in structured - preferably underground - parking facilities and on-street where it can be shared amongst multiple users.

7.6.1 Off-street parking facilities for vehicles and other modes of travel, such as bicycles, will be provided in conjunction with new development and will:

a. provide safe and efficient access from the street network so that ingress and egress movements minimize conflicts with street traffic and pedestrian movements;

b. provide for the needs of people of all abilities;

c. support *transportation demand management* (*TDM*) initiatives; and

d. provide electric vehicle charging infrastructure.

7.6.2 Mississauga will encourage the shared use of parking and allow off-site parking, where appropriate.

7.6.3 Consideration will be given to reducing off-street parking requirements for development to reflect demand, and as a means of encouraging the greater use of transit, cycling and walking, subject to, among other matters:

a. access to transit;

b. level of transit service;

c. traffic generation;

d. impact on the surrounding area;

e. *transportation demand management* (*TDM*) initiatives;

f. satisfactory parking justification and/or parking utilization study (PUS);

g. shared parking agreement; and

h. payment-in-lieu (PIL) of parking.

7.6.4 Mississauga may require or consider receiving a cash payment-in-lieu (PIL) of all, or part, of the zoning by-law requirements for parking, having regard for:

a. the objectives of municipal parking strategies;

b. the advancement of environmental, design, transportation or economic development objectives and policies of this plan;

c. the presence of site constraints that prevent the provision of the required number of on-site parking spaces;

d. property use that is not considered overdevelopment; and

e. areas where municipal parking facilities are available or planned and the existing parking supply within proximity of the subject site can accommodate the on-site parking deficiency.

7.6.5 In situations where a significant number of required parking spaces are being provided through payment-in-lieu (PIL), in an area where limited or no municipal parking facilities are available, Mississauga will have regard for:

a. an identified municipal interest in providing public parking facilities in the area;

b. the timing for the delivery of the municipal parking facilities;

c. the adequacy of alternatives to on-site parking until municipal parking facilities are delivered;

d. the effect the on-site parking deficiency would have on the viability of the site and the impact on the surrounding area; and

e. the number of spaces proposed to be considered for payment-in-lieu (PIL) as it relates to the magnitude of municipal interest.

7.6.6 On-street parking may be considered to be repurposed or added through development.

7.6.7 Street designs will consider opportunities to maximize on-street parking. The provision of on-street parking will be balanced with the needs of other modes of transportation, (e.g. *active transportation* and micromobility facilities), utilities, landscaping, and street furniture, within the right-of-way.

7.6.8 Within *Strategic Growth Areas*, Mississauga will give consideration to:

a. limiting surface parking by requiring a portion be provided within structured parking facilities;
b. requiring structured parking facilities to be underground, where viable;
c. proactively maximizing on-street public parking in appropriate locations;
d. coordinating parking initiatives with *transportation demand management (TDM)* programs in order to effectively link other modes of transportation with parking and other related issues in a comprehensive manner; and
e. requiring parking phasing and implementation plans that, among other matters, will include a surface parking reduction strategy that will ensure the layout of the parking lot and buildings will allow for future development.



Figure 7.6. Cooksville GO Station's newly constructed parking garage supports *TDM* initiatives by facilitating *multimodal* transportation. *(c. City of Mississauga)*

7.6.9 Mississauga may develop municipal parking facilities to support all modes of transportation, provide shared parking and encourage development.

7.6.10 In appropriate locations, Mississauga will take an active role in providing off-street parking. The City may partner with private developers to deliver municipal parking facilities that will be used as a shared public resource, through the use of payment-in-lieu of off-street parking and/or site specific joint ventures. Investment in public parking facilities should be directed to projects that achieve the following objectives:

a. provide strategically located public parking structures that can serve a variety of uses;
b. serve development within a proposed *higher order transit* corridor;
c. provide an appropriately sized structure considering economies of scale, efficiency of structure, character of the area and financial aspects;
d. allow for the consolidation of pre-existing surface lots to encourage intensification;
e. integrate commercial uses into the ground level façade for above-grade structures;
f. allow for integration of ***community infrastructure***;
g. provide for convenient, safe, and accessible pedestrian linkages to, from and through the parking structure to connect with surrounding development; and
h. consider temporary surface parking lots to secure strategic locations for future public parking structures.

7.6.11 The City will strive to incorporate ***stormwater best management practices*** in the planning, design and construction of municipal street and off-street parking facility projects. Decisions regarding the specific implementation of ***stormwater best***

management practices will be made on a project by project basis in accordance with relevant drainage plans and studies, and development standards and policies.

7.6.12 In some circumstances, the City may consider allowing the use of municipal parking facilities to meet or reduce the parking requirements for cultural facilities where it does not impair the functioning of other uses or the economic viability of the area.

7.7 Transportation Demand Management

Transportation demand management (*TDM*) measures encourage people to use sustainable modes of transportation (walking, cycling, transit, carpooling, car sharing, and green vehicles), rather than driving alone, or make fewer trips by car. *TDM* is most effective when supported by complementary land use planning, good urban design and transit improvements.

7.7.1 Mississauga will encourage *TDM* strategies that promote sustainable transportation modes, and reduce single occupant vehicle travel, trip distance and time and peak period congestion.

7.7.2 Mississauga will work with other levels of government, agencies and the private sector to encourage *TDM* measures.

7.7.3 Mississauga will encourage employers to implement *TDM* programs, such as car-pooling, carshare and shared micromobility, alternative work arrangements, bike to work programming, discount transit pass, and shared parking.

7.7.4 Prior to approval of development applications, particularly those that will generate significant employment opportunities, a *TDM* plan will be required that demonstrates, among other things, the following:

a. building orientation that supports transit service;
b. minimal distance between main building entrances and transit stations/stops, with integrated safety measures, such as lighting and directional signage;
c. development that is integrated into the surrounding pedestrian and cycling network providing connections to transit station and stops, multi-use trails and cycle tracks, and parks and open spaces;
d. parking facilities designed to provide safe, accessible and efficient access for pedestrians and cyclists emanating from the surrounding transit and *active transportation* network;
e. secure, conveniently located, weather protected, on-site bicycle storage facilities, and associated amenities such as showers, change rooms and lockers;
f. reserved, priority car-pool parking spaces and, where applicable, car-share spaces and taxi stands;
g. parking spaces for e-scooters, e-bikes, motorcycles and other similar motorized vehicles;

h. techniques to manage the supply of on-site parking; and

i. measures that:

   i. increase the proportion of employee trips made by transit, walking and cycling;

   ii. increase the average car occupancy rate;

   iii. reduce the demand for vehicular travel; and

   iv. shift travel times from peak to off-peak periods.

7.7.5 Car-pooling will be encouraged through the provision of managed lanes, priority parking, support for enhanced car-pool lots along highways, and other measures as appropriate.

7.7.6 The City will work with relevant agencies and levels of government to study the feasibility of High Occupancy Vehicle (HOV) lanes on all 400 series highways in and around Mississauga.

7.8 Goods Movement

Efficiently moving goods is critical to the economic health of the city. So too is providing transportation options for employees that power the goods movement sector. Mississauga will maintain a transportation network to support its significant role as a goods movement hub, balancing the needs of transport vehicles with employee needs for safe and efficient transit and *active transportation* access.

In some locations, such as in *Employment Areas* surrounding the Airport, the concentration of logistics facilities makes goods movement a significant focus for the *transportation system.*



Figure 7.7. The *employment areas* surrounding the airport are important to the City due to their location and proximity to the 400 series highways. *(c. Toronto Pearson Airport)*

7.8.1 Mississauga will integrate land use and *transportation system* planning to facilitate *multimodal* goods movement and transit and *active transportation* connections to *Employment Areas*.

7.8.2 Activities generating substantial truck traffic will be encouraged to locate near or adjacent to provincial highways and arterial streets including segments of the ***Strategic Goods Movement Network*** identified in Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe.

7.8.3 Mississauga will encourage strategic linkages to inter-modal facilities and 400 series highways to facilitate the efficient movement of goods.

7.8.4 A denser grid of streets will be established where required in *Employment Areas* to support the efficient movement of goods and employee transit and *active transportation* connections.

7.8.5 Mississauga will support ***primary truck routes*** and local segments of the Greater Golden Horseshoe ***Strategic Goods Movement Network*** through street design.

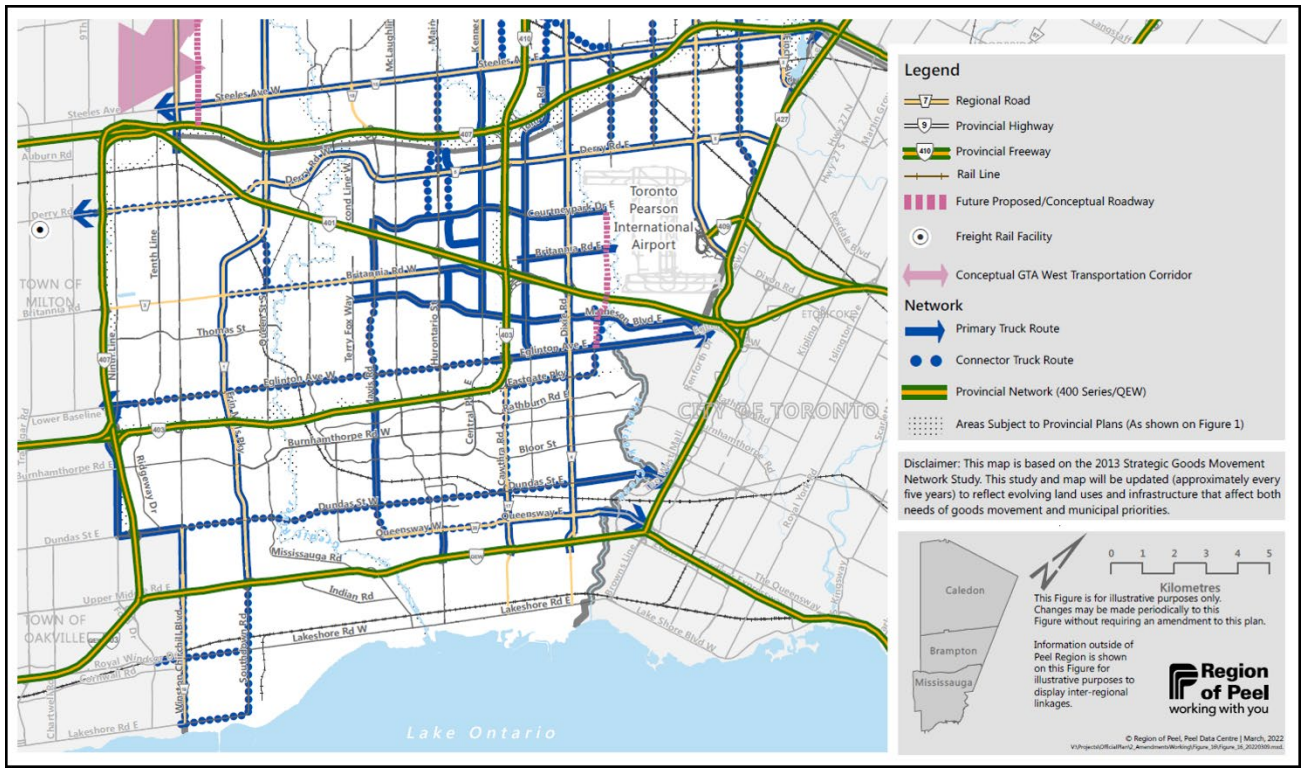
7.8.6 Mississauga will work with the Province and Region of Peel to coordinate and optimize systems of moving goods.

7.8.7 To support the 400 series highways as part of the provincial goods movement network and ***Strategic Goods Movement Network***, as shown on Map 7-1, Mississauga will work with the Province to pursue opportunities to provide additional connections at interchanges and necessary highway improvements at key locations.

7.8.8 Mississauga will work collaboratively with relevant industries to understand and evaluate truck parking needs associated with development***.*** Where appropriate, the City will implement strategies and update requirements for truck and trailer parking associated with these uses.

7.8.9 Mississauga will establish partnerships with stakeholders to develop strategies to increase the coordination and improved efficiency of *major goods movement facilities and corridors*, including the ***strategic goods movement network***.

7.8.10 Mississauga will work with other orders of government, agencies, and the private sector to investigate and implement strategies for minimizing the impact of air pollution and greenhouse gas emissions related to the goods movement sector.



Map 7-1: The ***Strategic Goods Movement Network,*** as established by the Region of Peel

7.9 Rail Corridors

Passenger and freight rail services are an important element of the *transportation system* for Mississauga and the surrounding region.

7.9.1 In planning for new or existing transportation corridors, Mississauga will consider increased opportunities for moving people and goods by rail, where appropriate.

7.9.2 Mississauga will work with other levels of government and railway companies in locating, planning, and designing new freight and passenger terminals, to ensure that such facilities are compatible with the transportation network and land use.

7.9.3 Mississauga will work with the appropriate authorities to provide adequate provision for safety in the planning, design and operation of *rail facilities.*

7.9.4 The City will continue to construct road/rail grade separations to support a safe and efficient *transportation system,* and to maintain an adequate level of service on the street network.

7.10 Airport

Canada's largest airport is a major transportation facility and destination within Mississauga, serving an important regional, national and international role of transporting passengers and goods.

7.10.1 Mississauga will work with the GTAA and other stakeholders to facilitate transit and *active transportation* access to and from the Airport and surrounding employment lands, with consideration of the Airport's future *multimodal* transportation hub, as shown conceptually on Schedule 4: Long Term Transit Network.

7.10.2 Mississauga will support goods movement access to the Airport to promote the Airport as a key goods movement hub.

7.10.3 Mississauga will work with the GTAA to ensure that new development is compatible with the requirements of the GTAA.

Table 7-2: Street Functional Classification – Arterials

	Street	From	To	Jurisdiction	R-O-W*
1	Airport Rd.	North City boundary	Highway 427	Peel	45 m
2	Britannia Rd. W.	Highway 407	Erin Mills Pkwy.	Peel	36 m
3	Britannia Rd. W.	Erin Mills Pkwy.	Approximately 280 m west of Queen St.	Peel	40 m
4	Britannia Rd. W.	Approximately 280 m west of Queen St	Credit River	Peel	36 m
5	Britannia Rd. W.	Credit River	Mavis Rd.	Peel	45 m
6	Britannia Rd. W.	Mavis Rd.	Hurontario St.	Peel	43.5 m
7	Burnhamthorpe Rd. W.	Ninth Line	Erin Mills Pkwy.	Mississauga	35 m
8	Burnhamthorpe Rd. W.	Erin Mills Pkwy.	Confederation Pkwy.	Mississauga	50 m
9	Burnhamthorpe Rd. W.	Confederation Pkwy.	Hurontario St.	Mississauga	60 m
10	Burnhamthorpe Rd. E.	Hurontario St.	Arista Way	Mississauga	60 m
11	Burnhamthorpe Rd. E.	Arista Way	Etobicoke Creek	Mississauga	50 m
12	Cawthra Rd.	Eastgate Pkwy.	Burnhamthorpe Rd. E.	Peel	45 m
13	Cawthra Rd.	Burnhamthorpe Rd. E.	Silver Creek Blvd.	Peel	36 m
14	Cawthra Rd.	Silver Creek Blvd.	QEW	Peel	45 m
15	Cawthra Rd.	QEW	Lakeshore Rd. E.	Peel	36 m
16	Courtneypark Dr. W.	Mavis Rd.	Hurontario St.	Mississauga	35 m
17	Courtneypark Dr. E.	Hurontario St.	Netherhart Rd.	Mississauga	35 m
18	Future Arterial / Creekbank Rd.	Highway 401	Eglinton Ave. E.	Mississauga	30 m
19	Derry Rd. W.	Hwy 407	Danton Promenade	Peel	36 m
20	Derry Rd. W.	Danton Promenade	Hurontario St.	Peel	45 m
21	Derry Rd. E.	Hurontario St.	Highway 427	Peel	45 m
22	Dixie Rd.	North City boundary	Rometown Dr.	Peel	45 m
23	Dundas St. W.	Ninth Line	Highway 403	Mississauga	42 m

	Street	From	To	Jurisdiction	R-O-W*
24	Dundas St. W.	Highway 403	Mississauga Rd.	Mississauga	40 m
25	Dundas St. W.	Mississauga Rd.	Credit Woodlands Crt.	Mississauga	35 m
26	Dundas St. W.	Credit Woodlands Crt.	Hurontario St.	Mississauga	42 m
27	Dundas St. E.	Hurontario St.	Etobicoke Creek	Mississauga	42 m
28	Eastgate Pkwy.	Cawthra Rd.	Dixie Rd.	Mississauga	67 m
29	Eastgate Pkwy.	Dixie Rd.	Fieldgate Dr.	Mississauga	50 m
30	Eastgate Pkwy.	Fieldgate Dr.	Eglinton Ave. E.	Mississauga	65 m
31	Eglinton Ave. W.	Hwy 407	Winston Churchill Blvd.	Mississauga	30 m
32	Eglinton Ave. W.	Winston Churchill Blvd.	Erin Mill Pkwy.	Mississauga	40 m
33	Eglinton Ave. W.	Erin Mills Pkwy.	Hurontario St.	Mississauga	45 m
34	Eglinton Ave. E.	Hurontario St.	Eastgate Pkwy.	Mississauga	45 m
35	Eglinton Ave. E.	Eastgate Pkwy.	Etobicoke Creek	Mississauga	65 m
36	Eglinton Ave. W.	Etobicoke Creek	East City boundary	Toronto	50 m
37	Erin Mills Pkwy.	Turner Valley Rd. / Mississauga Rd.	Queen Elizabeth Way	Peel	45 m
38	Finch Ave.	C.N.R. tracks	Highway 427	Peel	36 m
39	Hurontario St.	North City boundary	Highway 403	Mississauga	45 m
40	Hurontario St.	Highway 403	Elm Dr.	Mississauga	50 m
41	Hurontario St.	Elm Dr.	St. Lawrence & Hudson Railway tracks	Mississauga	45 m
42	Hurontario St.	St. Lawrence & Hudson Railway tracks	Queen Elizabeth Way	Mississauga	35 m
43	Hurontario St.	Queen Elizabeth Way	Lakeshore Rd.	Mississauga	30 m
44	Lakeshore Rd. W.	Winston Churchill Blvd.	Southdown Rd.	Mississauga	35 m
45	Lakeshore Rd. W.	Southdown Rd.	Approximately 25 m east of Crozier Crt.	Mississauga	35 m
46	Lakeshore Rd. W.	Approximately 25 m east of Crozier Crt.	Hurontario St.	Mississauga	26 m

	Street	From	To	Jurisdiction	R-O-W*
47	Lakeshore Rd. E.	Hurontario St.	Seneca Ave.	Mississauga	26 m
48	Lakeshore Rd. E.	Seneca Ave.	Greaves Ave.	Mississauga	30 m
49	Lakeshore Rd. E.	Greaves Ave.	Etobicoke Creek	Mississauga	44.5 m
50	Mavis Rd.	North City boundary	Highway 401	Mississauga	35 m
51	Mavis Rd.	Highway 401	Highway 403	Mississauga	40 m
52	Mavis Rd.	Highway 403	Queensway W.	Mississauga	35 m
53	Mississauga Rd.	North City boundary	Turner Valley Rd.	Peel	45 m
54	Netherhart Rd. / Future Arterial	Courtneypark Dr. E.	Highway 401	Mississauga	35 m
55	Ninth Line	Highway 401	Highway 403	Mississauga	35 m
56	Ninth Line	Highway 403	Dundas St. W.	Halton	35 m
57	Queensway W.	Mavis Rd.	Hurontario St.	Peel	36 m
58	Queensway E.	Hurontario St.	Etobicoke Creek	Peel	45 m
59	Royal Windsor Dr.	Winston Churchill Blvd.	Southdown Rd.	Mississauga	35 m
60	Southdown Rd.	Queen Elizabeth Way	Lakeshore Rd. W.	Mississauga	35 m
61	Winston Churchill Blvd.	North City boundary	Dundas St. W.	Mississauga	35 m
62	Winston Churchill Blvd.	Dundas St. W.	North Sheridan Way	Peel	45 m
63	Winston Churchill Blvd.	North Sheridan Way	Lakeshore Rd. W.	Peel	36 m

** 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.*

Table 7-3: Street Functional Classification – Major Collectors

	Street	From	To	Jurisdiction	R-O-W*
1	Aquitaine Ave.	Tenth Line W.	Millcreek Dr.	Mississauga	26 m
2	Argentia Rd.	Hwy 407	Creditview Rd.	Mississauga	26 m
3	Atwater Ave.	Mineola Gdns.	Ogden Ave.	Mississauga	20 m
4	Avebury Rd.	Britannia Rd. W.	Matheson Blvd.	Mississauga	30 m
5	Battleford Rd.	Tenth Line	Erin Mills Pkwy.	Mississauga	26 m
6	Belgrave Rd.	Highway 401 at Mavis Rd. interchange R-O-W	Cantay Rd.	Mississauga	30 m
7	Bloor St.	Central Pkwy. E.	Dixie Rd.	Mississauga	26 m
8	Bloor St.	Dixie Rd.	Etobicoke Creek	Mississauga	30 m
9	Bramalea Rd.	North City boundary	Derry Rd. E.	Mississauga	30 m
10	Bristol Rd. W.	Credit River	Approximately 55 m east of Albert St.	Mississauga	20 m
11	Bristol Rd. W.	Approximately 55 m east of Albert St.	Creditview Rd.	Mississauga	26 m
12	Bristol Rd. W.	Creditview Rd.	Hurontario St.	Mississauga	30 m
13	Bristol Rd. E.	Hurontario St.	Kennedy Rd.	Mississauga	30 m
14	Britannia Rd. E.	Hurontario St.	Kennedy Rd.	Mississauga	26 m
15	Abilene Dr. / Britannia Rd. E. (Future Major Collector-conceptual)	Kennedy Rd.	Highway 410	Mississauga	26 m
16	Britannia Rd. E.	Highway 410	Tomken Rd.	Mississauga	26 m
17	Britannia Rd. E.	Tomken Rd.	Netherhart Rd. / Future Arterial	Mississauga	26 m
18	Camilla Rd.	Dundas St. E.	King St. E.	Mississauga	26 m
19	Cantay Rd.	Mavis Rd.	Britannia Rd. W.	Mississauga	30 m
20	Capston Dr.	Kateson Rd.	Hurontario St.	Mississauga	26 m
21	Central Pkwy. W.	Burnhamthorpe Rd. W.	Mavis Rd.	Mississauga	26 m

	Street	From	To	Jurisdiction	R-O-W*
22	Central Pkwy. W.	Mavis Rd.	Hurontario St.	Mississauga	30 m
23	Central Pkwy. E.	Hurontario St.	Rathburn Rd. E.	Mississauga	35 m
24	Central Pkwy. E.	Rathburn Rd. E.	Highway 403	Mississauga	30 m
25	Central Pkwy. E.	Highway 403	Eglinton Ave. E.	Mississauga	26 m
26	Centre View Dr.	Mavis Rd.	Approximately 600 m east of Mavis Rd.	Mississauga	30 m
27	Centre View Dr.	Approximately 600 m east of Mavis Rd.	Station Gate Rd.	Mississauga	50 m
28	Centre View Dr.	Station Gate Rd.	Rathburn Rd. W.	Mississauga	30 m – 50 m
29	Clarkson Rd. N.	South Sheridan Way	Lakeshore Rd. W.	Mississauga	22 m
30	Confederation Pkwy.	Eglinton Ave. W.	Highway 403	Mississauga	30 m
31	Confederation Pkwy.	Highway 403	Webb Dr.	Mississauga	40 m
32	Confederation Pkwy.	Webb Dr.	King St. W.	Mississauga	30 m
33	Confederation Pkwy.	King St. W.	Queensway W.	Mississauga	26 m
34	Creditview Rd.	Derry Rd. W.	Eglinton Ave. W.	Mississauga	30 m
35	Creditview Rd.	Eglinton Ave. W.	Burnhamthorpe Rd. W.	Mississauga	26 m
36	Proposed east-west road opposite Top Flight Dr.	Derrycrest Dr.	Hurontario St.	Mississauga	30 m
37	Derrycrest Dr.	Vicksburgh Dr.	Derry Rd. W.	Mississauga	30 m
38	Dixie Rd. (***Scenic Route***)	Rometown Dr.	Lakeshore Rd. E.	Peel	20 m
39	Drew Rd.	Tomken Rd.	Airport Rd.	Mississauga	26 m
40	Duke of York Blvd.	North 403 Major Collector Rd.	Webb Dr.	Mississauga	27.5 m
41	Edwards Blvd.	North City boundary	World Dr.	Mississauga	26 m
42	Erin Centre Blvd.	Tenth Line	Winston Churchill Blvd.	Mississauga	26 m

	Street	From	To	Jurisdiction	R-O-W*
43	Erin Centre Blvd.	Winston Churchill Blvd.	Erin Mills Pkwy.	Mississauga	30 m
44	Erin Centre Blvd.	Erin Mills Pkwy.	Mississauga Rd.	Mississauga	26 m
45	Erindale Station Rd.	Central Pkwy. W.	Dundas St. W.	Mississauga	26 m
46	Financial Dr.	North City boundary	Derry Rd. W.	Mississauga	30 m
47	Fowler Dr.	Lincoln Green Way	North Sheridan Way	Mississauga	20 m
48	Fowler Dr.	North Sheridan Way	Erin Mill Pkwy.	Mississauga	26 m
49	Glen Erin Dr.	Derry Rd. W.	Britannia Rd. W.	Mississauga	26 m
50	Glen Erin Dr.	Britannia Rd. W.	Eglinton Ave. W.	Mississauga	30 m
51	Glen Erin Dr.	Eglinton Ave. W.	Burnhamthorpe Rd. W.	Mississauga	26 m
52	Glen Erin Dr.	Burnhamthorpe Rd. W.	Dundas St. W.	Mississauga	30 m
53	Goreway Dr.	North City boundary	Derry Rd. E.	Mississauga	35 m
54	Goreway Dr.	Derry Rd. E.	Highway 427	Mississauga	26 m
55	Hillcrest Ave.	Confederation Pkwy.	Hurontario St.	Mississauga	26 m
56	Hydro Road/ Street ‘J’	Lakeshore Rd. E.	Street ‘D’	Mississauga	26 m - 35 m
57	Indian Rd.	Lorne Park Rd.	Mississauga Rd.	Mississauga	20 m
58	Kateson Dr.	Courtneypark Dr. W.	Capston Dr.	Mississauga	30 m
59	Kennedy Rd.	North City boundary	Matheson Blvd. E.	Mississauga	30 m
60	Kennedy Rd.	Matheson Blvd. E.	Eglinton Ave. E.	Mississauga	30 m
61	King St. W.	Confederation Pkwy.	Hurontario St.	Mississauga	26 m
62	King St. E.	Hurontario St.	Camilla Rd.	Mississauga	26 m
63	Kirwin Ave.	Hurontario St.	Dundas St. E.	Mississauga	26 m
64	Lakefront Promenade/ Street ‘G’	Lakeshore Rd. E.	Street ‘D’	Mississauga	26 m - 35 m
65	Leanne Blvd.	Erin Mills Pkwy.	North Sheridan Way	Mississauga	26 m
66	Lincoln Green Way	Erin Mills Pkwy.	Fowler Dr.	Mississauga	35 m

	Street	From	To	Jurisdiction	R-O-W*
67	Lorne Park Rd.	Indian Rd.	Truscott Dr.	Mississauga	20 m
68	Madill Blvd. extension	Kateson Dr.	Hurontario St.	Mississauga	23 m – 26 m
69	Main St.	Queen St. S.	Approximately 90 m east of Wyndham St.	Mississauga	30 m
70	Main St.	Approximately 90 m east of Wyndham St.	Credit River	Mississauga	20 m
71	Maritz Dr.	Derry Rd. W.	Courtneypark Dr. W.	Mississauga	30 m
72	Matheson Blvd. W.	Terry Fox Way	Hurontario St.	Mississauga	30 m
73	Matheson Blvd. E.	Hurontario St.	Highway 403	Mississauga	30 m
74	Matheson Blvd. E.	Highway 403	Future Arterial / Creekbank Rd.	Mississauga	26 m
75	Matheson Blvd. E.	Future Arterial / Creekbank Rd. Creekbank Rd.	East City boundary	Mississauga	30 m
76	McLaughlin Rd.	North City boundary	Matheson Blvd. W.	Mississauga	30 m
77	McLaughlin Rd. (***Scenic Route***)	Matheson Blvd. W.	Bristol Rd. W.	Mississauga	26 m
78	McLaughlin Rd.	Bristol Rd. W.	Eglinton Ave. W.	Mississauga	26 m
79	Meadowpine Blvd.	North City boundary	Meadowvale Blvd.	Mississauga	30 m
80	Meadowvale Blvd.	North City boundary	Derry Rd. W.	Mississauga	30 m
81	Millcreek Dr.	Derry Rd. W.	Erin Mills Pkwy.	Mississauga	26 m
82	Mineola Gdns.	Mineola Rd. E.	Atwater Ave.	Mississauga	20 m
83	Mineola Rd. E.	Hurontario St.	Mineola Gdns.	Mississauga	20 m
84	Mississauga Rd.	Erin Mills Pkwy.	St. Lawrence & Hudson Railway tracks	Mississauga	26 m
85	Mississauga Rd. (***Scenic Route***)	St. Lawrence & Hudson Railway tracks	Indian Rd.	Mississauga	26 m

86	Mississauga Rd. (***Scenic Route***)	Indian Rd.	Canadian National Railway tracks	Mississauga	23 m-26 m
87	Mississauga Rd. N. (***Scenic Route***)	Canadian National Railway tracks	Lakeshore Rd. E.	Mississauga	26 m
88	Morning Star Dr.	Airport Rd.	Highway 427	Mississauga	26 m
89	North 403 Major Collector Rd.	Mavis Rd.	Hurontario St.	Mississauga	30 m
90	North Service Rd.	Hurontario St.	Cawthra Rd.	Mississauga	22 m
91	North Service Rd.	Cawthra Rd.	Brentano Blvd.	Mississauga	20 m
92	North Sheridan Way	Winston Churchill Blvd.	Erin Mills Pkwy.	Mississauga	20 m
93	North Sheridan Way	Fowler Dr.	East-West section of North Sheridan Way	Mississauga	26 m
94	North Sheridan Way	East-West section of North Sheridan Way	Mississauga Rd.	Mississauga	20 m
95	Ogden Ave.	South Service Rd.	Street 'D'	Mississauga	20 m
96	Ponytrail Dr.	Rathburn Rd. E.	Burnhamthorpe Rd. E.	Mississauga	30 m
97	Queen St. N.	St. Lawrence & Hudson Railway tracks	Britannia Rd. W.	Mississauga	26 m
98	Queen St. S. (***Scenic Route***)	Britannia Rd. W.	St. Lawrence and Hudson Railway tracks	Mississauga	20 m
99	Rathburn Rd. W.	Creditview Rd.	Mavis Rd.	Mississauga	26 m
100	Rathburn Rd. W.	Mavis Rd.	Approximately 50 m east of Elora Dr.	Mississauga	30 m
101	Rathburn Rd. W.	Approximately 50 m east of Elora Dr.	Station Gate Rd.	Mississauga	40 m
102	Rathburn Rd. W.	Station Gate Rd.	Centre View Dr.	Mississauga	55 m
103	Rathburn Rd. W.	Centre View Rd.	Hurontario St.	Mississauga	40 m
104	Rathburn Rd. E.	Hurontario St.	Approximately 150 m east of Shipp Dr.	Mississauga	40 m
105	Rathburn Rd. E.	Approximately 150 m east of Shipp Dr.	Ponytrail Dr.	Mississauga	30 m

106	Rathburn Rd. E.	Ponytrail Dr.	Etobicoke Creek	Mississauga	35 m
107	Ridgeway Dr.	Eglinton Ave. W.	Dundas St. W.	Mississauga	26 m
108	Sheridan Park Dr.	Winston Churchill Blvd.	Erin Mills Pkwy.	Mississauga	35 m
109	South Service Rd.	Hurontario St.	Park Royale Blvd.	Mississauga	20 m
110	South Sheridan Way	Winston Churchill Blvd.	Mississauga Rd.	Mississauga	20 m
111	Street 'D'	Street 'G'	Street'J'	Mississauga	26 m - 35 m
112	Tenth Line W.	Argentia Rd.	Britannia Rd. W.	Mississauga	30 m
113	Tenth Line W.	Britannia Rd. W.	McDowell Dr.	Mississauga	26 m
114	Tenth Line W.	McDowell Dr.	Tacc Dr.	Mississauga	30 m
115	Tenth Line W.	Tacc Dr.	Erin Centre Blvd.	Mississauga	26 m
116	Tenth Line W.	Erin Centre Blvd.	Eglinton Ave. W.	Mississauga	30 m
117	Terry Fox Way	Britannia Rd. W.	Eglinton Ave. W.	Mississauga	30 m
118	The College Way	Ridgeway Dr.	Mississauga Rd.	Mississauga	26 m
119	Thomas St.	Ninth Line	Tenth Line W.	Mississauga	26 m
120	Thomas St.	Tenth Line	McFarren Blvd. / Gafney Dr.	Mississauga	30 m
121	Thomas St.	McFarren Blvd. / Gafney Dr.	Queen St. S.	Mississauga	20 m- 26 m
122	Tomken Rd.	North City boundary	Highway 401	Mississauga	30 m
123	Tomken Rd.	Highway 401	Eastgate Pkwy.	Mississauga	35 m
124	Tomken Rd.	Eastgate Pkwy.	Dundas St. E.	Mississauga	26 m
125	Topflight Dr.	Hurontario St.	Edwards Blvd.	Mississauga	26 m
126	Torbram Rd.	North City boundary	Derry Rd. E.	Mississauga	30 m
127	Truscott Dr.	Winston Churchill Blvd.	Sandgate Cres.	Mississauga	20 m
128	Truscott Dr.	Sandgate Cres.	Lorne Park Rd.	Mississauga	26 m
129	Vicksburgh Dr.	Derrycrest Dr.	Hurontario St.	Mississauga	30 m
130	Wainscot Dr.	Eglinton Ave. W.	White Clover Way	Mississauga	26 m

131	Whittle Rd.	Highway 401 at Hurontario St. interchange R-O-W	Matheson Blvd. E.	Mississauga	26 m
132	World Dr.	Hurontario St.	Edwards Blvd.	Mississauga	26 m

** 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.*

Table 7-4: Street Functional Classification - Minor Collectors

The street right-of-way (R-O-W) for minor collectors will be 20 m – 26 m, with the following exceptions:

	Character Areas*	R-O-W Range**
1	Airport Corporate Centre	26 m – 30 m
2	Airport Special Purpose Area	n/a
3	Churchill Meadows Neighbourhood	22 m – 24 m
4	Downtown Core	23 m – 26 m
5	Gateway Corporate Centre	24 m – 27 m
6	Gateway Employment Area	24 m – 27 m
7	Mavis-Erindale Employment Area	26 m
8	Mineola Neighbourhood	20 m
9	Northeast Employment Area	24 m – 26 m
10	Southdown Employment Area	24 m – 26 m
11	University of Toronto Mississauga Special Purpose Area	n/a
12	Western Business Park Employment Area	24 m – 30 m

** Refers to all streets in the Character Area except for the street sections specified on next page.*

*** 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.*

	Character Area	Street	From	To	Jurisdiction	R-O-W Range*
13	Churchill Meadows Neighbourhood	Erin Centre Blvd.	Ninth Line	Tenth Line	Mississauga	26 m
14	Dixie Employment Area	Hensall Circle	North of Dundas St. E.	South of Dundas St. E.	Mississauga	15 m
15	Downtown Core	Kariya Dr.	Burnhamthorpe Rd. W.	Elm Dr. W.	Mississauga	30 m
16	Erindale Neighbourhood and Cooksville Neighbourhood	Stavebank Rd. (***Scenic Route***)	Approximately 150m south of Isabella Ave.	Premium Way	Mississauga	15 m
17	Fairview Neighbourhood	Kariya Dr.	Approximately 50 m south of Enfield Place (2nd leg)	Elm Dr. W.	Mississauga	30 m
18	Mineola Neighbourhood	Stavebank Rd. (***Scenic Route***)	Pinetree Way	Canadian National Railway tracks	Mississauga	12 m – 15 m
19	Streetsville Growth Node	Church St.	Queen St. S.	Ontario St. E.	Mississauga	15 m
20	Streetsville Neighbourhood	Kinsmen Gate	Falconer Dr.	Argentia Rd.	Mississauga	30 m
21	Streetsville Neighbourhood	Ontario St. E.	Church St.	Queen St. S.	Mississauga	15 m

** 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.*

Table 7-5: Street Functional Classification – Local Streets

The street right-of-way (R-O-W) for local roads will be 17 m – 20 m, with the following exceptions:

	Character Areas*	R-O-W Range**
1	Airport Corporate Centre	22 m – 26 m
2	Airport Special Purpose Area	n/a
3	Downtown Core	23 m
4	Gateway Corporate Centre	20 m – 24 m
5	Gateway Employment Area	20 m – 24 m
6	Northeast Employment Area	20 m – 24 m
7	Port Credit Growth Node	17m – 22 m
8	Port Credit Neighbourhood	17 m – 22 m
9	Streetsville Growth Node	15 m – 20 m
10	Streetsville Neighbourhood	15 m – 20 m
11	University of Toronto Mississauga Special Purpose Area	n/a
12	Western Business Park Employment Area	17 m – 24 m

** Refers to all streets in the character area except for the streets specified below.*

	Character Area	Street	Jurisdiction	R-O-W Range**
13	Churchill Meadows Neighbourhood	Buffer Roads	Mississauga	15 m – 17 m
14	Churchill Meadows Neighbourhood	Public Lanes	Mississauga	8 m
15	Downtown Core	Mew Road	Mississauga	12.5 m
16	Lisgar Neighbourhood	Bishop Strachan Court cul-de-sacs	Mississauga	10 m
17	Lisgar Neighbourhood	Mockingbird Lanes cul-de-sacs	Mississauga	10 m
18	Lisgar Neighbourhood	Snow Goose Lanes cul-de-sacs	Mississauga	10 m
19	Lisgar Neighbourhood	Tenth Line cul-de-sacs	Mississauga	10 m

	Character Area	Street	Jurisdiction	R-O-W Range**
20	Lisgar Neighbourhood	Trelawny Circle cul-de-sacs	Mississauga	10 m
21	Port Credit Growth Node	Port Street East From Stavebank Road to Helene Street	Mississauga	20-28 m
22	Port Credit Growth Node	Stavebank Road South From Port Street East to approximately 15 m north of Lake Ontario	Mississauga	17 m

*** 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.*