8 Create a Multi-Modal City

8.1 Introduction

The City will create a multi-modal transportation network for the movement of people and goods that supports more sustainable communities. The multi-modal transportation system is composed of the following modes of travel:

- transit;
- vehicular (e.g., cars and trucks);
- ***active transportation*** (e.g., walking and cycling);
- rail (passenger and freight); and
- air travel (passenger and freight).

While vehicle trips will continue to account for a significant share of the total trips, the length of these trips should shorten in response to the creation of mixed use nodes that support the daily needs of surrounding residential and business communities, and the share of auto trips will be reduced as opportunities to travel by transit, cycling and walking improve.

Mississauga is evolving from a city that has a suburban, vehicle oriented built form to a more urban municipality. The transformation of the transportation system to meet the needs of the future is not without significant challenge. Mississauga's transportation infrastructure, which is largely built and relatively new, was designed around a grid of widely spaced major roads designed to move large volumes of vehicles efficiently. Within

Figure 8-1: Mississauga promotes a range of transportation modes. In addition to providing for the car, facilities for transit, cycling, and walking are a priority. Promoting a range of transportation choices will be particularly important in areas where intensification is encouraged, such as in the Downtown.

the grid are a series of collector roads and local streets where vehicles move at slower speeds and pedestrians and cyclists can safely share the roadway. Rail corridors, Provincial highways and the Airport link Mississauga to surrounding communities and beyond.

Much of the transportation system serving Mississauga is under the jurisdiction of other levels of government and agencies. This includes the Federal Government, the Province, Metrolinx, the Region, the Greater Toronto Airports Authority (GTAA) and private agencies, such as Canadian National Railway and the St. Lawrence and Hudson Railway. As such, Mississauga must coordinate and partner with others to create a multi-modal transportation system.

It is vital to preserve the capacity of the road system to meet the needs of Mississauga's population and employment growth as well the growth in surrounding communities that will utilize Mississauga's transportation system. At the same time it will be essential to provide more opportunities for car-pooling, transit and ***active transportation*** choices.

Although many of Mississauga's roads have generous right-of-way widths, it will not be possible to accommodate the needs of all modes of travel on all roads, nor will it be necessary to do so to create a multi-modal network. Strategic decisions will be made regarding which roads will be prioritized for different modes of travel.

While arterial roads will continue to move large volumes of traffic, the design of these thoroughfares must be sensitive to surrounding land uses. Arterial roads in employment areas will continue to prioritize goods movement, to support the vital role the transportation system plays in the economic health of the city. This will contrast with transportation priorities in Intensification Areas, where the needs of transit, pedestrians and cyclists will be in the forefront. In Intensification 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.

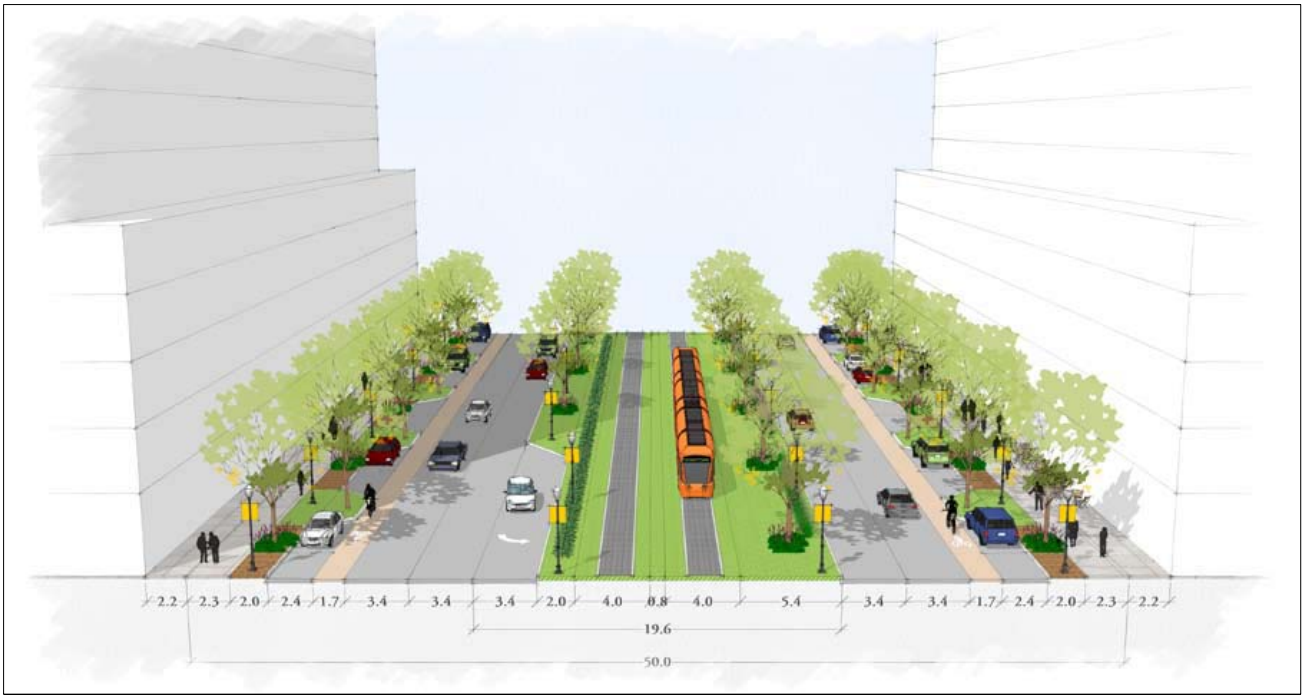

Figure 8-2: ***Higher order transit*** is proposed along Hurontario Street and will complement intensification. The illustration shows the City's vision for ***higher order transit*** along Hurontario Street.

Improving connections from surrounding areas to Intensification Areas will also be a priority. These connections will focus on increasing opportunities for walking and cycling, which may result in consolidating vehicular entrances to support the creation of continuous building frontages with entranceways facing public streets and oriented to pedestrians.

Creating a multi-modal transportation system that supports transit and ***active transportation*** options goes hand-in-hand with creating compact, complete communities, and providing future generations with the opportunity to lead healthier, longer, more active lives. Transportation planning will complement environmental planning, land use planning and urban design.

8.1.1 Through the creation of a multi-modal transportation system, Mississauga will provide transportation choices that encourage a shift in lifestyle toward more sustainable transportation modes, such as transit and ***active transportation***.

8.1.2 Mississauga will plan and manage the transportation system to provide for the safety of all users.

8.1.3 The City will strive to incorporate ***stormwater best management practices*** in the planning, design and construction of municipal road 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.

8.1.4 Mississauga will strive to create a transportation system that reduces dependence on non-renewable resources.

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

8.1.6 Mississauga will ensure that the transportation system will provide connectivity among transportation modes for the efficient movement of people and goods.

8.1.7 Mississauga will create a well connected multi-modal transportation system that prioritizes services and infrastructure for Intensification Areas.

8.1.8 To better utilize existing infrastructure, Mississauga will encourage the application of transportation demand management (TDM) techniques, such as car-pooling, alternative work arrangements and shared parking.

8.1.9 Mississauga will ensure that transportation corridors are identified and protected to meet current and projected needs for various travel modes.

8.1.10 Mississauga will separate transportation modes within transportation corridors, where appropriate.

8.1.11 Transit will be a priority for transportation infrastructure planning and major transportation initiatives.

8.1.12 Mississauga supports opportunities for multi-modal uses where feasible, in particular prioritizing transit and goods movement over those of single occupant vehicles.

8.1.13 Mississauga will coordinate transportation investments to implement the policies of this Plan.

8.1.14 Mississauga will work with other municipalities, levels of government and agencies to create a well connected, efficient, accessible, multi-modal transportation system.

8.1.15 The policies of Mississauga Official 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 investment decisions.

8.1.16 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 road, transit, cycling and pedestrian improvements. Transportation studies will consider all modes of transportation including auto traffic, truck traffic, transit, walking and cycling.

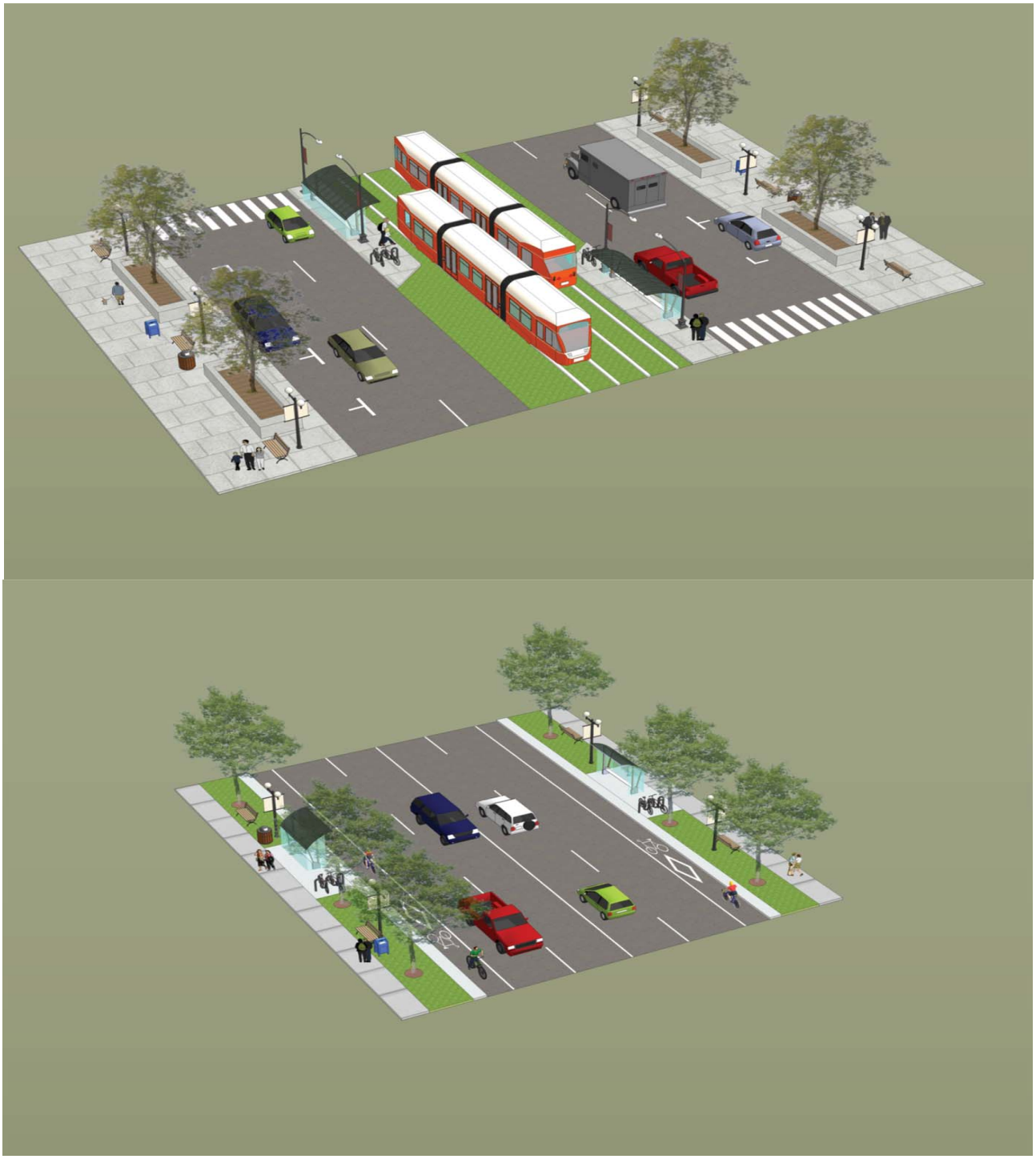

Figure 8-3: The ability to create multi-modal roadways will be influenced by right-of-way widths. Wider rights-of-way will allow for dedicated space for different transportation modes, however, where rights-of-way are narrower transportation modes will need to share space.

8.2 Multi-Modal Network

The creation of a multi-modal transportation system is important to Mississauga to enable the efficient movement of people and goods. The regional transportation system will primarily be accommodated on Provincial highways, rail and ***higher order transit*** corridors and at the Airport. The local transportation system will primarily be accommodated on City roads and multi-use trails. This system will focus on the day-to-day travel needs of those who live, work or play in Mississauga and will increasingly emphasize opportunities for transit and ***active transportation***.

Schedules 5, 6 and 7 show the long term road, transit and cycling networks that will form the basis of the transportation system. Tables 8-1 to 8-4 provide the designated right-of-way widths based on the road classification system for City roads. Schedule 8 shows the designated right-of-way widths for arterial and major collector roads necessary to achieve the long term multi-modal transportation system under the City and Region's jurisdiction.

8.2.1 Corridor Protection

While this Plan focuses on promoting transit as a viable choice for the movement of people, there will still be a need for ongoing improvements to the road network to enhance mobility and accessibility for all users. The creation of new roads to support more compact development and increased traffic volumes associated with future growth, will also be required in some areas.

To support growth and to ensure the safe, efficient and environmentally responsible movement of people and goods, the City will protect for new roads and rights-of-way. Rights-of-ways may contain road surfaces, sidewalks, utilities, transit facilities, cycling routes, multi-use trails, ***streetscape*** works and other uses such as public art and signage. Detailed design studies will determine which functions are accommodated within a particular right-of-way and 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.

8.2.1.1 The City's multi-modal transportation network will be maintained and developed to support the policies of this Plan by:

a. protecting and developing the network rights-of-way by acquiring the additional property needed to achieve designated widths;

b. designated right-of-way widths are considered the basic required rights-of-way along roadway sections. 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 road 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 as a condition of subdivision, severance, minor variance, condominium or site plan approvals, for nominal consideration; and

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

8.2.1.2 The location and alignment of transportation facilities are conceptually shown on Schedules 5: Long Term Road Network, 6: Long Term Transit Network and 7: Long Term Cycling Routes. Location of future facilities will be determined through the appropriate studies.

8.2.1.3 Mississauga's multi-modal network includes road, transit, cycling and pedestrian facilities. In some locations transportation modes may share the same facility, however, to ensure the efficiency and safety of the transportation network and its users, transportation modes may, in other locations, use separate facilities.

8.2.1.4 Right-of-way widths are intended to accommodate the following:

a. transit, including ***higher order transit*** corridors, transit stations and facilities along ***higher order transit*** corridors;

b. vehicles (e.g., cars and trucks); and

c. ***active transportation*** facilities.

8.2.1.5 Mississauga may acquire lands for a public transit right-of-way along ***higher order transit*** corridors, 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.

8.2.1.6 Mississauga will promote the integration of transportation facilities to maximize opportunities for multi-modal travel.

8.2.2 Road Network

Mississauga's road network will strive to balance the needs of all users – transit, cyclists, pedestrians, goods movement and motorists. Roads will be classified on the basis of their primary role within the transportation network and to support the evolution of the city structure.

8.2.2.1 Mississauga's road network will consist of the following road classification:

a. arterials will be designed as principal transportation corridors for high volumes of people and goods. Creation of new additional direct vehicle access to an arterial will be discouraged. The City may through negotiations seek to consolidate or eliminate direct vehicle access to arterials in order to improve traffic safety and the functioning of transit and pedestrian/cycling routes and to achieve operational objectives;

b. major collectors in Neighbourhoods will be designed to accommodate moderate volumes of traffic and will be the focus of ***active transportation*** facilities. Vehicular access will be designed to minimize conflicts with ***active transportation*** modes. In Employment Areas, major collectors will be designed to serve a moderate volume of business and goods movement traffic. Vehicular access will be designed to support the efficient flow of goods movement traffic. Where possible, consolidation of access will be encouraged in neighbourhoods and employment areas. Local area plans may provide further guidance on vehicular access;

c. minor collectors and local roads will be designed to accommodate low levels of traffic and to provide property access. To ensure safety, the efficient function of the thoroughfare and other matters, the access locations to private property will be controlled; and

d. minor adjustments to the basic right-of-way widths and alignments for roads may be made without further amendment to this Plan subject to the City being satisfied that the role and function of such roads are maintained. Major adjustments to the basic right-of-way widths and alignments for roads will require an amendment to this Plan.

8.2.2.2 Mississauga will create a multi-modal road network through:

a. a transportation system that provides mobility and accessibility to all users;

b. opportunities for transit priorities;

c. pedestrian and cycling access and routes; and

d. priority truck routes for the efficient movement of goods.

8.2.2.3 Mississauga will strive to create a fine-grained system of roads that seeks to increase the number of road intersections and overall connectivity throughout the city.

8.2.2.4 The creation of a finer grain road pattern will be a priority in Intensification Areas.

8.2.2.5 Additional roads may be identified during the review of development applications and the preparation of local area plans. The City may require the completion of road connections and where appropriate, the creation of a denser road pattern through the construction of new roads.

8.2.2.6 The subdivision of lands will not be permitted if the City requires public ownership of the lands for pedestrian, cycling or vehicular access to create local road connections to existing developed or undeveloped lands.

8.2.2.7 Future additions to the road network should be public roads. Public easements may be required where private roads are permitted.

8.2.2.8 Permanent below or at grade encroachments into the road system will not be permitted, however above grade amenities such as canopies/awnings may be considered.

8.2.3 Transit Network

Mississauga's transit network forms part of the interregional transportation system and is intended to both shape and support future growth in the city. To achieve this, the transit network will be centred on a system of linked regional and local mobility hubs, mixed use nodes and key destinations where major trip generating uses will be encouraged to locate.

The City will work with other transit providers and agencies such as Metrolinx to promote transit as the preferred choice for moving people, particularly during peak travel times in the city and region.

Mississauga Official Plan promotes ***active transportation*** and the development of Community Nodes to reduce the need to travel great distances by car in fulfilling one's daily needs.

The transit network will be supported by compact, pedestrian oriented, mixed land use development in nodes and where appropriate, in mobility hubs and along ***Corridors***.

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

Figure 8-4: ***Higher order transit*** such as the Highway 403/Eglinton Bus Rapid Transit will provide competitive alternatives to the automobile.

Figure 8-5: Various transportation forms exist within the city. The transit network is extensive and serves the large resident population and employment base, as well as those passing through the city.

8.2.3.1 Mississauga will seek to develop and maintain a system of transit services aimed at providing a competitive alternative to the automobile, for access throughout the city and neighbouring municipalities.

8.2.3.2 Mississauga will operate a network of local grid services on major roadways and local feeder routes, which are connected at key transit terminals and commuter rail stations.

8.2.3.3 Mississauga Transit will connect to commuter rail services operated by GO Transit that provide access to downtown Toronto and other destinations within the region.

8.2.3.4 The City will initiate express transit on ***Intensification Corridors*** and will continue to employ express services as part of the implementation of the Mississauga Bus Rapid Transit.

8.2.3.5 The City will construct the Bus Rapid Transit along the Highway 403/Eglinton Avenue corridor as the east-west spine within Mississauga, to form part of a regional transit system in accordance with the Metrolinx Regional Transportation Plan.

8.2.3.6 To create a city wide transit grid network, Mississauga will decentralize existing transit services away from the Downtown Core and connect bus rapid transit stations to other Intensification Areas.

8.2.3.7 The Downtown will be served by local and ***higher order transit*** facilities, which provide connections to neighbouring municipalities. The City will work with surrounding municipalities, the Region, the Greater Toronto Airports Authority and the Province to create an interconnected ***higher order transit*** system that links Intensification Areas, surrounding municipalities, the regional transit system and the Airport.

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

a. using transit infrastructure to shape growth, and planning for high residential and employment densities that ensure the efficiency and viability of existing and planned transit service levels;

b. placing priority on increasing the capacity of existing transit systems to support Intensification Areas;

c. expanding transit service to areas that have achieved, or will be planned to achieve, transit supportive residential and employment densities, together with a mix of residential, office, institutional and commercial development, wherever possible;

d. providing priority access to the Downtown, other Intensification Areas and the Airport; and

e. increasing the modal share of transit.

8.2.3.9 Access to transit will be provided within walking distance of the places where people live and work, and of major destinations such as the Lake Ontario waterfront.

8.2.3.10 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.

8.2.4 Active Transportation

The City will continue to develop an integrated cycling network, to make cycling a more viable choice for commuting. Decisions regarding the detailed characteristics and development of primary and secondary cycling routes will be guided by the Cycling Master Plan.

Active transportation facilities will address the needs of individuals with disabilities, including those who require mobility assisted devices such as, walkers, wheelchairs and scooters.

To encourage ***active transportation*** and support the development of healthy communities, the City will promote pedestrian activity as an integral part of the multi-modal transportation network.

The purpose of Schedule 7: Long Term Cycling Routes is to connect key city destinations and locations, such as Major Transit Stations, with cycling routes and provide cycling linkages to adjacent municipalities. The cycling facilities shown on Schedule 7 consist of Primary Off-Road Routes, Primary On-Road / Boulevard Routes, Primary On-Road / Boulevard Routes (Regional), Crossings and Connections to Adjacent Municipalities in accordance with the Cycling Master Plan.

Figure 8-6: People often use multiple modes of transportation in their daily commute. Supplying bike racks on buses is one example of how Mississauga supports cycling.

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

8.2.4.2 Mississauga will protect and may acquire the lands required for the cycling facilities shown on Schedule 7: Long Term Cycling Routes, through the development approval process and capital works program.

8.2.4.3 Proponents of development applications, will be required to demonstrate how pedestrian and cycling needs have been addressed.

8.2.4.4 Mississauga will require that access, and parking facilities and other destination amenities, such as shower facilities and clothing lockers for cyclists, are incorporated into the design of all buildings and ***Major Transit Station Areas***, as appropriate.

8.2.4.5 Sidewalks or multi-use trails will be provided on all new roads.

8.2.4.6 Sidewalks or multi-use trails in the vicinity of all transit stops will be provided.

8.2.4.7 Sidewalks or multi-use trails and pedestrian amenities will be a priority in Intensification Areas.

8.2.4.8 Mississauga will provide pedestrian connections to Intensification Areas.

8.3 Transportation Infrastructure Design

Mississauga will implement a range of transportation infrastructure design and management measures to optimize the operational safety and efficiency of the multi-modal transportation system.

8.3.1 Road Design

The City will ensure that the design of roads promotes safety and comfort for all users. Roads will also be designed to complement and minimize impacts to adjacent land uses and communities.

8.3.1.1 The City will design its roads in a manner that:

a. has regard for the safe movement of all road users, including transit, cyclists, pedestrians and motorists;

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

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

d. is sensitive to local cultural heritage resources.

8.3.1.2 Within Intensification Areas and Neighbourhoods, the design of roads 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 of the right-of-ways;

c. locating sidewalks and cycling facilities where conflicts with motorized traffic are minimized; and

d. creating safe road crossings for pedestrians and cyclists.

8.3.1.3 Where feasible and appropriate, the widths of lanes dedicated to vehicular traffic may be reduced to accommodate transit facilities and pedestrians, enhance ***streetscapes*** and pedestrian and cycling facilities.

8.3.1.4 Mississauga will ensure that any maintenance or physical modification of ***scenic routes*** reinforces or enhances the "scenic route qualities" of roadways 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 road improvements or general road maintenance that are necessary to support traffic safety will be permitted without amendment to this Plan. ***Scenic routes*** are shown on Schedule 5: Long Term Road Network.

8.3.1.5 Roads may be widened to accommodate transit, cycling and pedestrian facilities and to provide additional through lanes in Employment Areas if deemed essential to goods movement. Elsewhere, additional through lanes on existing roads will be considered on an exceptional basis only and will be subject to special study.

8.3.2 Transit Design

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

8.3.2.1 Mississauga will employ transit priority measures on priority corridors shown on Schedule 6: Long Term Transit Network, such as queue jump lanes and transit signal priority, along with express services, new intelligent transportation systems (ITS), fare integration, and service coordination with GO Transit and neighbouring transit systems.

8.3.2.2 ***Major Transit Station Areas*** will be planned and designed to provide access from various transportation modes to the transit facility, including consideration of pedestrian, bicycle parking and commuter pick-up/drop-off areas.

8.3.3 Cycling and Pedestrian Design

The design of cycling and pedestrian transportation facilities will focus on enhancing safety, particularly when located within the road right-of-way and will provide greater integration with transit.

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

a. re-striping roadways for bicycle lanes;

b. introducing multi-use trails or bicycle paths on boulevards;

c. using wider shared curb lanes for bicycles; and

d. widening roadways to accommodate bicycle lanes.

8.3.3.2 Mississauga will seek to optimize the efficiency of the network with measures such as intersection improvements, operational improvements and traffic signal optimization.

8.3.3.3 Pedestrian movement and access from major transit routes will be a priority in Intensification Areas.

8.3.3.4 Pedestrian convenience and safety will be a priority in determining location and design of transit facilities within Intensification Areas.

8.4 Parking

Parking can shape land use patterns, support good urban design, promote economic development, and influence travel behaviours and choice of transportation modes.

As Mississauga continues to grow and develop, less land will be devoted to parking, particularly within Intensification 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.

In other parts of the city, while some changes to parking provisions may occur, sufficient parking should be provided to ensure that the established residential character of Neighbourhoods and the economic function of employment uses is not adversely affected.

8.4.1 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 road network so that ingress and egress movements minimize conflicts with road traffic and pedestrian movements;

b. provide for the needs of people with disabilities; and

c. support transportation demand management (TDM) initiatives.

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

8.4.3 Consideration will be given to reducing off-street parking requirements for development to reflect levels of vehicle ownership and usage, 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; and

d. impact on the surrounding area.

Figure 8-7: Parking garages are a better use of space than surface parking and provide an opportunity to incorporate a mix of uses, as this parking garage in Burlington illustrates.

8.4.4 Mississauga may require or consider receiving a cash payment-in-lieu 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 and the existing parking supply within proximity of the subject site can accommodate the on-site parking deficiency.

8.4.5 In situations where a significant number of required parking spaces are being provided through payment-in-lieu, 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 as it relates to the magnitude of municipal interest.

8.4.6 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 sharing the right-of-way.

8.4.7 Within Intensification Areas, Mississauga will give consideration to:

a. reducing minimum parking requirements to reflect transit service levels;

b. establishing maximum parking standards to support transit investments, particularly ***higher order transit*** investments;

c. limiting surface parking by requiring a portion be provided within structured parking facilities;

d. requiring structured parking facilities to be underground, where viable;

e. proactively maximizing on-street public parking in appropriate locations;

f. coordinating parking initiatives with transportation demand management (TDM) programs in order to effectively link transit planning, parking and other related issues in a comprehensive manner; and

g. 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.

8.4.8 Mississauga may develop municipal parking facilities to support transit, provide shared parking and encourage development.

8.4.9 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. make efficient use of publicly owned land;

f. integrate commercial uses into the ground level façade for above grade structures;

g. allow for integration of community infrastructure;

h. provide for convenient pedestrian linkages to, from and through the parking structure to connect with surrounding development; and

i. consider temporary surface parking lots to secure strategic locations for future public parking structures.

8.4.10 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.

8.4.11 Development within and adjacent to Neighbourhoods will mitigate parking impacts on the residential use.

8.4.12 Mississauga will discourage parking in neighbourhoods on local streets for non-residential purposes.

8.5 Transportation Demand Management

Transportation demand management (TDM) measures encourage people to take fewer and shorter vehicle trips to support transit and ***active transportation*** choices, enhance public health and reduce harmful environmental impacts. TDM is most effective when supported by complementary land use planning, good urban design and transit improvements.

Figure 8-8: High Occupancy Vehicle (HOV) lanes such as those on Highway 403, encourage people to carpool or take transit.

8.5.1 Mississauga will encourage TDM strategies that promote transit use and ***active transportation***, and reduce vehicle dependency, single occupant vehicle travel, trip distance and time and peak period congestion.

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

8.5.3 Mississauga will encourage employers to implement TDM programs.

8.5.4 Mississauga will manage parking in Intensification Areas to encourage the use of alternative modes of transportation and the reduction of vehicular congestion.

8.5.5 Mississauga will encourage land uses permitted by this Plan that make efficient use of the transportation system and parking facilities during off-peak hours.

8.5.6 In appropriate areas, Mississauga will encourage a fee for parking and the separation of parking costs from other costs, such as transit fares, building occupancy and residential unit prices.

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

a. building orientation that supports transit service;

b. minimize distance between main building entrances and transit stations/stops;

c. development that is integrated into the surrounding pedestrian and cycling network;

d. parking facilities designed to provide safe 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 clothing lockers;

f. reserved, priority car-pool parking spaces and, where applicable, car-share spaces and taxi stands;

g. parking spaces for scooters, motorcycles and other similar motorized vehicles;

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

i. measures that:

- increase the proportion of employee trips made by transit, walking and cycling;
- increase the average car occupancy rate;
- reduce the demand for vehicular travel; and
- shift travel times from peak to off-peak periods.

8.5.8 Car-pooling will be encouraged through the provision of High Occupancy Vehicle Lanes, priority parking, and other measures as appropriate.

8.5.9 Further TDM policies may be identified through a Transportation Master Plan.

Figure 8-9: The Downtown Core Mobility Hub is an example of where people can live, work, shop and recreate in a mixed use environment supported by transit.

8.6 Mobility Hubs

Mobility hubs have employment, housing, shopping and recreational uses concentrated around a ***Major Transit Station Area*** and are connected by a variety of modes of transportation such as walking, cycling, and regional and local transit.

Mobility hubs include both ***gateway*** and ***anchor hubs*** as shown on Schedule 6: Long Term Transit Network.

8.6.1 Mississauga will promote the development of land use and transportation facilities around ***anchor hubs*** and ***gateway hubs*** in a manner that supports the Metrolinx Regional Transportation Plan.

8.6.2 Mobility hubs will be planned and designed to provide access from various transportation modes to the transit station, including consideration of pedestrians, bicycle parking and commuter pick-up/drop-off areas.

8.6.3 Mobility hubs may be required to provide amenities such as secure storage facilities for bicycles, car-share drop-off areas, heated waiting areas, traveller information centres, cafes and restaurants, as well as services such as daycares, grocery stores or post offices.

8.6.4 Access to mobility hubs and ***Major Transit Station Areas*** will be promoted through the provision of pedestrian and cycling linkages, transit and adequate commuter parking facilities, and the potential for development of structured parking.

8.7 Goods Movement

Efficiently moving goods is critical to the economic health of the city. Mississauga will develop a transportation network to support its significant role as a goods movement hub.

In some locations, particularly in certain Employment Areas surrounding the Airport, goods movement will be the priority of the transportation system.

8.7.1 Mississauga will integrate land use and transportation system planning to promote and better integrate multi-modal goods movement.

8.7.2 Activities generating substantial truck traffic will be encouraged to locate near or adjacent to provincial highways and arterial roads.

Figure 8-10: Several 400 series highways and major roads traverse Mississauga and support the many businesses reliant on efficient goods movement.

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

8.7.4 A denser grid of roads will be established where required in Employment Areas to support the efficient movement of goods.

8.7.5 In the Northeast Employment Area, priority will be for road improvements that support goods movement. Planning studies may identify other areas where goods movement will be a priority for road improvements.

8.7.6 Mississauga will support priority truck routes through road design.

8.7.7 Arterials and major collectors will serve as truck routes. Minor collectors in Employment Areas may serve as truck routes.

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

8.7.9 To support the 400 series highways as part of the provincial goods movement network, Mississauga will work with the Province to pursue opportunities to provide additional connections at interchanges, and necessary highway improvements, at key locations including:

a. Hurontario Street and Provincial Highway 401;

b. Hurontario Street and Provincial Highway 407;

c. Mavis Road and Provincial Highway 401;

d. Centreview Drive and Provincial Highway 403;

e. Provincial Highway 401 E/B off-ramp (west of Etobicoke Creek);

f. widening of Provincial Highway 401 from its interchange with Provincial Highway 410 to the western limit of Mississauga;

g. widening of Provincial Highway 410 from its interchange with Provincial Highway 401 to the northern limit of Mississauga;

h. completion of a partial interchange at Courtneypark Drive and Provincial Highway 410, to provide access to and from the north;

i. construction of a partial interchange at Provincial Highway 401 in the vicinity of the Etobicoke Creek, to service the area to the north; and

j. improvements to the Dixie Road and Queen Elizabeth Way interchange.

Figure 8-11: The rail corridors in Mississauga are shared by both freight and passenger trains, such as the GO train depicted above. The City recognizes these corridors as assets in the transportation system.

8.8 Rail Corridors

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

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

8.8.2 Mississauga will cooperate with other levels of government and the 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.

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

8.8.4 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 road network.

The following have been identified as priority needs:

a. Torbram Road and Canadian National Railway (CNR) (north);

b. Torbram Road and CNR (south);

c. Goreway Drive and CNR;

d. Drew Road Extension and CNR;

e. Erindale Station Road and St. Lawrence and Hudson Railway;

f. Wolfedale Road and St. Lawrence and Hudson Railway;

g. Ninth Line and St. Lawrence and Hudson Railway; and

h. Tenth Line and St. Lawrence and Hudson Railway.

8.8.5 Mississauga will continue to seek financial assistance from other levels of government for the provision of road/rail grade separations.

8.9 Airport

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

Figure 8-12: The Airport supports the local and regional economy and is a significant component in the city's transportation network.

8.9.1 Mississauga will work with the GTAA and other stakeholders to ensure improved transit connections to the Airport and surrounding employment lands.

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

Table 8-1: Road Classification – Arterials

Street	From	To	Jurisdiction	R-O-W*
Airport Rd.	North City boundary	Highway 427	Peel	45 m
Britannia Rd. W.	Ninth Line	Erin Mills Pkwy.	Peel	36 m
Britannia Rd. W.	Erin Mills Pkwy.	Approximately 200 m west of Mississauga Rd.	Peel	40 m
Britannia Rd. W.	Approximately 200 m west of Mississauga Rd.	Credit River	Peel	36 m
Britannia Rd. W.	Credit River	Mavis Rd.	Peel	45 m
Britannia Rd. W.	Mavis Rd.	Hurontario St.	Peel	43.5 m
Burnhamthorpe Rd. W.	Ninth Line	Erin Mills Pkwy.	Mississauga	35 m
Burnhamthorpe Rd. W.	Erin Mills Pkwy.	Confederation Pkwy.	Mississauga	50 m
Burnhamthorpe Rd. W.	Confederation Pkwy.	Hurontario St.	Mississauga	60 m
Burnhamthorpe Rd. E.	Hurontario St.	Arista Way	Mississauga	60 m
Burnhamthorpe Rd. E.	Arista Way	Etobicoke Creek	Mississauga	50 m
Cawthra Rd.	Eastgate Pkwy.	Burnhamthorpe Rd. E.	Peel	45 m
Cawthra Rd.	Burnhamthorpe Rd. E.	Silver Creek Blvd.	Peel	36 m
Cawthra Rd.	Silver Creek Blvd.	Queensway E.	Peel	40 m
Cawthra Rd.	Queensway E.	Lakeshore Rd. E.	Peel	36 m
Courtneypark Dr. W.	Mavis Rd.	Hurontario St.	Mississauga	35 m
Courtneypark Dr. E.	Hurontario St.	Netherhart Rd.	Mississauga	35 m
Future Arterial / Creekbank Rd.	Highway 401	Eglinton Ave. E.	Mississauga	30 m
Derry Rd. W.	Ninth Line	Argentia Rd.	Peel	36 m
Derry Rd. W.	Argentia Rd.	Hurontario St.	Peel	45 m
Derry Rd. E.	Hurontario St.	Highway 427	Peel	45 m
Dixie Rd.	North City boundary	Rometown Dr.	Peel	45 m
Dundas St. W.	Ninth Line	Highway 403	Mississauga	42 m
Dundas St. W.	Highway 403	Mindemoya Rd.	Mississauga	35 m
Dundas St. W.	Mindemoya Rd.	Proudfoot St.	Mississauga	30 m
Dundas St. W.	Proudfoot St.	Hurontario St.	Mississauga	35 m
Dundas St. E.	Hurontario St.	Etobicoke Creek	Mississauga	35 m
Eastgate Pkwy.	Cawthra Rd.	Dixie Rd.	Mississauga	67 m
Eastgate Pkwy.	Dixie Rd.	Fieldgate Dr.	Mississauga	50 m

Street	From	To	Jurisdiction	R-O-W*
Eastgate Pkwy.	Fieldgate Dr.	Eglinton Ave. E.	Mississauga	65 m
Eglinton Ave. W.	Ninth Line	Winston Churchill Blvd.	Mississauga	30 m
Eglinton Ave. W.	Winston Churchill Blvd.	Erin Mill Pkwy.	Mississauga	40 m
Eglinton Ave. W.	Erin Mills Pkwy.	Hurontario St.	Mississauga	45 m
Eglinton Ave. E.	Hurontario St.	Eastgate Pkwy.	Mississauga	45 m
Eglinton Ave. E.	Eastgate Pkwy.	Etobicoke Creek	Mississauga	65 m
Eglinton Ave. W.	Etobicoke Creek	East City boundary	Toronto	50 m
Erin Mills Pkwy.	Turner Valley Rd. / Mississauga Rd.	Queen Elizabeth Way	Peel	45 m
Finch Ave.	C.N.R. tracks	Highway 427	Peel	36 m
Hurontario St.	North City boundary	Highway 403	Mississauga	45 m
Hurontario St.	Highway 403	Elm Dr.	Mississauga	50 m
Hurontario St.	Elm Dr.	St. Lawrence & Hudson Railway tracks	Mississauga	45 m
Hurontario St.	St. Lawrence & Hudson Railway tracks	Queen Elizabeth Way	Mississauga	35 m
Hurontario St.	Queen Elizabeth Way	Lakeshore Rd.	Mississauga	30 m
Lakeshore Rd. W.	Winston Churchill Blvd.	Southdown Rd.	Mississauga	35 m
Lakeshore Rd. W.	Southdown Rd.	Approximately 25 m east of Crozier Crt.	Mississauga	35 m
Lakeshore Rd. W.	Approximately 25 m east of Crozier Crt.	Hurontario St.	Mississauga	26 m
Lakeshore Rd. E.	Hurontario St.	Seneca Ave.	Mississauga	26 m
Lakeshore Rd. E.	Seneca Ave	Greaves Ave.	Mississauga	30 m
Lakeshore Rd. E.	Greaves Ave.	Etobicoke Creek	Mississauga	35 m
Mavis Rd.	North City boundary	Highway 401	Mississauga	35 m
Mavis Rd.	Highway 401	Highway 403	Mississauga	40 m
Mavis Rd.	Highway 403	Queensway W.	Mississauga	35 m
Mississauga Rd.	North City boundary	Turner Valley Rd.	Peel	45 m
Netherhart Rd. / Future Arterial	Courtneypark Dr. E.	Highway 401	Mississauga	35 m
Ninth Line	Highway 401	Highway 403	Mississauga	35 m
Ninth Line	Highway 403	Dundas St. W.	Halton	35 m
Queensway W.	Mavis Rd.	Hurontario St.	Peel	36 m
Queensway E.	Hurontario St.	Etobicoke Creek	Peel	45 m
Royal Windsor Dr.	Winston Churchill Blvd.	Southdown Rd.	Mississauga	35 m
Southdown Rd.	Queen Elizabeth Way	Lakeshore Rd. W.	Mississauga	35 m

Street	From	To	Jurisdiction	R-O-W*
Winston Churchill Blvd.	North City boundary	Dundas St. W.	Mississauga	35 m
Winston Churchill Blvd.	Dundas St. W.	North Sheridan Way	Peel	45 m
Winston Churchill Blvd.	North Sheridan Way	Bromsgrove Rd.	Peel	36 m
Winston Churchill Blvd.	Bromsgrove Rd.	Royal Windsor Dr.	Peel	45 m
Winston Churchill Blvd.	Royal Windsor Dr.	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 8-2: Road Classification – Major Collectors

Street	From	To	Jurisdiction	R-O-W*
Aquitaine Ave.	Tenth Line W.	Millcreek Dr.	Mississauga	26 m
Argentia Rd.	Ninth Line	Creditview Rd.	Mississauga	26 m
Atwater Ave.	Mineola Gdns.	Ogden Ave.	Mississauga	20 m
Avebury Rd.	Britannia Rd. W.	Matheson Blvd.	Mississauga	30 m
Battleford Rd.	Tenth Line	Erin Mills Pkwy.	Mississauga	26 m
Belgrave Rd.	Highway 401 at Mavis Rd. interchange R-O-W	Cantay Rd.	Mississauga	30 m
Bloor St.	Central Pkwy. E.	Dixie Rd.	Mississauga	26 m
Bloor St.	Dixie Rd.	Etobicoke Creek	Mississauga	30 m
Bramalea Rd.	North City boundary	Derry Rd. E.	Mississauga	30 m
Bristol Rd. W.	Credit River	Approximately 55 m east of Albert St.	Mississauga	20 m
Bristol Rd. W.	Approximately 55 m east of Albert St.	Creditview Rd.	Mississauga	26 m
Bristol Rd. W.	Creditview Rd.	Hurontario St.	Mississauga	30 m
Bristol Rd. E.	Hurontario St.	Kennedy Rd.	Mississauga	30 m
Britannia Rd. E.	Hurontario St.	Kennedy Rd.	Mississauga	26 m
Abilene Dr. / Britannia Rd. E. (Future Major Collector-conceptual)	Kennedy Rd.	Highway 410	Mississauga	26 m
Britannia Rd. E.	Highway 410	Tomken Rd.	Mississauga	26 m
Britannia Rd. E.	Tomken Rd.	Netherhart Rd. / Future Arterial	Mississauga	26 m
Camilla Rd.	Dundas St. E.	King St. E.	Mississauga	26 m
Cantay Rd.	Mavis Rd.	Britannia Rd. W.	Mississauga	30 m
Capston Dr.	Kateson Rd.	Hurontario St.	Mississauga	26 m
Central Pkwy. W.	Burnhamthorpe Rd. W.	Mavis Rd.	Mississauga	26 m
Central Pkwy. W.	Mavis Rd.	Hurontario St.	Mississauga	30 m
Central Pkwy. E.	Hurontario St.	Rathburn Rd. E.	Mississauga	35 m
Central Pkwy. E.	Rathburn Rd. E.	Highway 403	Mississauga	30 m
Central Pkwy. E.	Highway 403	Eglinton Ave. E.	Mississauga	26 m
Centre View Dr.	Mavis Rd.	Approximately 600 m east of Mavis Rd.	Mississauga	30 m
Centre View Dr.	Approximately 600 m east of Mavis Rd.	Station Gate Rd.	Mississauga	50 m

Street	From	To	Jurisdiction	R-O-W*
Centre View Dr.	Station Gate Rd.	Rathburn Rd. W.	Mississauga	30 m – 50 m
Clarkson Rd. N.	South Sheridan Way	Lakeshore Rd. W.	Mississauga	22 m
Confederation Pkwy.	Eglinton Ave. W.	Highway 403	Mississauga	30 m
Confederation Pkwy.	Highway 403	Webb Dr.	Mississauga	40 m
Confederation Pkwy.	Webb Dr.	King St. W.	Mississauga	30 m
Confederation Pkwy.	King St. W.	Queensway W.	Mississauga	26 m
Creditview Rd.	Derry Rd. W.	Eglinton Ave. W.	Mississauga	30 m
Creditview Rd.	Eglinton Ave. W.	Burnhamthorpe Rd. W.	Mississauga	26 m
Proposed east-west road opposite Top Flight Dr.	Derrycrest Dr.	Hurontario St.	Mississauga	30 m
Derrycrest Dr.	Proposed east-west road opposite Top Flight Dr.	Derry Rd. W.	Mississauga	30 m
Dixie Rd. (Scenic Route)	Rometown Dr.	Lakeshore Rd. E.	Peel	20 m
Drew Rd.	Tomken Rd.	Airport Rd.	Mississauga	26 m
Duke of York Blvd.	North 403 Major Collector Rd.	Webb Dr.	Mississauga	27.5 m
Edwards Blvd.	North City boundary	World Dr.	Mississauga	26 m
Erin Centre Blvd.	Tenth Line	Winston Churchill Blvd.	Mississauga	26 m
Erin Centre Blvd.	Winston Churchill Blvd.	Erin Mills Pkwy.	Mississauga	30 m
Erin Centre Blvd.	Erin Mills Pkwy.	Mississauga Rd.	Mississauga	26 m
Erindale Station Rd.	Central Pkwy. W.	Dundas St. W.	Mississauga	26 m
Financial Dr.	North City boundary	Derry Rd. W.	Mississauga	30 m
Fowler Dr.	Lincoln Green Way	North Sheridan Way	Mississauga	20 m
Fowler Dr.	North Sheridan Way	Erin Mill Pkwy.	Mississauga	26 m
Glen Erin Dr.	Derry Rd. W.	Britannia Rd. W.	Mississauga	26 m
Glen Erin Dr.	Britannia Rd. W.	Eglinton Ave. W.	Mississauga	30 m
Glen Erin Dr.	Eglinton Ave. W.	Burnhamthorpe Rd. W.	Mississauga	26 m
Glen Erin Dr.	Burnhamthorpe Rd. W.	Dundas St. W.	Mississauga	30 m
Goreway Dr.	North City boundary	Derry Rd. E.	Mississauga	35 m
Goreway Dr.	Derry Rd. E.	Highway 427	Mississauga	26 m
Hillcrest Ave.	Confederation Pkwy.	Hurontario St.	Mississauga	26 m
Indian Rd.	Lorne Park Rd.	Mississauga Rd.	Mississauga	20 m
Kateson Dr.	Courtneypark Dr. W.	Capston Dr.	Mississauga	30 m
Kennedy Rd.	North City boundary	Matheson Blvd. E.	Mississauga	30 m

Street	From	To	Jurisdiction	R-O-W*
Kennedy Rd.	Matheson Blvd. E.	Eglinton Ave. E.	Mississauga	30 m
King St. W.	Confederation Pkwy.	Hurontario St.	Mississauga	26 m
King St. E.	Hurontario St.	Camilla Rd.	Mississauga	26 m
Kirwin Ave.	Hurontario St.	Dundas St. E.	Mississauga	26 m
Leanne Blvd.	Erin Mills Pkwy.	North Sheridan Way	Mississauga	26 m
Lincoln Green Way	Erin Mills Pkwy.	Fowler Dr.	Mississauga	35 m
Lorne Park Rd.	Indian Rd.	Truscott Dr.	Mississauga	20 m
Madill Blvd. extension	Kateson Dr.	Hurontario St.	Mississauga	23 m – 26 m
Main St.	Queen St. S.	Approximately 90 m east of Wyndham St.	Mississauga	30 m
Main St.	Approximately 90 m east of Wyndham St.	Credit River	Mississauga	20 m
Maritz Dr.	Derry Rd. W.	Courtneypark Dr. W.	Mississauga	30 m
Matheson Blvd. W.	Terry Fox Way	Hurontario St.	Mississauga	30 m
Matheson Blvd. E.	Hurontario St.	Highway 403	Mississauga	30 m
Matheson Blvd. E.	Highway 403	Future Arterial / Creekbank Rd.	Mississauga	26 m
Matheson Blvd. E.	Future Arterial / Creekbank Rd. Creekbank Rd.	East City boundary	Mississauga	30 m
McLaughlin Rd.	North City boundary	Matheson Blvd. W.	Mississauga	30 m
McLaughlin Rd. (Scenic Route)	Matheson Blvd. W.	Bristol Rd. W.	Mississauga	26 m
McLaughlin Rd.	Bristol Rd. W.	Eglinton Ave. W.	Mississauga	26 m
Meadowpine Blvd.	North City boundary	Meadowvale Blvd.	Mississauga	30 m
Meadowvale Blvd.	North City boundary	Derry Rd. W.	Mississauga	30 m
Millcreek Dr.	Derry Rd. W.	Erin Mills Pkwy.	Mississauga	26 m
Mineola Gdns.	Mineola Rd. E.	Atwater Ave.	Mississauga	20 m
Mineola Rd. E.	Hurontario St.	Mineola Gdns.	Mississauga	20 m
Mississauga Rd.	Erin Mills Pkwy.	St. Lawrence & Hudson Railway tracks	Mississauga	26 m
Mississauga Rd. (Scenic Route)	St. Lawrence & Hudson Railway tracks	Indian Rd.	Mississauga	26 m
Mississauga Rd. (Scenic Route)	Indian Rd.	Canadian National Railway tracks	Mississauga	23-26 m
Mississauga Rd. N. (Scenic Route)	Canadian National Railway tracks	Lakeshore Rd. E.	Mississauga	26 m
Morning Star Dr.	Airport Rd.	Highway 427	Mississauga	26 m

Street	From	To	Jurisdiction	R-O-W*
North 403 Major Collector Rd.	Mavis Rd.	Hurontario St.	Mississauga	30 m
North Service Rd.	Hurontario St.	Cawthra Rd.	Mississauga	22 m
North Service Rd.	Cawthra Rd.	Brentano Blvd.	Mississauga	20 m
North Sheridan Way	Winston Churchill Blvd.	Erin Mills Pkwy.	Mississauga	20 m
North Sheridan Way	Fowler Dr.	East-West section of North Sheridan Way	Mississauga	26 m
North Sheridan Way	East-West section of North Sheridan Way	Mississauga Rd.	Mississauga	20 m
Ogden Ave.	South Service Rd.	Lakeshore Rd. E.	Mississauga	20 m
Ponytrail Dr.	Rathburn Rd. E.	Burnhamthorpe Rd. E.	Mississauga	30 m
Queen St. N.	St. Lawrence & Hudson Railway tracks	Britannia Rd. W.	Mississauga	26 m
Queen St. S. (Scenic Route)	Britannia Rd. W.	St. Lawrence and Hudson Railway tracks	Mississauga	20 m
Rathburn Rd. W.	Creditview Rd.	Mavis Rd.	Mississauga	26 m
Rathburn Rd. W.	Mavis Rd.	Approximately 50 m east of Elora Dr.	Mississauga	30 m
Rathburn Rd. W.	Approximately 50 m east of Elora Dr.	Station Gate Rd.	Mississauga	40 m
Rathburn Rd. W.	Station Gate Rd.	Centre View Dr.	Mississauga	55 m
Rathburn Rd. W.	Centre View Rd.	Hurontario St.	Mississauga	40 m
Rathburn Rd. E.	Hurontario St.	Approximately 150 m east of Shipp Dr.	Mississauga	40 m
Rathburn Rd. E.	Approximately 150 m east of Shipp Dr.	Ponytrail Dr.	Mississauga	30 m
Rathburn Rd. E.	Ponytrail Dr.	Etobicoke Creek	Mississauga	35 m
Ridgeway Dr.	Eglinton Ave. W.	Dundas St. W.	Mississauga	26 m
Sheridan Park Dr.	Winston Churchill Blvd.	Erin Mills Pkwy.	Mississauga	35 m
South Service Rd.	Hurontario St.	Park Royale Blvd.	Mississauga	20 m
South Sheridan Way	Winston Churchill Blvd.	Mississauga Rd.	Mississauga	20 m
Tenth Line W.	Argentia Rd.	Britannia Rd. W.	Mississauga	30 m
Tenth Line W.	Britannia Rd. W.	McDowell Dr.	Mississauga	26 m
Tenth Line W.	McDowell Dr.	Tacc Dr.	Mississauga	30 m
Tenth Line W.	Tacc Dr.	Erin Centre Blvd.	Mississauga	26 m
Tenth Line W.	Erin Centre Blvd.	Eglinton Ave. W.	Mississauga	30 m
Terry Fox Way	Britannia Rd. W.	Eglinton Ave. W.	Mississauga	30 m

Street	From	To	Jurisdiction	R-O-W*
The College Way	Ridgeway Dr.	Mississauga Rd.	Mississauga	26 m
Thomas St.	Ninth Line	Tenth Line W.	Mississauga	26 m
Thomas St.	Tenth Line	McFarren Blvd. / Gafney Dr.	Mississauga	30 m
Thomas St.	McFarren Blvd. / Gafney Dr.	Queen St. S.	Mississauga	20-26 m
Tomken Rd.	North City boundary	Highway 401	Mississauga	30 m
Tomken Rd.	Highway 401	Eastgate Pkwy.	Mississauga	35 m
Tomken Rd.	Eastgate Pkwy.	Dundas St. E.	Mississauga	26 m
Topflight Dr.	Hurontario St.	Edwards Blvd.	Mississauga	26 m
Torbram Rd.	North City boundary	Derry Rd. E.	Mississauga	30 m
Truscott Dr.	Winston Churchill Blvd.	Sandgate Cres.	Mississauga	20 m
Truscott Dr.	Sandgate Cres.	Lorne Park Rd.	Mississauga	26 m
Wainscot Dr.	Eglinton Ave. W.	White Clover Way	Mississauga	26 m
Whittle Rd.	Highway 401 at Hurontario St. interchange R-O-W	Matheson Blvd. E.	Mississauga	26 m
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 8-3: Road Classification - Minor Collectors

The road 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****
Airport Corporate Centre	26 m – 30 m
Airport Special Purpose Area	n/a
Churchill Meadows Neighbourhood	22 m – 24 m
Gateway Corporate Centre	24 m – 27 m
Gateway Employment Area	24 m – 27 m
Mavis-Erindale Employment Area	26 m
Mineola Neighbourhood	20 m
Northeast Employment Area	24 m – 26 m
Southdown Employment Area	24 m – 26 m
University of Toronto Mississauga Special Purpose Area	n/a
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*
Churchill Meadows Neighbourhood	Erin Centre Blvd.	Ninth Line	Tenth Line	Mississauga	26 m
Dixie Employment Area	Hensall Circle	North of Dundas St. E.	South of Dundas St. E.	Mississauga	15 m
Downtown Core	Kariya Dr.	Burnhamthorpe Rd. W.	Elm Dr. W.	Mississauga	30 m
Erindale Neighbourhood and Cooksville Neighbourhood	Stavebank Rd. (Scenic Route)	Approximately 150 m south of Isabella Ave.	Premium Way	Mississauga	15 m
Fairview Neighbourhood	Kariya Dr.	Approximately 50 m south of Enfield Place (2nd leg)	Elm Dr. W.	Mississauga	30 m
Mineola Neighbourhood	Stavebank Rd. (Scenic Route)	Pinetree Way	Canadian National Railway tracks	Mississauga	12 m – 15 m
Streetsville Community Node	Church St.	Queen St. S.	Ontario St. E.	Mississauga	15 m
Streetsville Neighbourhood	Kinsmen Gate	Falconer Dr.	Argentia Rd.	Mississauga	30 m
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 8-4: Road Classification – Local Roads

The road 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****
Airport Corporate Centre	22 m – 26 m
Airport Special Purpose Area	n/a
Downtown Core	20 m
Gateway Corporate Centre	20 m – 24 m
Gateway Employment Area	20 m – 24 m
Northeast Employment Area	20 m – 24 m
Port Credit Community Node	17m – 22 m
Port Credit Neighbourhood	17 m – 22 m
Streetsville Community Node	15 m – 20 m
Streetsville Neighbourhood	15 m – 20 m
University of Toronto Mississauga Special Purpose Area	n/a
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****
Churchill Meadows Neighbourhood	Buffer Roads	Mississauga	15 m – 17 m
Churchill Meadows Neighbourhood	Public Lanes	Mississauga	8 m
Downtown Core	Mew Road	Mississauga	12.5 m
Lisgar Neighbourhood	Bishop Strachan Court cul-de-sacs	Mississauga	10 m
Lisgar Neighbourhood	Mockingbird Lanes cul-de-sacs	Mississauga	10 m
Lisgar Neighbourhood	Snow Goose Lanes cul-de-sacs	Mississauga	10 m
Lisgar Neighbourhood	Tenth Line cul-de-sacs	Mississauga	10 m
Lisgar Neighbourhood	Trelawny Circle cul-de-sacs	Mississauga	10 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.