

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



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.

roads designed to move large volumes of vehicles efficiently. Within 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. Character Area policies 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 through the local area review process. 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.

Schedule 6: Long Term Transit Network, provides a conceptual overview of the long term transit network for Mississauga.

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.



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.

8.2.3.3 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 Light rail transit is planned on Hurontario Street as the main north-south spine in Mississauga including service within the Downtown Core area. Bus Rapid Transit will run along the Highway 403/Eglinton Avenue corridor as the east-west spine to form part of the 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.

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



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.

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 Heritage 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.

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



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.

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.

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.



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

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;



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.

- 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.

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.

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



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

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.

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);



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.

- 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.

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.



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

Table 8-1: Road Classification – Arterials

| | Street | From | To | Jurisdiction | R-O-W* |
|----|--------------------------------|--------------------------------------|---------------------------------------|---------------------|---------------|
| 1 | Airport Rd. | North City boundary | Highway 427 | Peel | 45 m |
| 2 | Britannia Rd. W. | Ninth Line | 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 / Creebank Rd. | Highway 401 | Eglinton Ave. E. | Mississauga | 30 m |
| 19 | Derry Rd. W. | Ninth Line | 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 |
| 24 | Dundas St. W. | Highway 403 | Mindemoya Rd. | Mississauga | 35 m |
| 25 | Dundas St. W. | Mindemoya Rd. | Proudfoot St. | Mississauga | 30 m |
| 26 | Dundas St. W. | Proudfoot St. | Hurontario St. | Mississauga | 35 m |
| 27 | Dundas St. E. | Hurontario St. | Etobicoke Creek | Mississauga | 35 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 |

| | Street | From | To | Jurisdiction | R-O-W* |
|----|-------------------------------------|--|--|---------------------|---------------|
| 31 | Eglinton Ave. W. | Ninth Line | 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 |
| 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 |

| | Street | From | To | Jurisdiction | R-O-W* |
|----|-------------------------|--------------------|--------------------|---------------------|---------------|
| 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 8-2: Road Classification – Major Collectors

| | Street | From | To | Jurisdiction | R-O-W* |
|----|--|--|---------------------------------------|--------------|--------|
| 1 | Aquitaine Ave. | Tenth Line W. | Millcreek Dr. | Mississauga | 26 m |
| 2 | Argentia Rd. | Ninth Line | 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 |
| 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 |

| | Street | From | To | Jurisdiction | R-O-W* |
|----|---|-------------------------------|-------------------------|---------------------|---------------|
| 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 |
| 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 | Indian Rd. | Lorne Park Rd. | Mississauga Rd. | Mississauga | 20 m |
| 57 | Kateson Dr. | Courtneypark Dr. W. | Capston Dr. | Mississauga | 30 m |
| 58 | Kennedy Rd. | North City boundary | Matheson Blvd. E. | Mississauga | 30 m |

| | Street | From | To | Jurisdiction | R-O-W* |
|----|--------------------------------------|---|---|---------------------|----------------|
| 59 | Kennedy Rd. | Matheson Blvd. E. | Eglinton Ave. E. | Mississauga | 30 m |
| 60 | King St. W. | Confederation Pkwy. | Hurontario St. | Mississauga | 26 m |
| 61 | King St. E. | Hurontario St. | Camilla Rd. | Mississauga | 26 m |
| 62 | Kirwin Ave. | Hurontario St. | Dundas St. E. | Mississauga | 26 m |
| 63 | Leanne Blvd. | Erin Mills Pkwy. | North Sheridan Way | Mississauga | 26 m |
| 64 | Lincoln Green Way | Erin Mills Pkwy. | Fowler Dr. | Mississauga | 35 m |
| 65 | Lorne Park Rd. | Indian Rd. | Truscott Dr. | Mississauga | 20 m |
| 66 | Madill Blvd. extension | Kateson Dr. | Hurontario St. | Mississauga | 23 m – 26 m |
| 67 | Main St. | Queen St. S. | Approximately 90 m east of Wyndham St. | Mississauga | 30 m |
| 68 | Main St. | Approximately 90 m east of Wyndham St. | Credit River | Mississauga | 20 m |
| 69 | Maritz Dr. | Derry Rd. W. | Courtneypark Dr. W. | Mississauga | 30 m |
| 70 | Matheson Blvd. W. | Terry Fox Way | Hurontario St. | Mississauga | 30 m |
| 71 | Matheson Blvd. E. | Hurontario St. | Highway 403 | Mississauga | 30 m |
| 72 | Matheson Blvd. E. | Highway 403 | Future Arterial / Creebank Rd. | Mississauga | 26 m |
| 73 | Matheson Blvd. E. | Future Arterial / Creebank Rd. Creebank Rd. | East City boundary | Mississauga | 30 m |
| 74 | McLaughlin Rd. | North City boundary | Matheson Blvd. W. | Mississauga | 30 m |
| 75 | McLaughlin Rd. (Scenic Route) | Matheson Blvd. W. | Bristol Rd. W. | Mississauga | 26 m |
| 76 | McLaughlin Rd. | Bristol Rd. W. | Eglinton Ave. W. | Mississauga | 26 m |
| 77 | Meadowpine Blvd. | North City boundary | Meadowvale Blvd. | Mississauga | 30 m |
| 78 | Meadowvale Blvd. | North City boundary | Derry Rd. W. | Mississauga | 30 m |
| 79 | Millcreek Dr. | Derry Rd. W. | Erin Mills Pkwy. | Mississauga | 26 m |
| 80 | Mineola Gdns. | Mineola Rd. E. | Atwater Ave. | Mississauga | 20 m |
| 81 | Mineola Rd. E. | Hurontario St. | Mineola Gdns. | Mississauga | 20 m |
| 82 | Mississauga Rd. | Erin Mills Pkwy. | St. Lawrence & Hudson Railway tracks | Mississauga | 26 m |
| 83 | Mississauga Rd. (Scenic Route) | St. Lawrence & Hudson Railway tracks | Indian Rd. | Mississauga | 26 m |
| 84 | Mississauga Rd. (Scenic Route) | Indian Rd. | Canadian National Railway tracks | Mississauga | 23 m- 26 m |
| 85 | Mississauga Rd. N. (Scenic Route) | Canadian National Railway tracks | Lakeshore Rd. E. | Mississauga | 26 m |

| | Street | From | To | Jurisdiction | R-O-W* |
|-----|--------------------------------|---|---|---------------------|---------------|
| 86 | Morning Star Dr. | Airport Rd. | Highway 427 | Mississauga | 26 m |
| 87 | North 403 Major Collector Rd. | Mavis Rd. | Hurontario St. | Mississauga | 30 m |
| 88 | North Service Rd. | Hurontario St. | Cawthra Rd. | Mississauga | 22 m |
| 89 | North Service Rd. | Cawthra Rd. | Brentano Blvd. | Mississauga | 20 m |
| 90 | North Sheridan Way | Winston Churchill Blvd. | Erin Mills Pkwy. | Mississauga | 20 m |
| 91 | North Sheridan Way | Fowler Dr. | East-West section of North Sheridan Way | Mississauga | 26 m |
| 92 | North Sheridan Way | East-West section of North Sheridan Way | Mississauga Rd. | Mississauga | 20 m |
| 93 | Ogden Ave. | South Service Rd. | Lakeshore Rd. E. | Mississauga | 20 m |
| 94 | Ponytrail Dr. | Rathburn Rd. E. | Burnhamthorpe Rd. E. | Mississauga | 30 m |
| 95 | Queen St. N. | St. Lawrence & Hudson Railway tracks | Britannia Rd. W. | Mississauga | 26 m |
| 96 | Queen St. S. (Scenic Route) | Britannia Rd. W. | St. Lawrence and Hudson Railway tracks | Mississauga | 20 m |
| 97 | Rathburn Rd. W. | Creditview Rd. | Mavis Rd. | Mississauga | 26 m |
| 98 | Rathburn Rd. W. | Mavis Rd. | Approximately 50 m east of Elora Dr. | Mississauga | 30 m |
| 99 | Rathburn Rd. W. | Approximately 50 m east of Elora Dr. | Station Gate Rd. | Mississauga | 40 m |
| 100 | Rathburn Rd. W. | Station Gate Rd. | Centre View Dr. | Mississauga | 55 m |
| 101 | Rathburn Rd. W. | Centre View Rd. | Hurontario St. | Mississauga | 40 m |
| 102 | Rathburn Rd. E. | Hurontario St. | Approximately 150 m east of Shipp Dr. | Mississauga | 40 m |
| 103 | Rathburn Rd. E. | Approximately 150 m east of Shipp Dr. | Ponytrail Dr. | Mississauga | 30 m |
| 104 | Rathburn Rd. E. | Ponytrail Dr. | Etobicoke Creek | Mississauga | 35 m |
| 105 | Ridgeway Dr. | Eglinton Ave. W. | Dundas St. W. | Mississauga | 26 m |
| 106 | Sheridan Park Dr. | Winston Churchill Blvd. | Erin Mills Pkwy. | Mississauga | 35 m |
| 107 | South Service Rd. | Hurontario St. | Park Royale Blvd. | Mississauga | 20 m |
| 108 | South Sheridan Way | Winston Churchill Blvd. | Mississauga Rd. | Mississauga | 20 m |
| 109 | Tenth Line W. | Argentia Rd. | Britannia Rd. W. | Mississauga | 30 m |
| 110 | Tenth Line W. | Britannia Rd. W. | McDowell Dr. | Mississauga | 26 m |
| 111 | Tenth Line W. | McDowell Dr. | Tacc Dr. | Mississauga | 30 m |
| 112 | Tenth Line W. | Tacc Dr. | Erin Centre Blvd. | Mississauga | 26 m |
| 113 | Tenth Line W. | Erin Centre Blvd. | Eglinton Ave. W. | Mississauga | 30 m |

| | Street | From | To | Jurisdiction | R-O-W* |
|-----|-----------------|---|--------------------------------|---------------------|---------------|
| 114 | Terry Fox Way | Britannia Rd. W. | Eglinton Ave. W. | Mississauga | 30 m |
| 115 | The College Way | Ridgeway Dr. | Mississauga Rd. | Mississauga | 26 m |
| 116 | Thomas St. | Ninth Line | Tenth Line W. | Mississauga | 26 m |
| 117 | Thomas St. | Tenth Line | McFarren Blvd. / Gafney Dr. | Mississauga | 30 m |
| 118 | Thomas St. | McFarren Blvd. / Gafney Dr. | Queen St. S. | Mississauga | 20 m- 26 m |
| 119 | Tomken Rd. | North City boundary | Highway 401 | Mississauga | 30 m |
| 120 | Tomken Rd. | Highway 401 | Eastgate Pkwy. | Mississauga | 35 m |
| 121 | Tomken Rd. | Eastgate Pkwy. | Dundas St. E. | Mississauga | 26 m |
| 122 | Topflight Dr. | Hurontario St. | Edwards Blvd. | Mississauga | 26 m |
| 123 | Torbram Rd. | North City boundary | Derry Rd. E. | Mississauga | 30 m |
| 124 | Truscott Dr. | Winston Churchill Blvd. | Sandgate Cres. | Mississauga | 20 m |
| 125 | Truscott Dr. | Sandgate Cres. | Lorne Park Rd. | Mississauga | 26 m |
| 126 | Vicksburgh Dr. | Derrycrest Dr. | Hurontario St. | Mississauga | 30 m |
| 127 | Wainscot Dr. | Eglinton Ave. W. | White Clover Way | Mississauga | 26 m |
| 128 | Whittle Rd. | Highway 401 at Hurontario St. interchange R-O-W | Matheson Blvd. E. | Mississauga | 26 m |
| 129 | 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** |
|----|--|----------------------|
| 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 | Lakeview Employment Area | Lakefront Promenade | Lakeshore Rd. E. | Approximately 87 m south of Rangeview Rd. | Mississauga | 30 m |
| 19 | Mineola Neighbourhood | Stavebank Rd. (Scenic Route) | Pinetree Way | Canadian National Railway tracks | Mississauga | 12 m – 15 m |
| 20 | Streetsville Community Node | Church St. | Queen St. S. | Ontario St. E. | Mississauga | 15 m |
| 21 | Streetsville Neighbourhood | Kinsmen Gate | Falconer Dr. | Argentia Rd. | Mississauga | 30 m |
| 22 | 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** |
|----|--|----------------------|
| 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 Community Node | 17m – 22 m |
| 8 | Port Credit Neighbourhood | 17 m – 22 m |
| 9 | Streetsville Community 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 |
| 20 | 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.