



# 1.0

## INTRODUCTION

The Mississauga Complete Streets Guide (the Guide) is the City's reference on street design policies, process, and techniques. Use Chapter 1 to gain an understanding of the policy context for Complete Streets in Mississauga and how and when to use the Guide.

## 1.1 Purpose

The Guide provides direction to staff, developers, and others so they can incorporate Complete Street concepts into the planning, design, rehabilitation and maintenance of new and existing City streets.

### Defining Complete Streets

Complete Streets in Mississauga are designed for all ages, abilities, and modes of travel. Safe and comfortable access for pedestrians, bicycles, transit users and people with disabilities is not an afterthought, but an integral planning feature of Complete Streets.

Adapted from [www.completestreetsforcanada.ca](http://www.completestreetsforcanada.ca)

**“In Mississauga, everyone and everything will have the freedom to move safely, easily, and efficiently to anywhere at any time.”**

Mississauga Transportation Master Plan (2019):  
Vision Statement

**“In order to create a complete community and develop a built environment supportive of public health, the City will: ...design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking...”**

Mississauga Official Plan (2021 Consolidation):  
7.1.3 Complete Communities

The vision for a safe, livable, multi-modal, environmentally conscious and future-ready street network is found in the City’s policy documents, including the City of Mississauga’s Official Plan (MOP), the Transportation Master Plan (TMP), and the Vision Zero Action Plan (VZ). The Guide includes the process, techniques, and performance indicators to assist in the delivery of this vision.

The Guide defines what a Complete Street is and what it should do. Staff, developers, and other street providers will use the Guide as they plan and design streets.

The Guide emphasizes performance monitoring. By measuring performance, Mississauga will learn how to effectively deliver Complete Streets, with each project building upon the lessons learned and successes of those that come before.

Street design teams will endeavour to make each project as complete as possible with available resources, regardless of the category, project type, scale or complexity.

## 1.2 Application and Limits of the Guide

All Mississauga street projects—public and private, large and small—will use the Guide to inform planning and design.

This Guide applies to all City of Mississauga street projects. A street is the entire right-of-way, from property line to property line. Streets in Mississauga often include a private setback, referred to as the frontage zone, or front onto a public space such as a park.

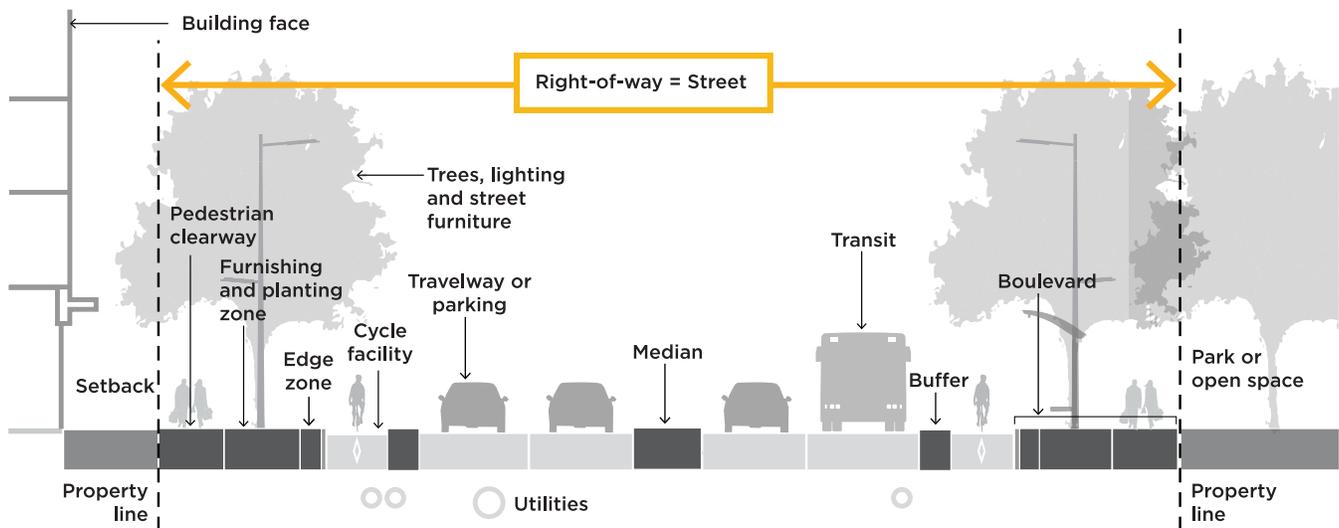
The Region of Peel is responsible for Regional roads in Mississauga. Region of Peel standards and guidelines apply to Regional roads.

The Guide directs street design practitioners to design and operate the entire right-of-way to prioritize safer, slower speeds for all people in a way that enhances quality of life, while improving the functionality of the integrated network.

The Guide does not provide prescriptive street design templates that the designer will apply. Street design will respond to each specific project type and context to deliver on the City's complete communities vision.

The Guide is a foundational document and is applicable when developing Secondary Plans, Environmental Assessments (EAs), Integrated Road Projects, corridor studies, new street design and street rehabilitation.

To help implement the Guide, Chapter 7 identifies high-priority street improvement projects in Mississauga.



**Figure 1.1.** A Mississauga Street is the entire right-of-way, from property line to property line.

## 1.3 Range of Street Projects

Not all street projects are the same. Some are simple maintenance exercises while others are complex, highly involved, and carried out over many years. Regardless of these differences, every street project provides an opportunity to advance the goals of Complete Streets.

There are two categories of street projects in Mississauga:

**1. Capital/Operational Projects:**

initiated by the City of Mississauga.

**2. Development Projects:**

undertaken by private interests on behalf of the City.

The Guide applies to all work on City streets—from maintenance to operational changes, to retrofits, new construction and reconstruction. Applying the Complete Streets way of thinking is just as relevant to a small project as a large one, as on a Local Neighbourhood Street or an Arterial Strategic Growth Street. Refer to [Chapter 3](#) for street classification definitions.

While new streets or full reconstruction efforts afford the greatest opportunity to rethink streets in a comprehensive manner, new streets only represent a small proportion of the City’s street network and annual projects.

**Table 1.1 The Guide applies to the following project types**

	Capital/ Operational	Development
Reconstructions	X	
Resurfacings	X	
Environmental Assessments	X	
Integrated Road Projects	X	
Transit infrastructure	X	
Water/sewer/stormwater management	X	
Utility cut rehabilitations	X	
Safety/local improvements	X	
Traffic calming	X	
New sidewalk construction	X	X
Sidewalk improvements	X	
Bikeway construction/markings	X	X
Street furniture installations	X	X
Street tree planting or green infrastructure installations	X	X
Site plan applications		X
Development applications		X
On-street parking facilities	X	X

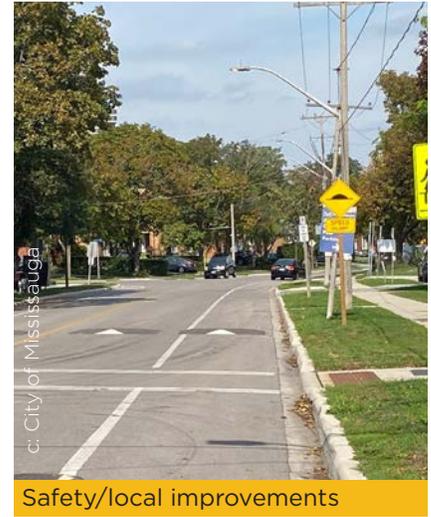


Figure 1.2. Range of sample street projects.

## 1.4 Approach to the Guide

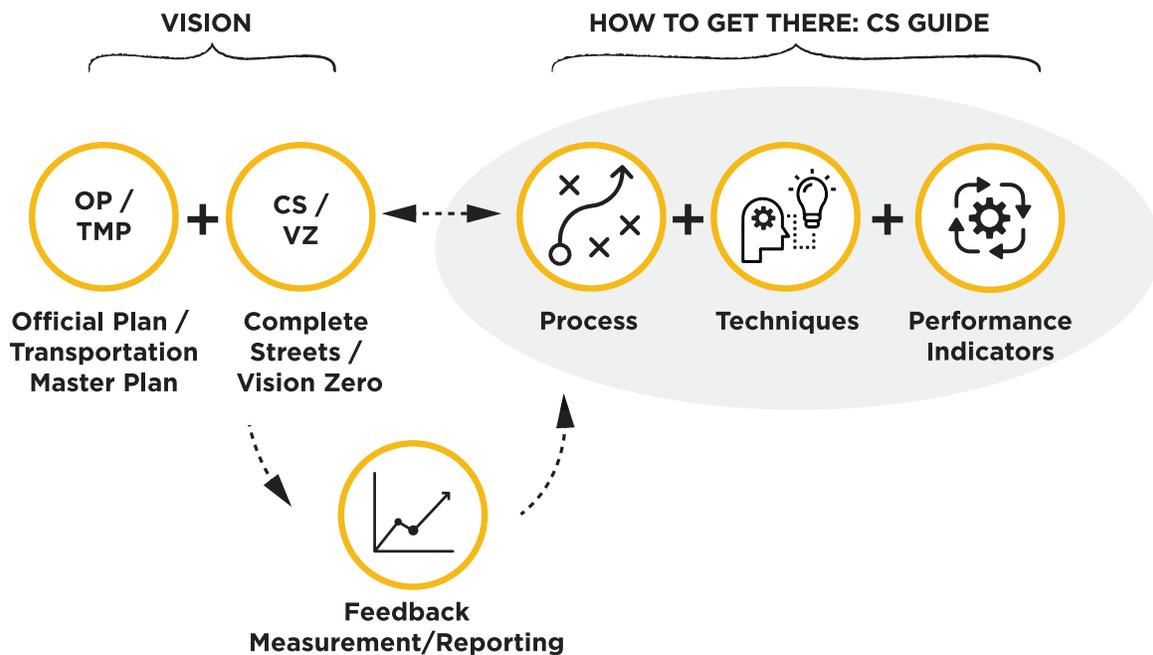
**Complete Streets is a process and a product to deliver safe and comfortable streets.**

Complete Streets applies not only when a street is designed, constructed, or reconstructed, but throughout all phases of street design, operations, and maintenance.

The City’s ambition is that everyone in Mississauga, from professionals involved in street design and repair, to residents and political leaders, will understand, apply, and promote the Complete Streets way of thinking. The key to achieving Complete Streets is to ensure the simple question of “how do we make this street more complete?” is asked as part of all street projects.

The process, techniques, and performance indicators in this Guide build upon:

- Policy ambitions and experiences of designing streets in Mississauga.
- Current City of Mississauga work flows and collaborative multi-divisional efforts.
- Best practices from around North America.



**Figure 1.3.** The process, techniques, and performance indicators within the Guide will assist in the delivery of Complete Streets in Mississauga.



**Figure 1.4.** Complete Streets is both a process and a product.

## 1.5 Guide Structure

The Guide’s structure allows for quick reference. Additional resources and hyperlinks are provided throughout. These resources will direct the reader to best practices, related programs, funding opportunities, and implementation techniques.

The Guide has seven chapters that reflect the steps of the street planning, design, and implementation process.

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### 1.0 INTRODUCTION

Use Chapter 1 to gain an understanding of how and when to use the Guide and the policy context for Complete Streets in Mississauga.

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### 2.0 PROCESS

Use Chapter 2 for guidance on the street design and planning process.

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### 3.0 DEFINING STREET CONTEXT

Use Chapter 3 to define a street’s mobility and place function, building upon the street classification defined in Mississauga’s Official Plan.

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### 4.0 TECHNIQUES

Use Chapter 4 for guidance on how to plan and design more complete cross-sections and intersections. Chapter 4 is organized by street component starting with pedestrian realm and place-making, followed by infrastructure, transit, cycle facilities, travelway, and intersections.

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### 5.0 ENSURING SUCCESS

To follow\* { Chapter 5 includes tools to audit Complete Street achievements as the decision-making process unfolds. Use this chapter to ensure that Complete Streets techniques are integrated at all stages of the project and to understand expectations for oversight and compliance.

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### 6.0 DEMONSTRATIONS

Chapter 6 includes demonstration views illustrating potential outcomes of how a street or intersection may look when applying the techniques within the Guide.

To follow\* {

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### 7.0 IMPLEMENTATION

Use Chapter 7 for direction and guidance on project prioritization, costing and further recommended actions.

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### APPENDIX

Street Classification Map, typical cross-section by street class and glossary.

\*Chapters 5 and 7 are to follow. They will provide implementation strategies for the Guide and are not included in the draft. They will be added to the Guide when it is brought to Council in summer 2022.

## 1.6 Policy Direction

Provincial, Region of Peel, and City policies call for safe and inclusive streets for all uses and users. This Guide will support these policy directions.

All levels of policy have the goal of creating a healthy, complete community environment that provides a mix of uses, promotes diversity, encourages walkability and accessibility, and builds community identity. This Guide ensures that all Mississauga streets are designed with all users and uses in mind.

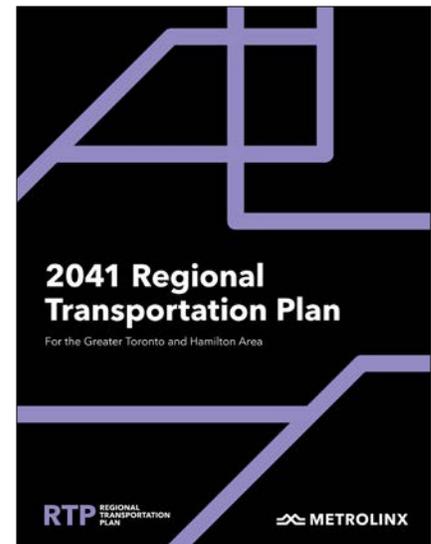


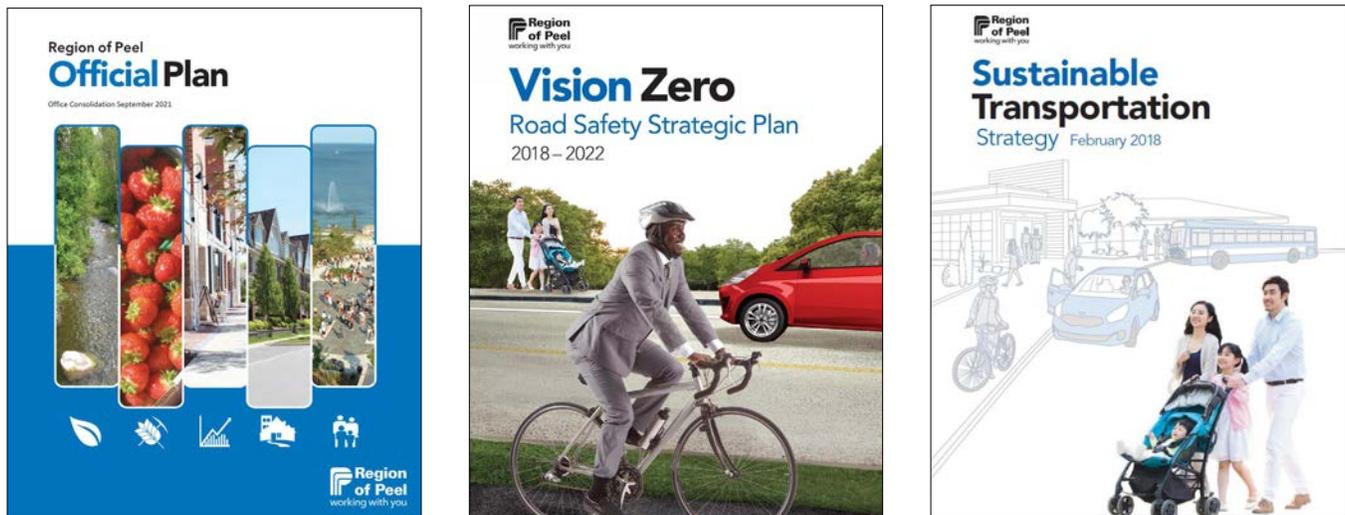
Figure 1.5. Provincial policy documents and guides.

### PROVINCIAL POLICY

**Growth Plan for the Greater Golden Horseshoe (Ontario Ministry of Municipal Affairs, 2017):** requires that “in the design, refurbishment or reconstruction of the existing and planned street network, a Complete Streets approach will be adopted that ensures the needs and safety of all road users are considered and appropriately accommodated” (3.2.2.3).

### 2041 Regional Transportation Plan (Metrolinx, 2018):

sets out a broad vision for transportation within the Greater Toronto and Hamilton Area. It includes policies to improve integration between transportation and land use planning decisions. The Plan requires the adoption of a Complete Streets approach when designing, refurbishing, or reconstructing existing or planned streets and street networks. The Plan highlights the importance of active transportation, particularly as a first mile/last mile solution for connecting to transit (page 20). Many streets in Mississauga, such as Eglinton Avenue, Britannia Road, and Derry Road, are identified as Priority Bus Routes by 2041.



**Figure 1.6.** Region of Peel policy documents and guides.

**REGION OF PEEL POLICY**  
**Region of Peel Official Plan (2021 Office Consolidation):**

provides a long-term policy framework for decision making by setting a regional context for detailed planning. The Official Plan (ROP) promotes a predictable and sustainable multi-modal transportation system for the Region that: includes all modes of travel; moves goods and people efficiently (with a focus on moving people by modes other than single-occupant automobiles); maximizes the use of existing transportation infrastructure; increases travel choices to meet diverse needs; minimizes the environmental and health impacts of transportation; supports economic development; considers social and cultural objectives; and integrates transportation planning and land use planning.

As part of the Peel Official Plan and Municipal Comprehensive Review, the Region is developing a strategy and policies to guide how growth is accommodated within Major Transit Station Areas (MTSAs) within Mississauga.

**Vision Zero Road Safety Strategic Plan 2018-2022 (2018):**

sets out the Region's Vision Zero framework, under which no loss of life from a collision is considered acceptable. The City of Mississauga passed a resolution to adopt Vision Zero in February 2018. The City has prepared an Action Plan that describes how Vision Zero will be achieved through education, enforcement and street design.

**Long Range Transportation Plan (2019):**

is a five-year plan that guides transportation planning and infrastructure needs in the Region and sets out the blueprint to accommodate anticipated growth to 2041.

**Sustainable Transportation Strategy (2018):**

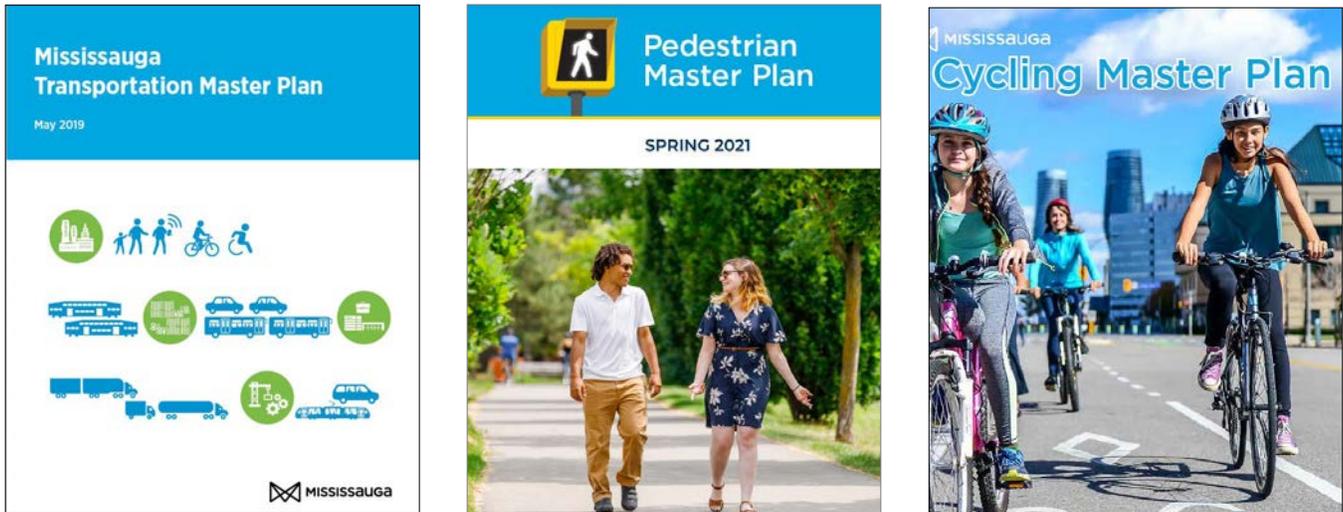
sets out guidance and actions for active transportation and transportation demand management programming and infrastructure to move the Region towards a 50% sustainable mode share (at AM peak, including walking, cycling, transit, carpooling) by 2041 (also reflected in Peel's Long Range Transportation Plan).

**Region of Peel Road Characterization Study (2013):**

sets out a direction for future roadways that respect multiple transportation modes, ensuring that the Regional road network considers all users, transportation options, health impacts, and local contexts, with an eye towards intensification. Six street typologies are identified.

**Streetscaping Toolbox Update (Peel Region, 2017):**

provides guiding principles for incorporating streetscaping best practices into infrastructure along Regional roads. The Toolbox aims to work with Mississauga's specific land uses by: enhancing streetscape appearance and character; improving active transportation infrastructure; and incorporating green infrastructure along Regional roads. The Streetscape Toolbox will be superseded by the Region's streetscape guide, which is forthcoming.



**Figure 1.7.** City of Mississauga’s policy documents and guides.

**Mississauga Official Plan (MOP) (Oct 2021 Office Consolidation):**

provides policies that guide and direct the land use and physical structure of the City. The MOP identifies streets as a critical component of complete communities and encourages: compact, mixed use development that reduces travel needs; streets that facilitate alternative modes of transportation, such as public transit, cycling, and walking; and streets that reinforce the sense of identity of Mississauga’s neighbourhoods. The City is currently undertaking its ten-year review of the MOP. The updated MOP will include the new city-wide street classification system included in Chapter 3 of this Guide.

**Transportation Master Plan (2019):**

presents the vision, goals, and action items that will guide Mississauga’s transportation system to 2041. The City of Mississauga’s inaugural Transportation Master Plan (TMP), approved by Council in 2019, provided the City with an important first step in identifying a transformative vision: “... In Mississauga, everyone and everything will have the freedom to move safely, easily, and efficiently to anywhere at any time”. This Guide is an action of the Transportation Master Plan.

**Cycling Master Plan (2018):**

outlines cycling infrastructure planning and design best practices to improve cycling in Mississauga. The recommended cycling network integrates new facilities with the existing network, providing continuous and barrier-free routes to key destinations, transit, and neighbourhoods that are safe and comfortable.

**Transit and Road Infrastructure Plan (forthcoming):**

will develop a long-term transit network and a long-term road network, which will offer additional transportation infrastructure to support and encourage more modes of travel, such as transit, cycling, and walking. The plan will guide actions, policies, and transportation investment in Mississauga over the next 20 years.

**Pedestrian Master Plan (2021):**

shapes how pedestrian connections are designed and implemented across Mississauga. The Plan is the go-to reference for pedestrian infrastructure projects until 2041, supporting the City’s commitment to a Vision Zero approach.

**Downtown Core Streetscape Guidelines (forthcoming):**

will be undertaken in parallel to the Region’s upcoming streetscape guide.

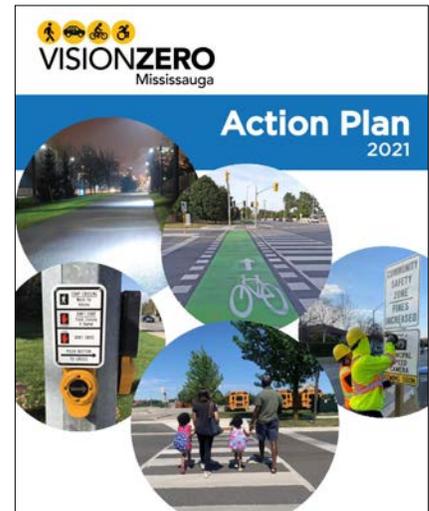
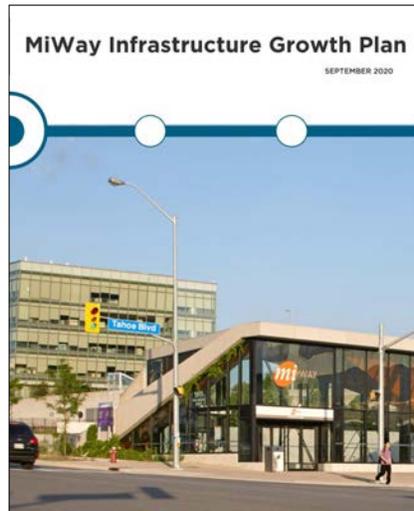
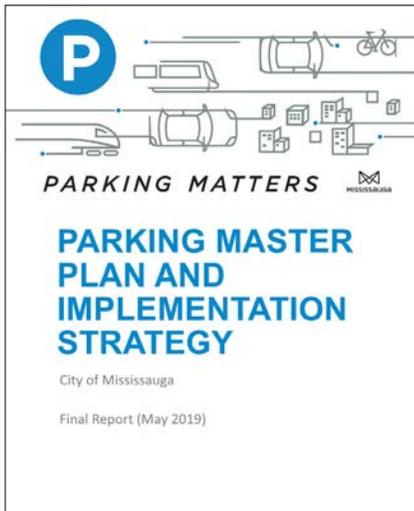


Figure 1.8. City of Mississauga’s policy documents and guides (continued).

**Parking Matters - Parking Master Plan and Implementation Strategy (2019):**

includes strategies to improve the efficiency and effectiveness of current and future resources dedicated to parking and identifies opportunities to use parking as a tool to realize city building objectives. Parking Matters includes policies and practices that define parking as a key element in city building, transportation choices and economic development. Parking Matters recommends a precinct based approach to parking provision and management. On-street parking is an important component of Complete Streets.

**MiWay Transit Service Plans (ongoing):**

guide the refinement and expansion of the City’s transit network. Service Plans are created for a five-year term and their main goal is to continue growing the system and improving connectivity to deliver transit service that will be fast, efficient, attractive, and easy to use. MiWay also has annual transit service plans.

**MiWay Infrastructure Growth Plan (2020):**

identifies a 10-year capital investment strategy for transit infrastructure to accommodate the City’s planned growth and change, maximize benefits to transit passengers, and improve operational efficiencies.

**The Vision Zero Action Plan (2021):**

provides City staff with actions they can apply to their current and ongoing projects so they contribute to the Vision Zero goal of eliminating fatalities and serious injuries in the transportation system. The plan also consists of education and engagement actions that the City can take to help inform residents about road safety and create transportation-related behaviour change.

## 1.7 Guidance for Practitioners

**All engineers, designers, and developers are to comply with this Guide. Use the Guide together with all other government-required standards, specifications, manuals, guidelines, best practices, and requirements as referenced in this document.**

The Mississauga Complete Streets Guide is the primary resource for the planning and design of City streets. Other tools and resources are referenced within the Guide, where additional detail is necessary.

All streets are different and no single design solution exists. The Guide establishes minimum and preferred design values that provide for flexibility in street design while still meeting the test of good engineering judgment. It is the practitioner's responsibility to confirm all guidance and ensure all necessary independent investigations are conducted prior to inclusion in any proposal or application to the City.

The Guide is based on extensive consultations with City staff and leading planning and design professionals, as well as best practices and research from local, provincial, national, and international sources. It incorporates and builds upon current City of Mississauga standards and guidelines, as well as other provincial, federal, and non-governmental organizations; for example, Ontario Provincial Standards (OPS), Transportation Association of Canada (TAC), Institute of Transportation Engineers (ITE), and National Association of City Transportation

Officials (NACTO). The Guide also works within existing Provincial and Federal legislation pertaining to street design and is a set of tools to implement it within Mississauga contexts.

The Guide does not promote prescriptive or restrictive standards, nor does it discourage innovation. The concept of the Design Domain (TAC 2017) acknowledges that, for many elements in the transportation right-of-way, there is no absolute value that is the "correct" design dimension. A designer shall consider the overall impact to make an informed decision that will suit the context and users. Further, a designer should also understand the consequences of reducing a value for a design requirement, particularly if it influences safety performance and impacts other outcomes.

The Guide will evolve as the state of the practice evolves. Practitioners shall also consider the latest research and practices when applying the Guide. Practitioners have the liberty to introduce innovative techniques, novel elements, and pilot projects to meet the challenges outlined herein.

The Guide recognizes that street design is a complicated process that occurs often in a complex environment and that it is impossible for any such document to cover all circumstances. Therefore, field experience, local knowledge, and good engineering judgment are all essential in deciding what to do in the absence of specific direction from this Guide, and in selecting a variation in design. To assist practitioners in implementation, the Guide articulates the need to document the rationale for the designs selected, and the decision-making process that lead to their selection.

The Complete Street approach is not meant to replace land use or transportation policies contained within existing plans; it is meant to enhance them. This Guide does not supersede any existing City or Provincial laws, rules, or regulations. All projects remain subject to existing review processes.

All work on City streets, from maintenance to operational changes, to new construction or reconstruction, shall have regard to the Guide.