



DUNDASCONNECTS



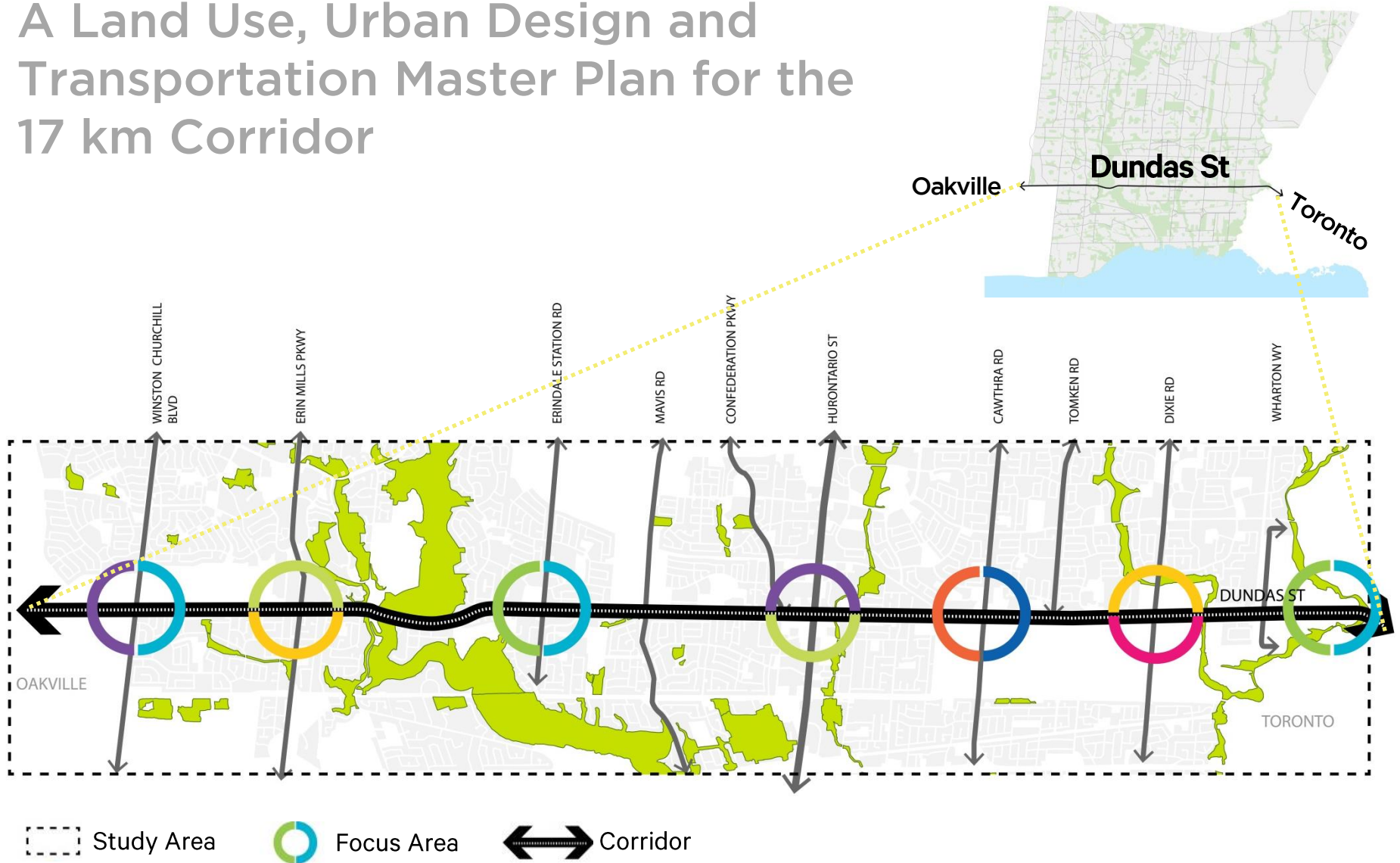
PUBLIC MEETING 3 | April 12, 2017

Today's Presentation

1. Emerging Recommendations
2. Study Background
3. Vision
4. Master Plan
 - Land Use & Built Form
 - Transportation
 - Corridor Design
5. Next Steps

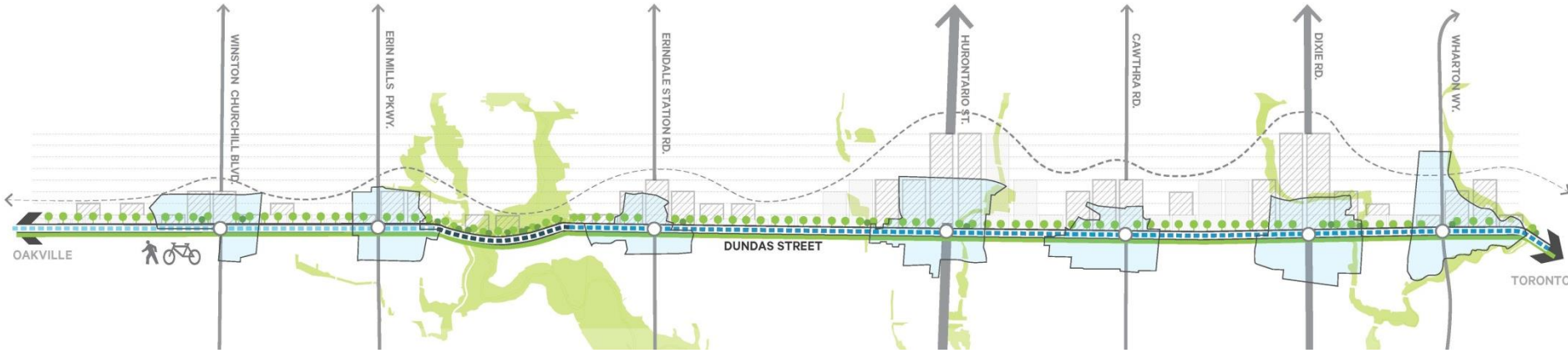
The Study Area

A Land Use, Urban Design and Transportation Master Plan for the 17 km Corridor



Emerging Recommendations

Direct growth where we want it + serve it with rapid transit



Land Use

- A mix of building heights, types, uses
- Parks and open spaces
- Smaller blocks and local connectivity

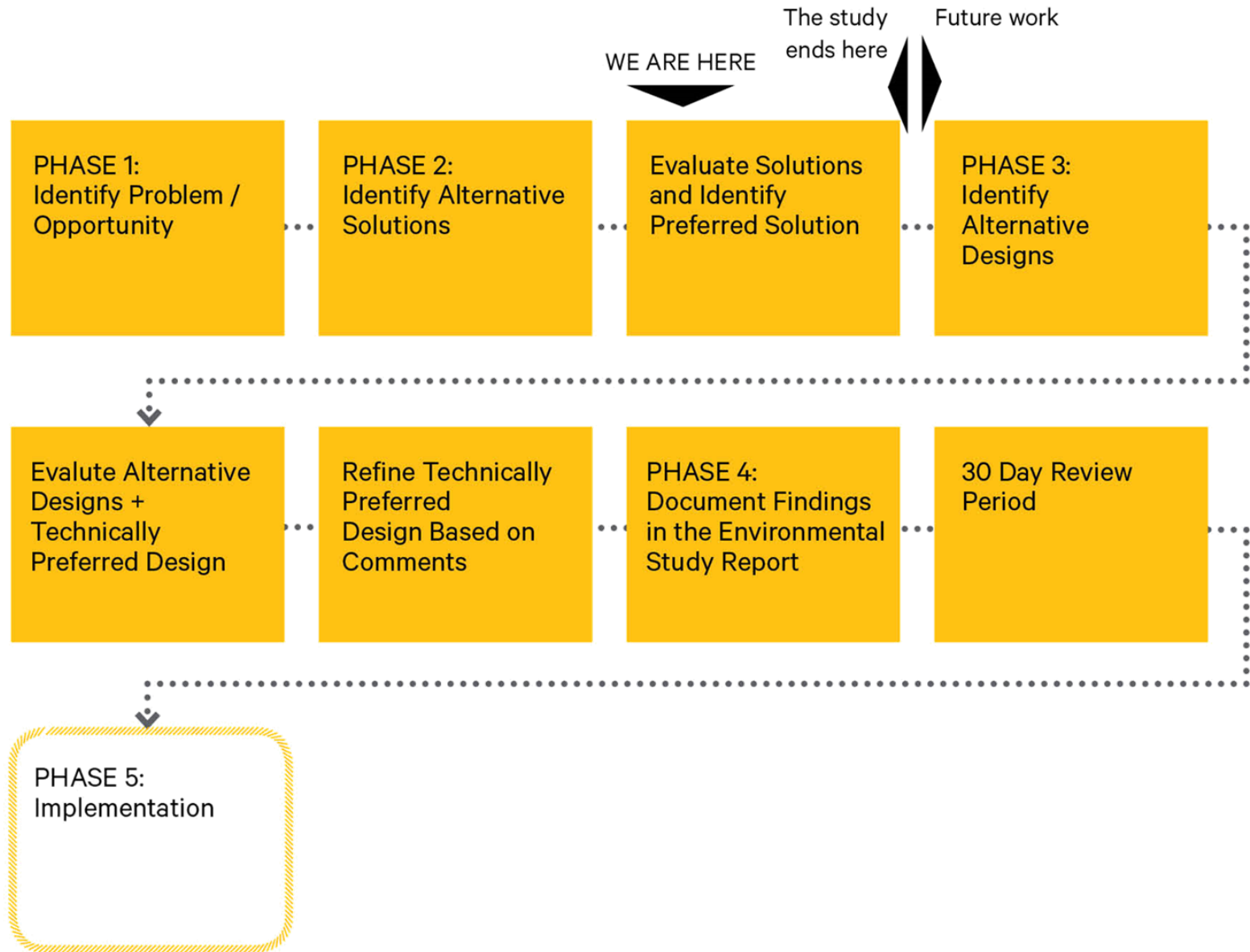
Transportation

- BRT across whole corridor; key piece of transportation network
- Two lanes for cars in each direction

Corridor Design

- Protected, dedicated bike lanes, end to end
- Wider sidewalks, end to end
- Street trees

Municipal Class Environmental Assessment (EA) Process



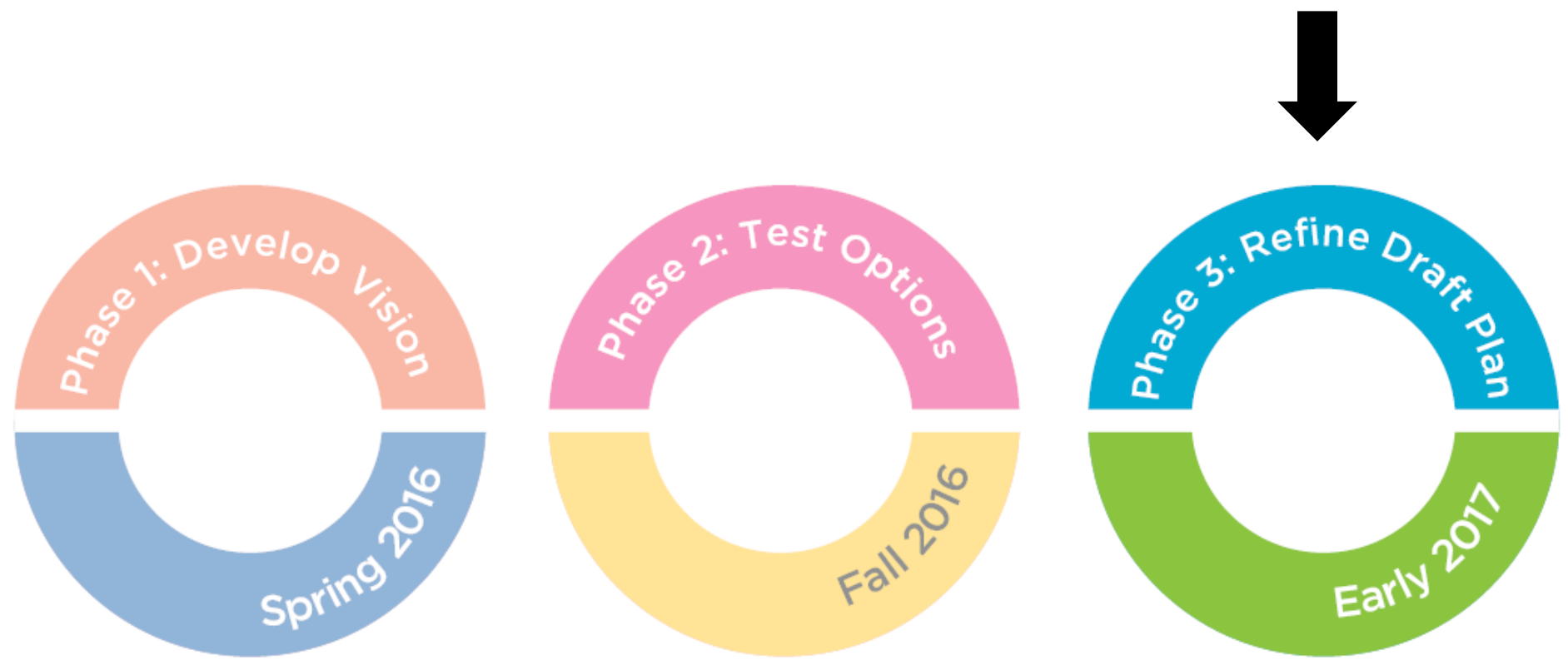
Municipal Class Environmental Assessment (EA) Process

Evaluation Criteria:

- **Transportation**
- **Ridership and Demand**
- **Socio-Economic**
- **Natural Environment**
- **Cultural Environment**
- **Engineering and Cost**

The Master Plan is being prepared in a manner that conforms to the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment (EA) approval process for major municipal infrastructure.

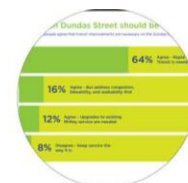
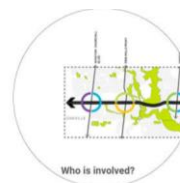
A Three-Phased Study Process



Engagement Activities Held to Date

We've held more than 50 face-to-face events, directly speaking with more than 2,500 people

- 28 Outreach Events
- 13 Stakeholder Workshops/
Presentations
- 10 Public Meetings
- + Ongoing Digital Engagement



What We Heard



Likes

- Diversity of people and uses
- Connectivity
- Transit
- Heritage
- Affordability

Dislikes

- Congestion
- Lack of curb appeal
- Unsafe
- Limited public realm
- Flooding hazards

Vision

- A street for everyone
- Urban and bold
- Vibrant and dynamic
- Adaptable and green
- Connected

Vision for Dundas

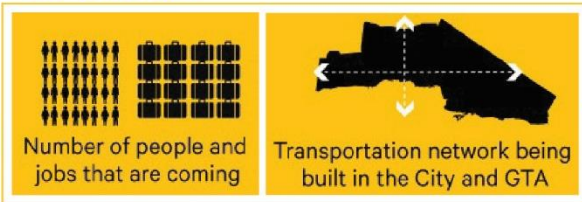
Dundas Street will be...

An urban, rapid transit-served street; walkable, bike-able, accessible, affordable

A place that will see targeted growth in population and employment, while protecting stable residential neighbourhoods and heritage assets

A corridor that has public spaces, community services, and facilities that support a high quality of life

Growth



Opportunities

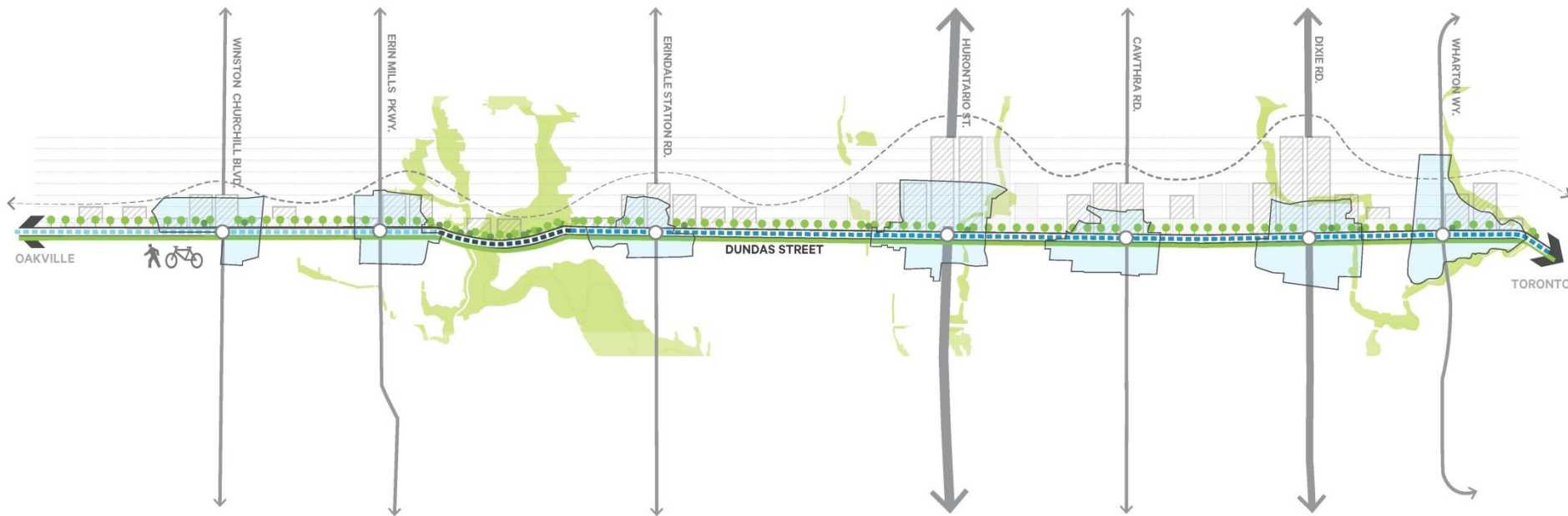


Constraints

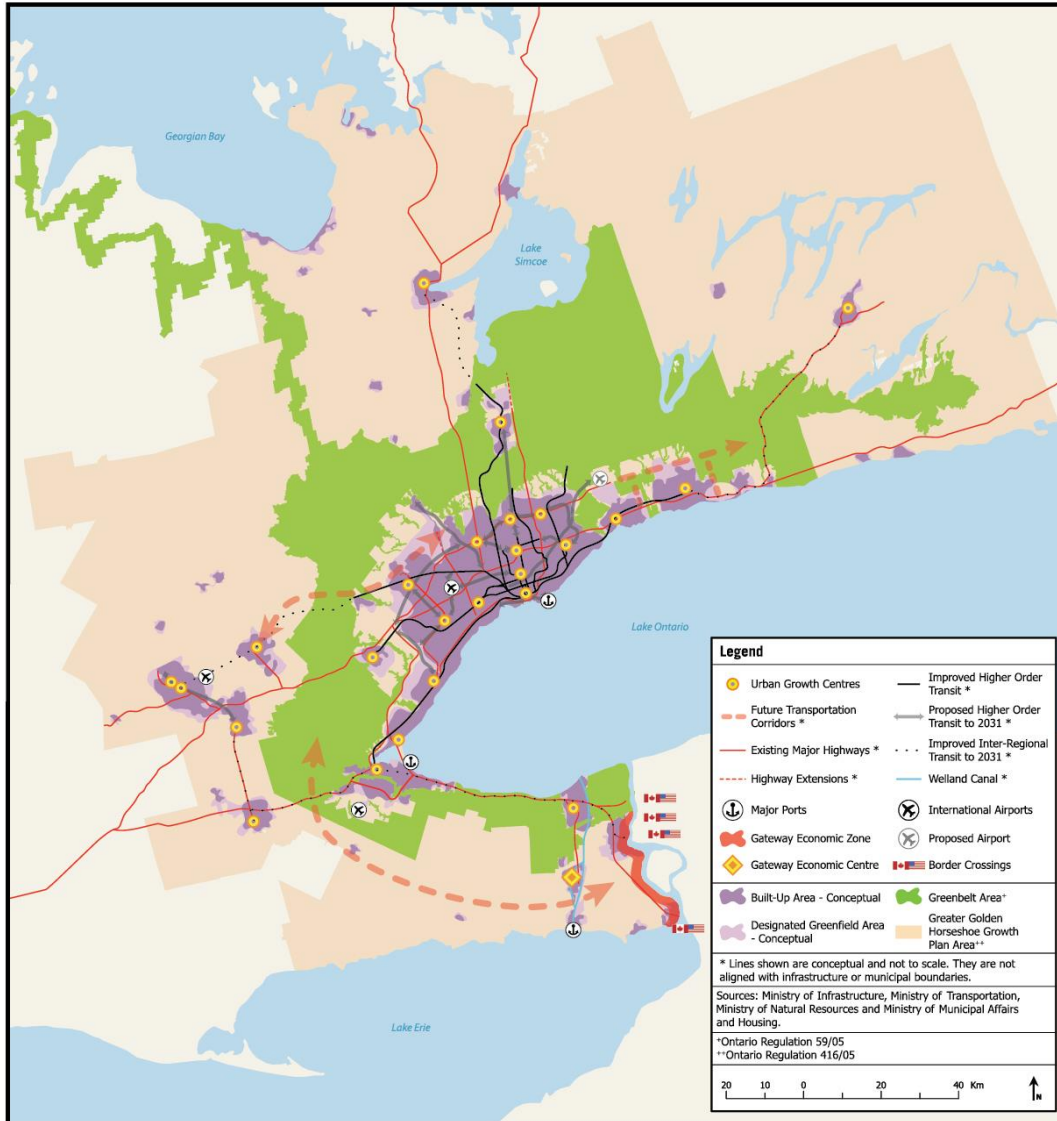


The Dundas Connects Master Plan

Land Use & Urban Design Transportation Corridor Design



Land Use & Urban Design | Planning for Growth + Change



PLACES TO GROW

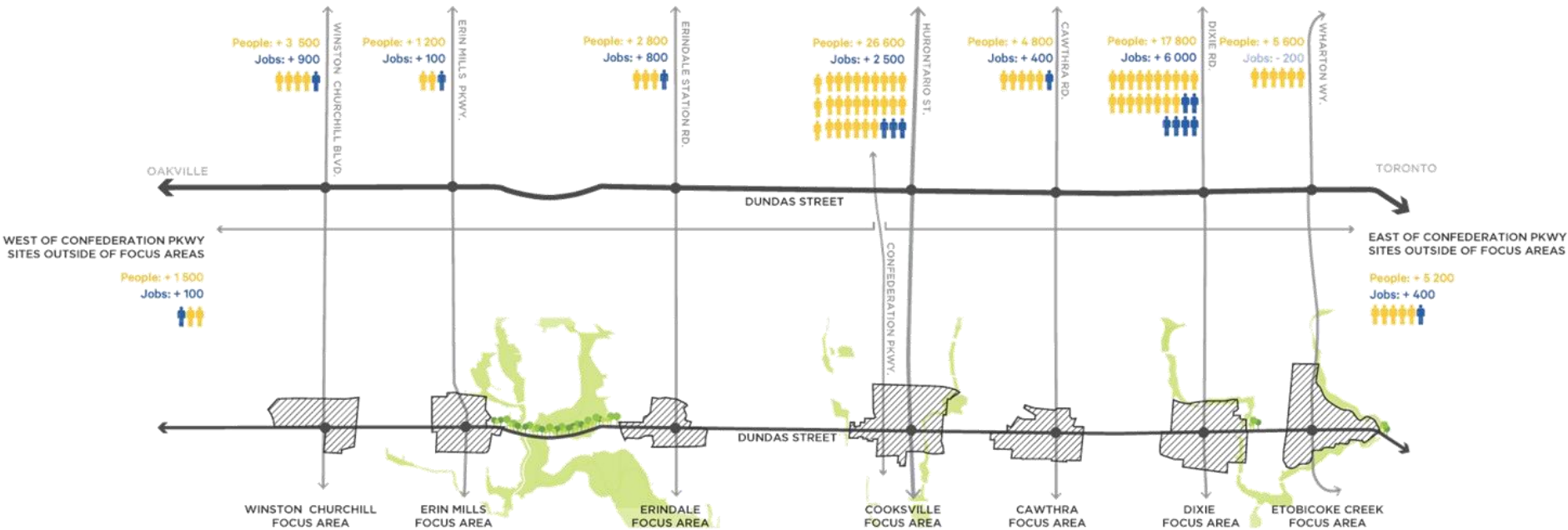
GROWTH PLAN FOR
THE GREATER GOLDEN HORSESHOE 2006

SCHEDULE 2 Places to Grow Concept

Note: The information displayed on this map is not to scale, does not accurately reflect approved land-use and planning boundaries, and may be out of date. For more information on precise boundaries, the appropriate municipality should be consulted. For more information on Greenbelt Area boundaries, the Greenbelt Plan 2005 should be consulted. The Province of Ontario assumes no responsibility or liability for any consequences of any use made of this map.

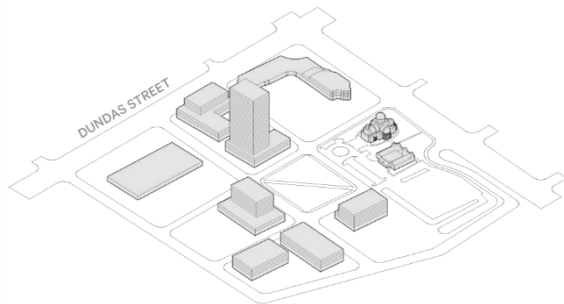
Land Use & Urban Design | Planning for Growth + Change

Existing	Proposed	Total Capacity
56,000	+ 52,000	= 108,000 residents
26,000	+ 9,600	= 35,600 jobs
87 ha	+ 60 to 70	= 157 ha public parks

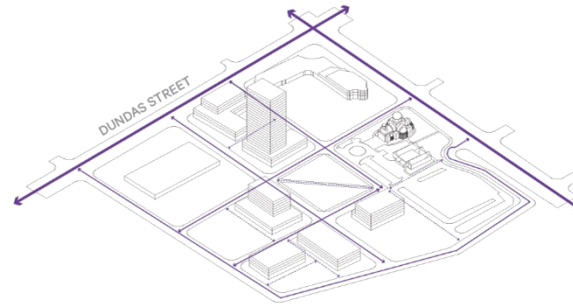


Land Use & Urban Design | Feedback from Consultation

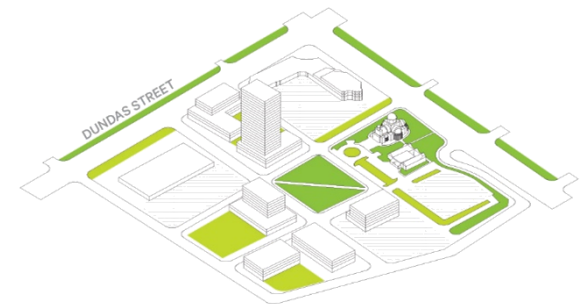
- Mixed-use with a balance of residential, office and commercial uses
- Intensification and height at major intersections
- Transition to low- and mid-rise beyond major intersections
- Maintain and support affordability and diversity, and increase green spaces



Built Form



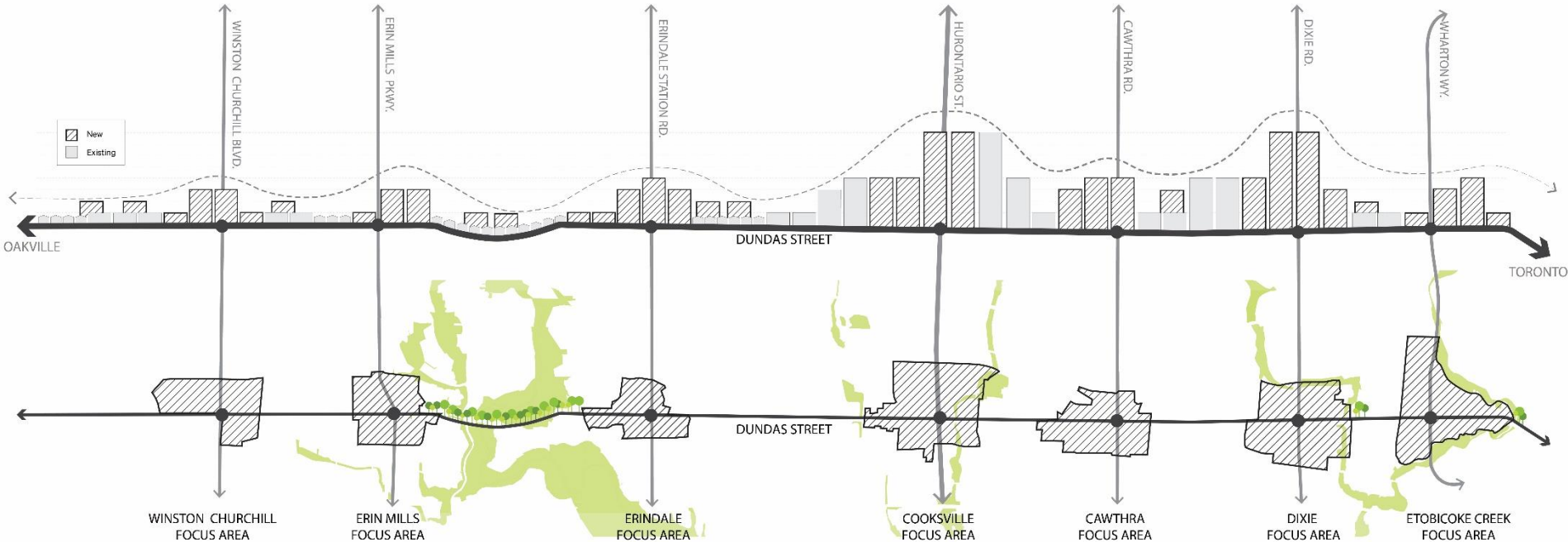
Connectivity



Open Space

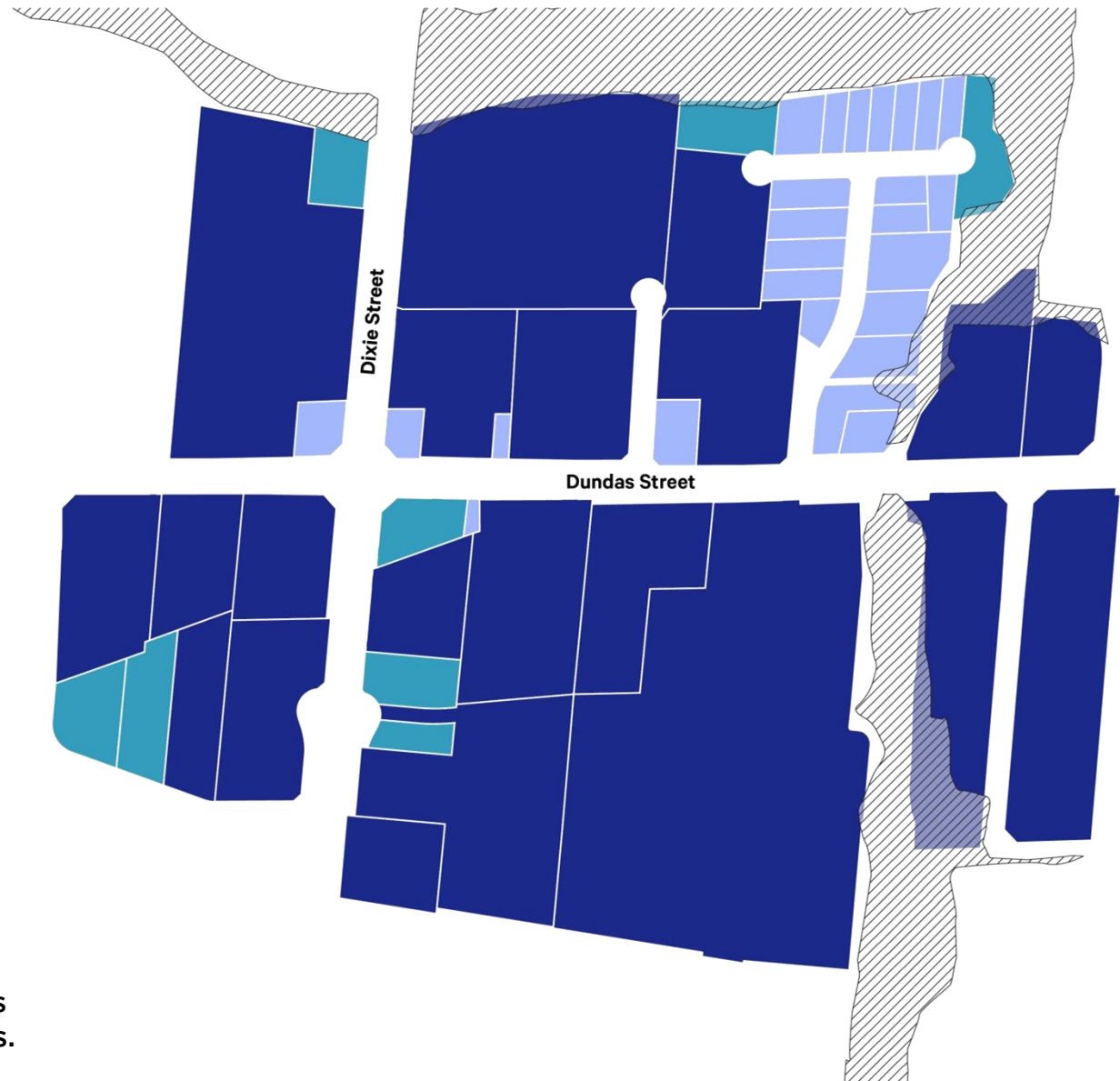
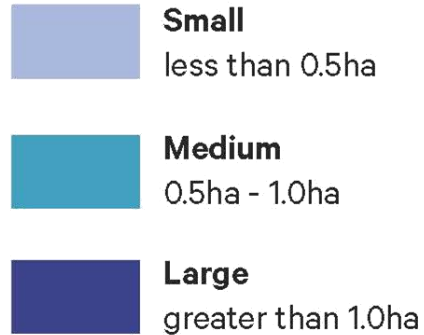
*Conceptual Illustrations

Predominantly mid-rise (5-12 storeys); taller buildings (<25 storeys) in Dixie and Cooksville Focus Areas



Land Use & Urban Design | Existing Parcel Size

Parcel Size



*Development at Dixie Focus Area is subject to flood mitigation measures.

Land Use & Urban Design | Existing & Proposed Streets

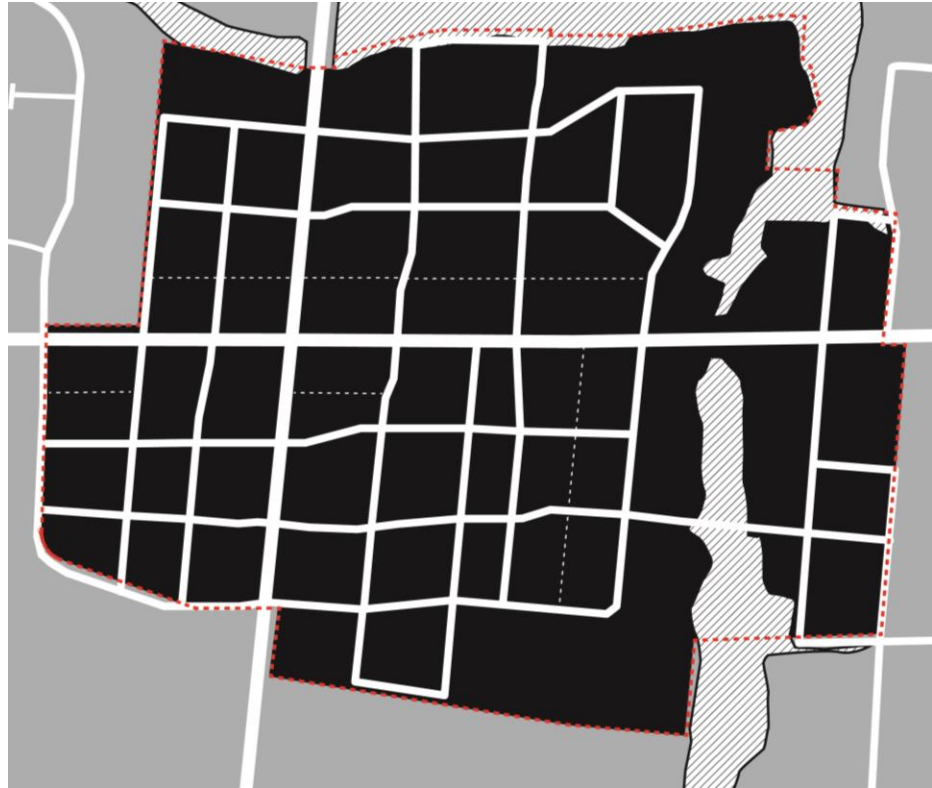


Today

- Area: 90 ha
- Intersections: 11

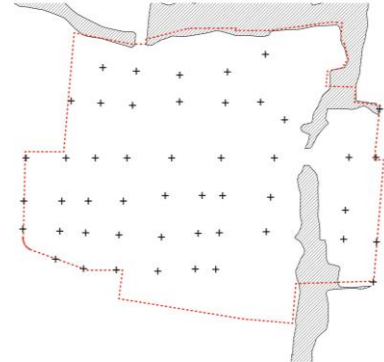


*Development at Dixie Focus Area is subject to flood mitigation measures.



Proposed*

- Area: 90 ha
- Intersections: 48



Land Use & Urban Design | Demo Phased Redevelopment



1

Existing Condition - Strip retail mall setback from Dundas

2

Establish new streets to serve mixed-use infill development at back of site

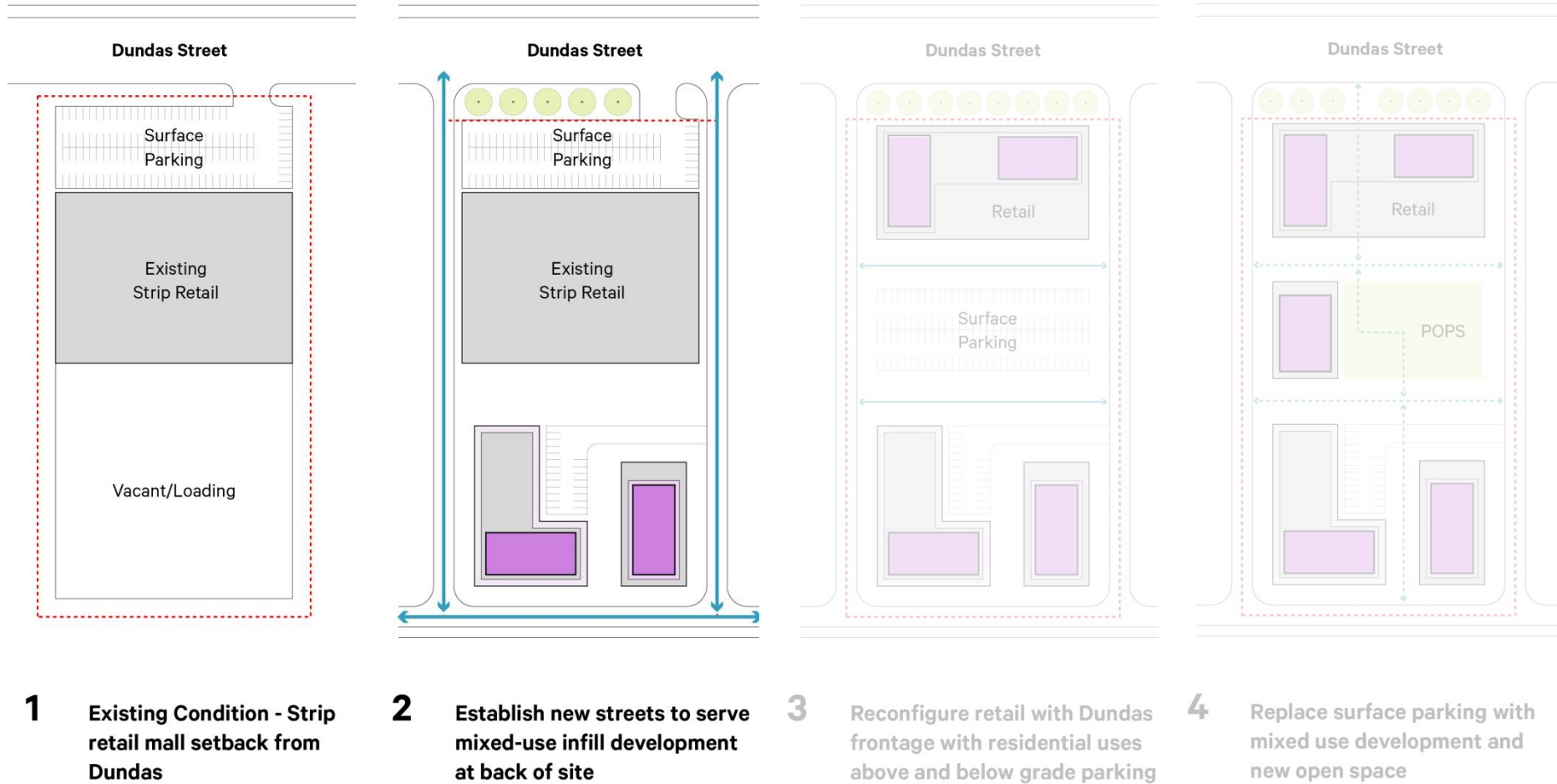
3

Reconfigure retail with Dundas frontage with residential uses above and below grade parking

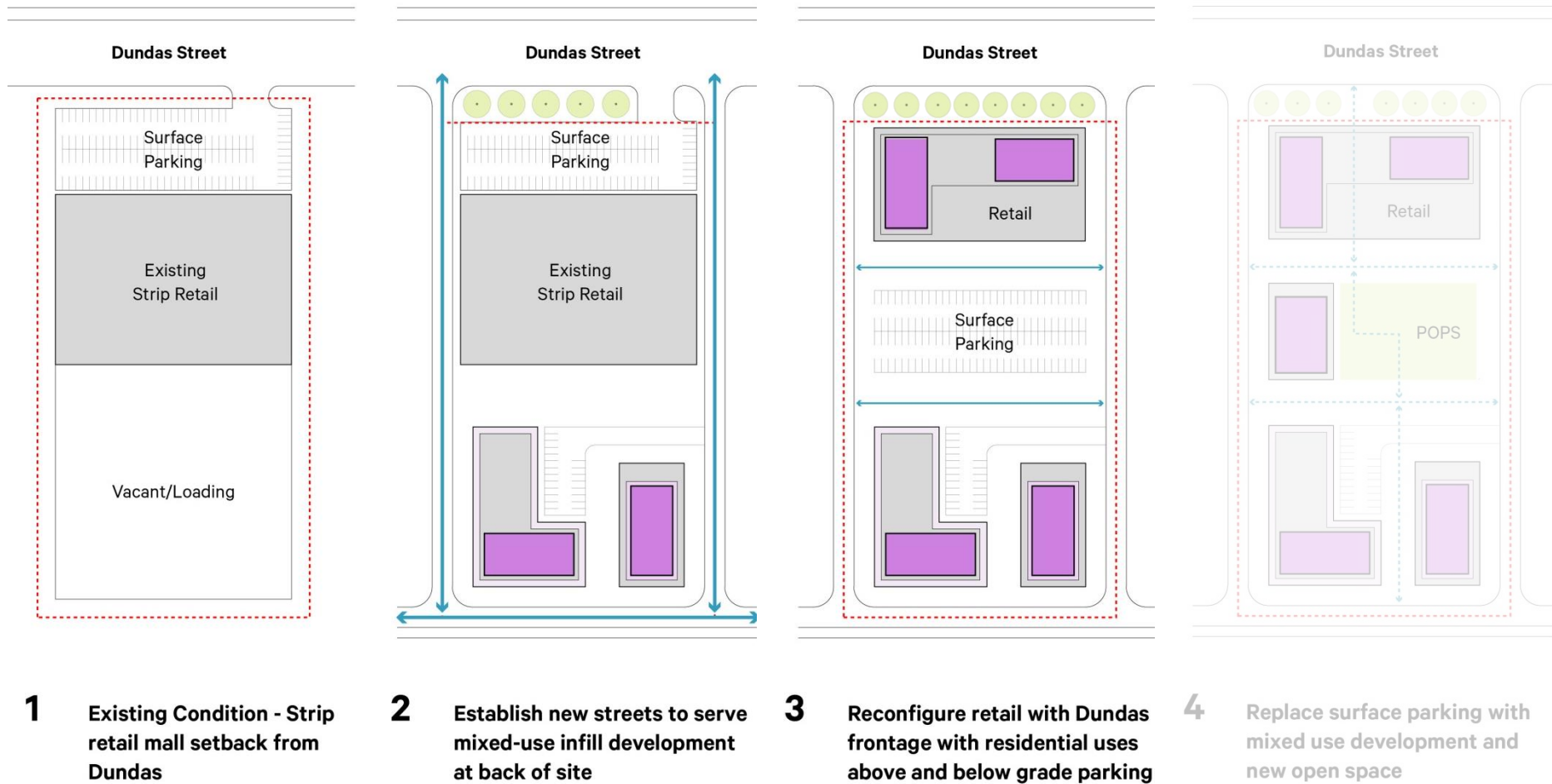
4

Replace surface parking with mixed use development and new open space

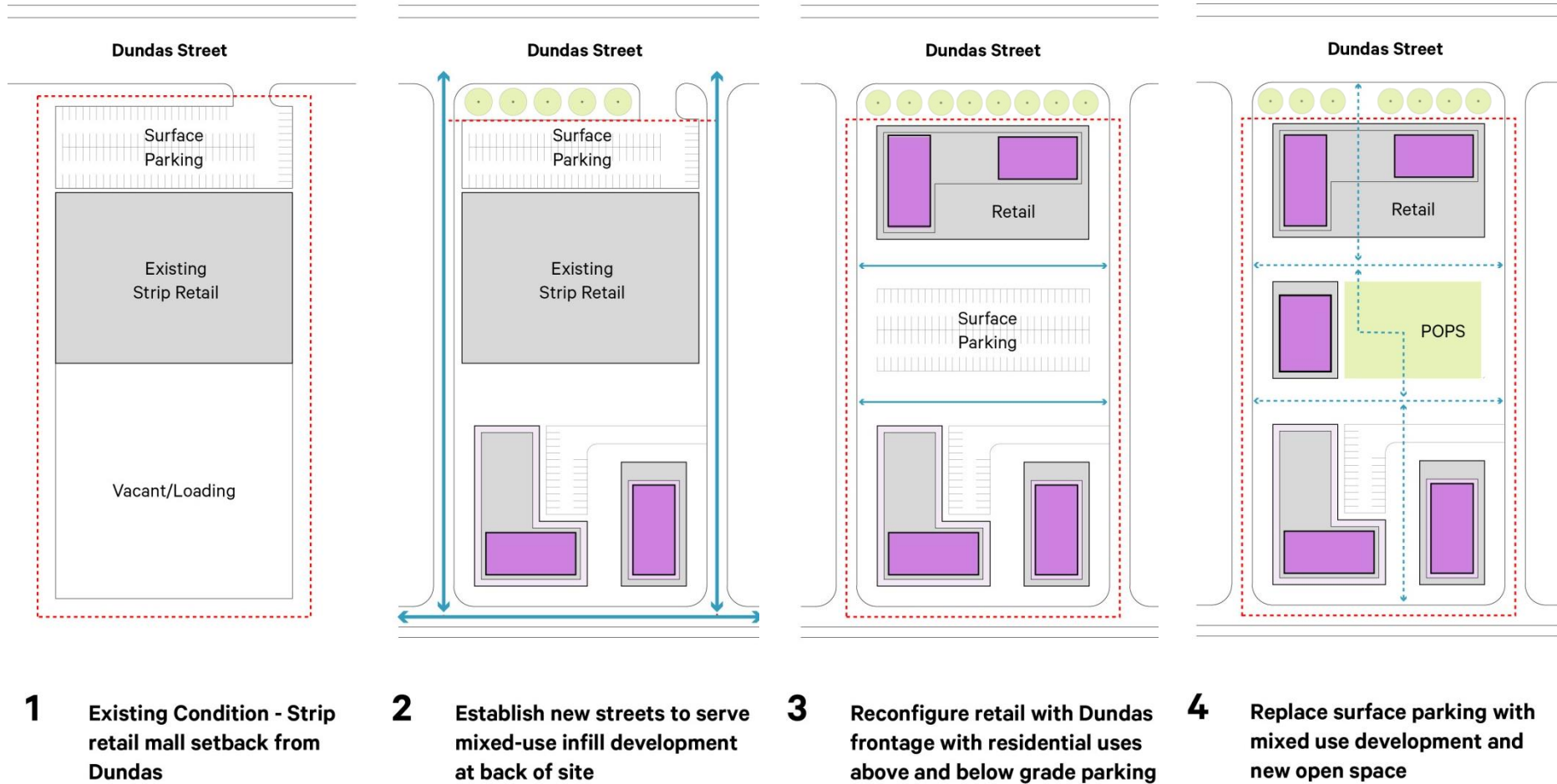
Land Use & Urban Design | Demo Phased Redevelopment



Land Use & Urban Design | Demo Phased Redevelopment



Land Use & Urban Design | Demo Phased Redevelopment

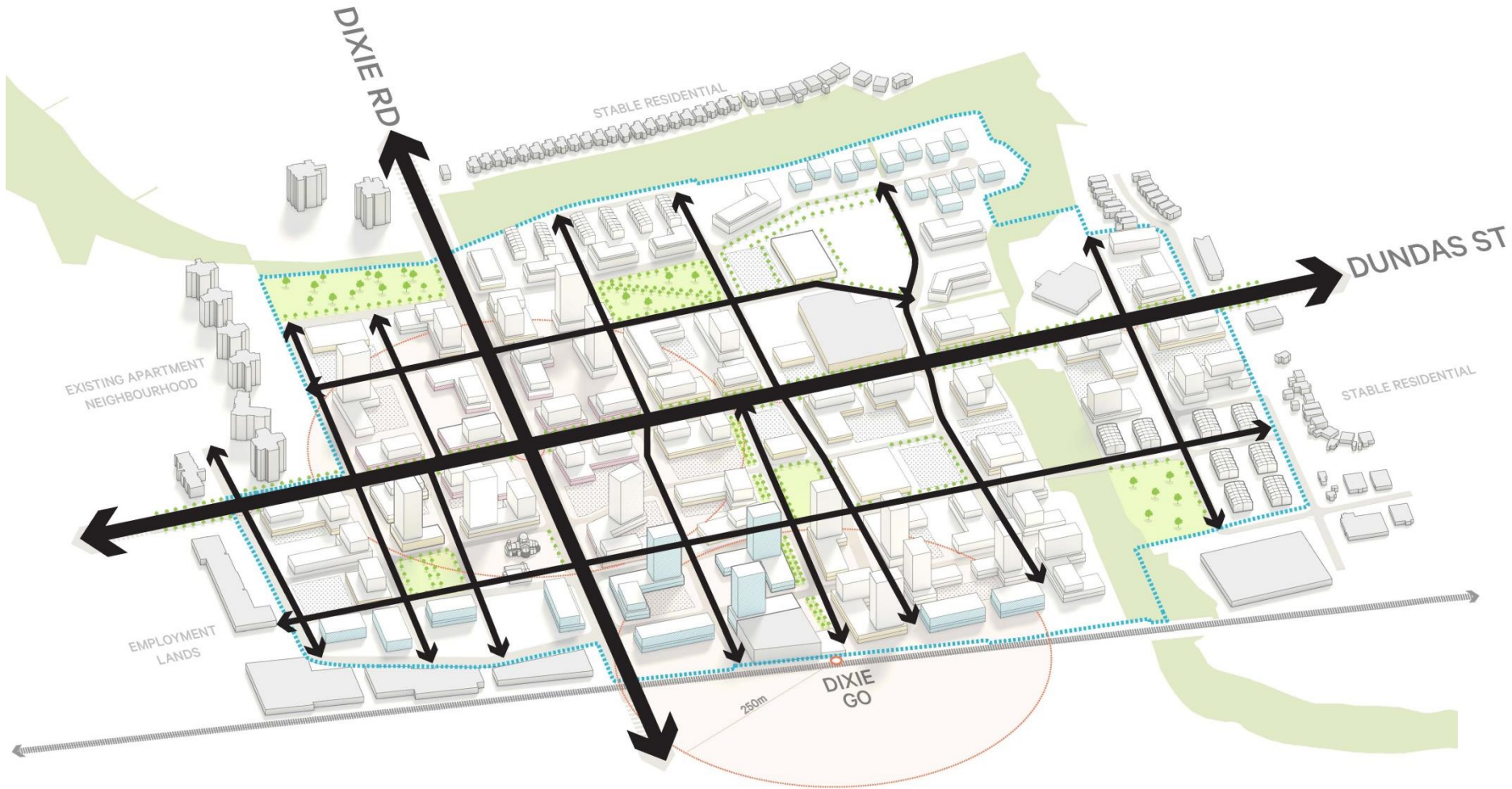


Land Use & Urban Design | Existing Dixie Focus Area

*Development at Dixie Focus Area is subject to flood mitigation measures.



Land Use & Urban Design | Dixie Focus Area - Connectivity



*Conceptual Illustration

*Development at Dixie Focus Area is subject to flood mitigation measures.

Land Use & Urban Design | Dixie Focus Area – Open Space



*Conceptual Illustration

*Development at Dixie Focus Area is subject to flood mitigation measures.

Land Use & Urban Design | Dixie Focus Area – Built Form



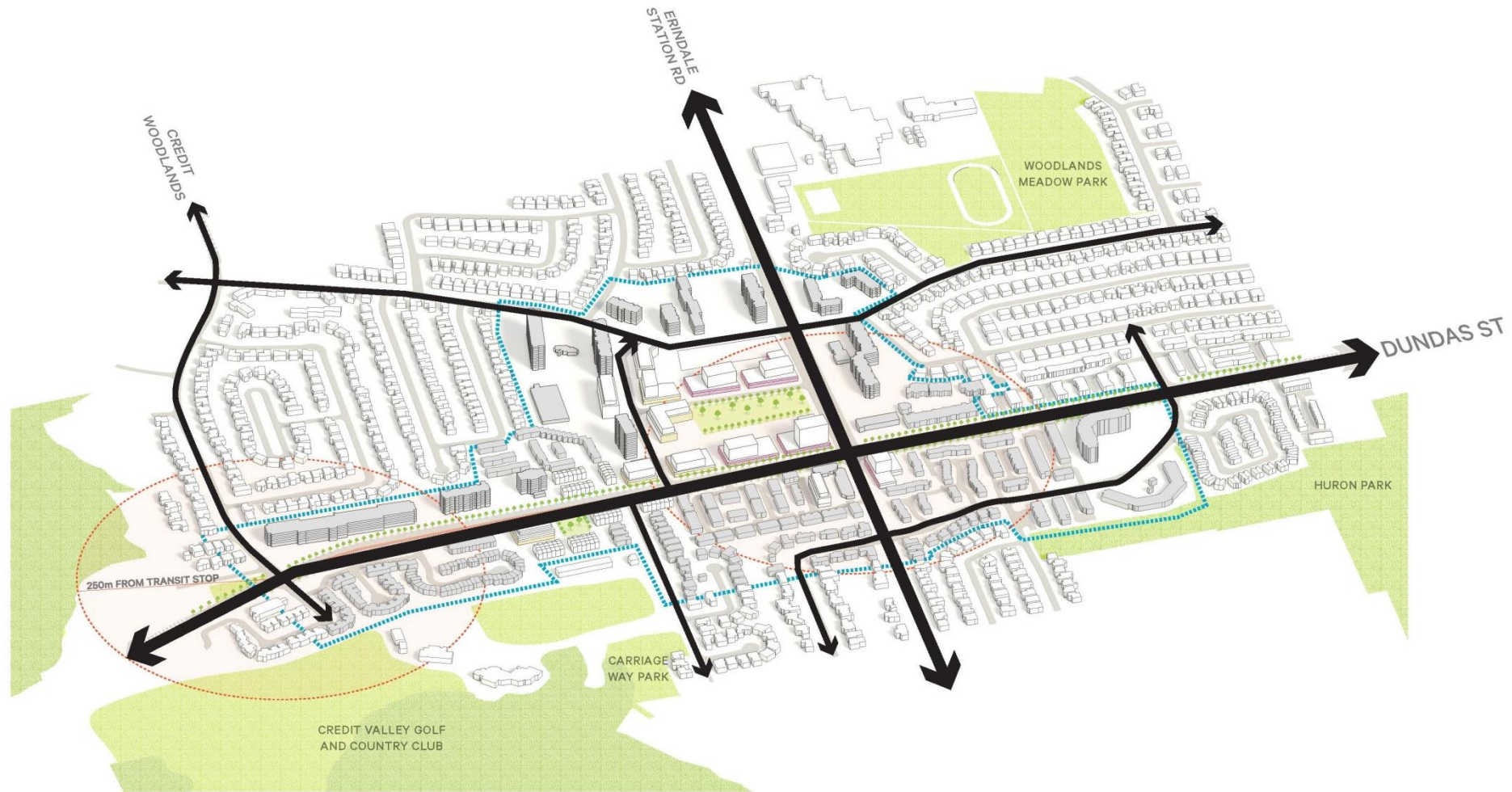
*Conceptual Illustration

*Development at Dixie Focus Area is subject to flood mitigation measures.

Land Use & Urban Design | Existing Erindale Focus Area



Land Use & Urban Design | Erindale Focus Area – Connectivity



*Conceptual Illustration

Land Use & Urban Design | Erindale Focus Area – Open Space



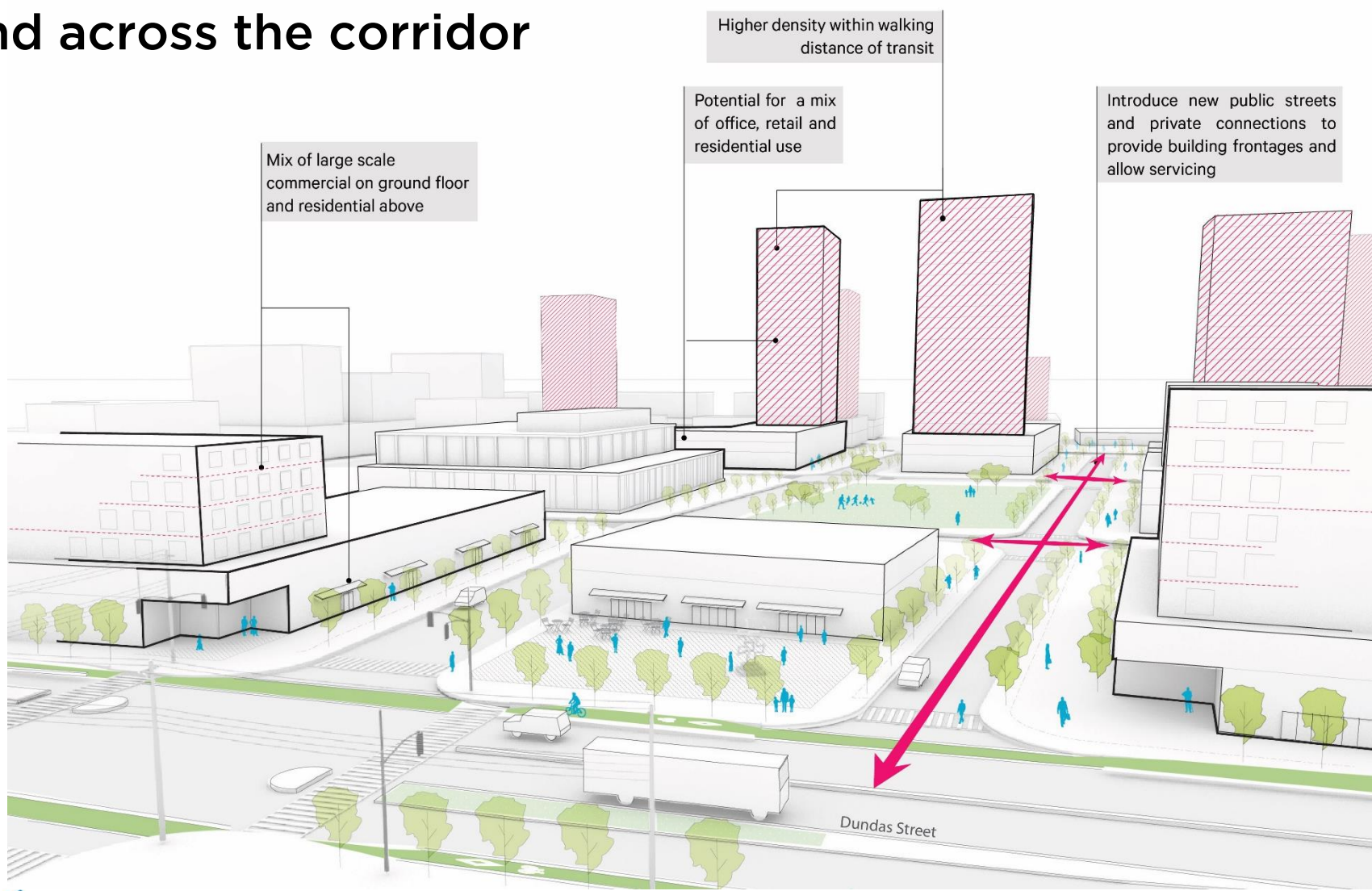
*Conceptual Illustration

Land Use & Urban Design | Erindale Focus Area – Built Form

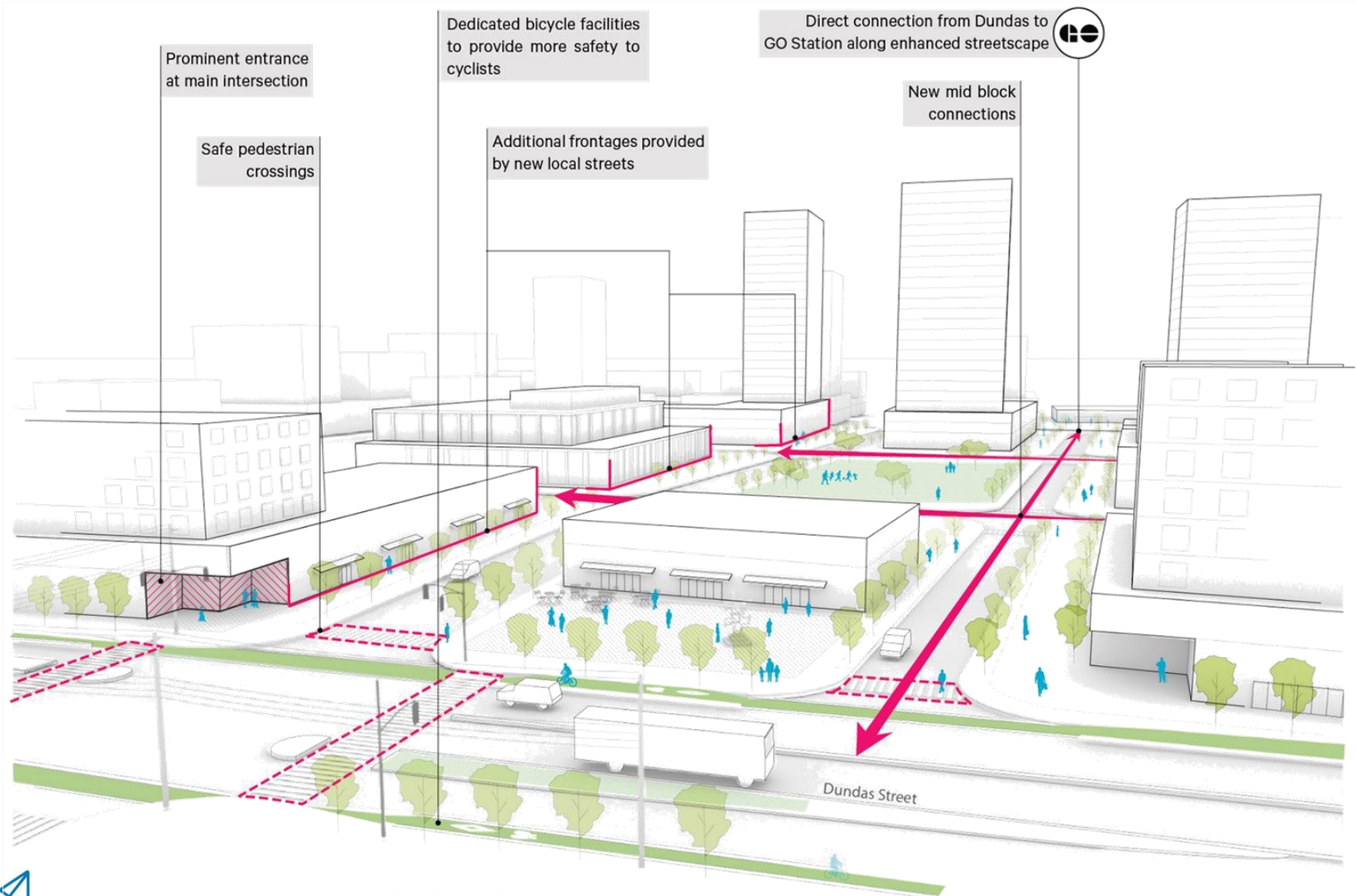


*Conceptual Illustration

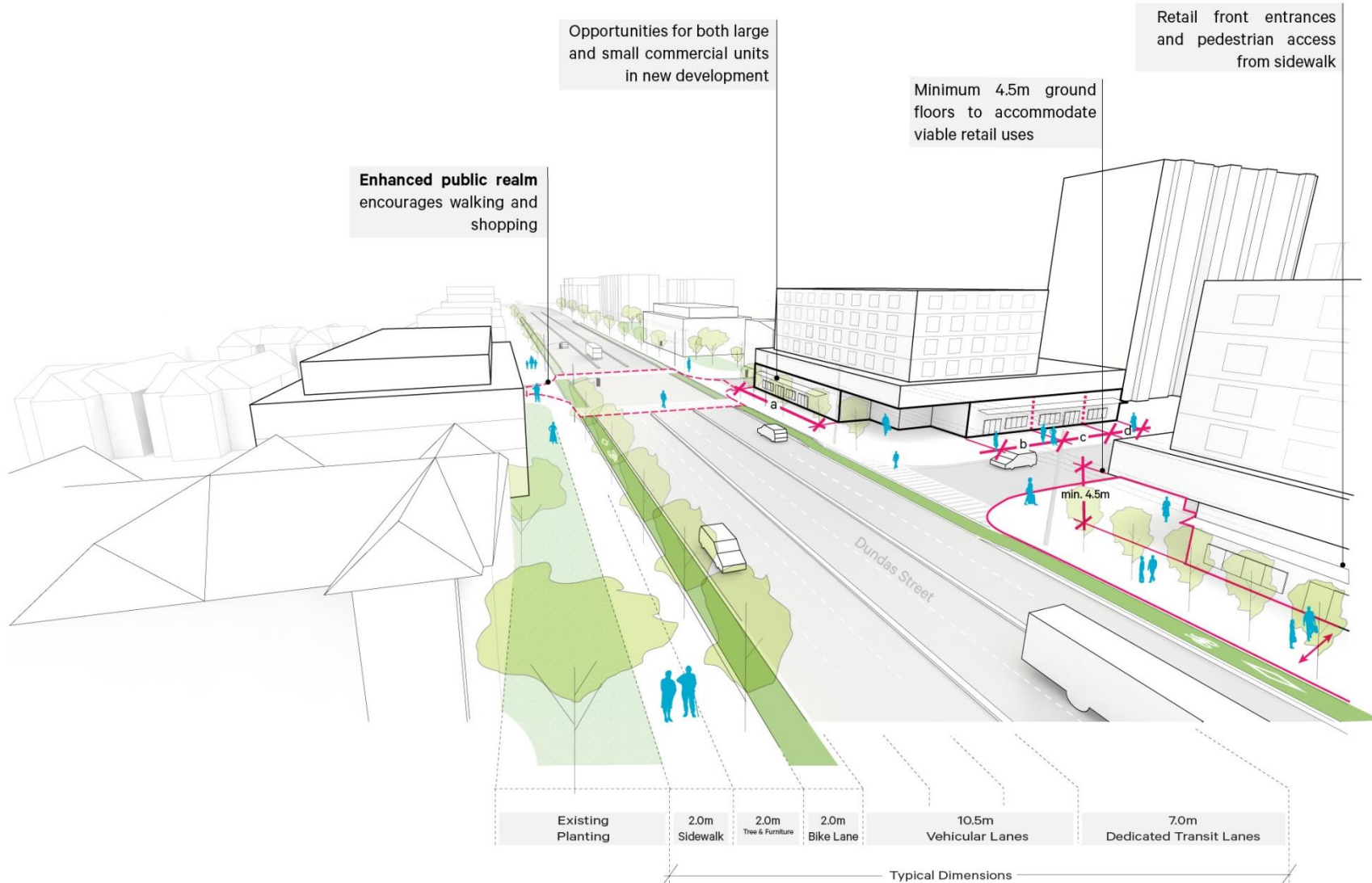
Mixed-use, transit-oriented development in Focus Areas and across the corridor



New connections and public spaces

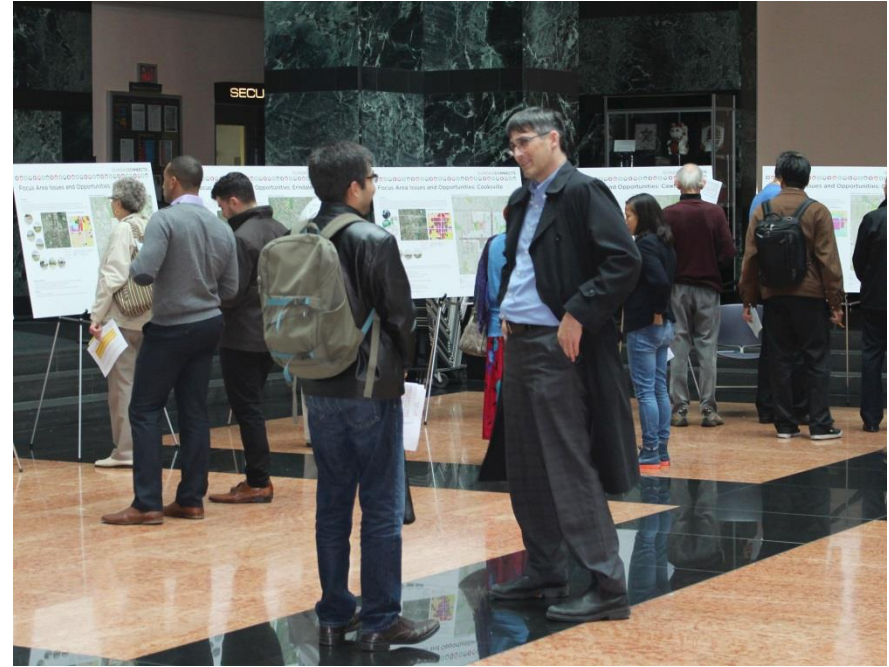


A diversity of housing and retail



Support improved transit that is:

- Cost-effective
- Adaptable
- Matches ridership projections
- Compatible with cars



Dundas is identified as a Higher Order Transit Corridor, part of the Long Term Transit Network in Mississauga's Official Plan



Transportation | Screening Transit Alternatives

Do Nothing



Bus Rapid Transit



Light Rail Transit



SkyTrain



Subway



Transportation | Screening Transit Alternatives

Do Nothing



Bus Rapid Transit



Light Rail Transit



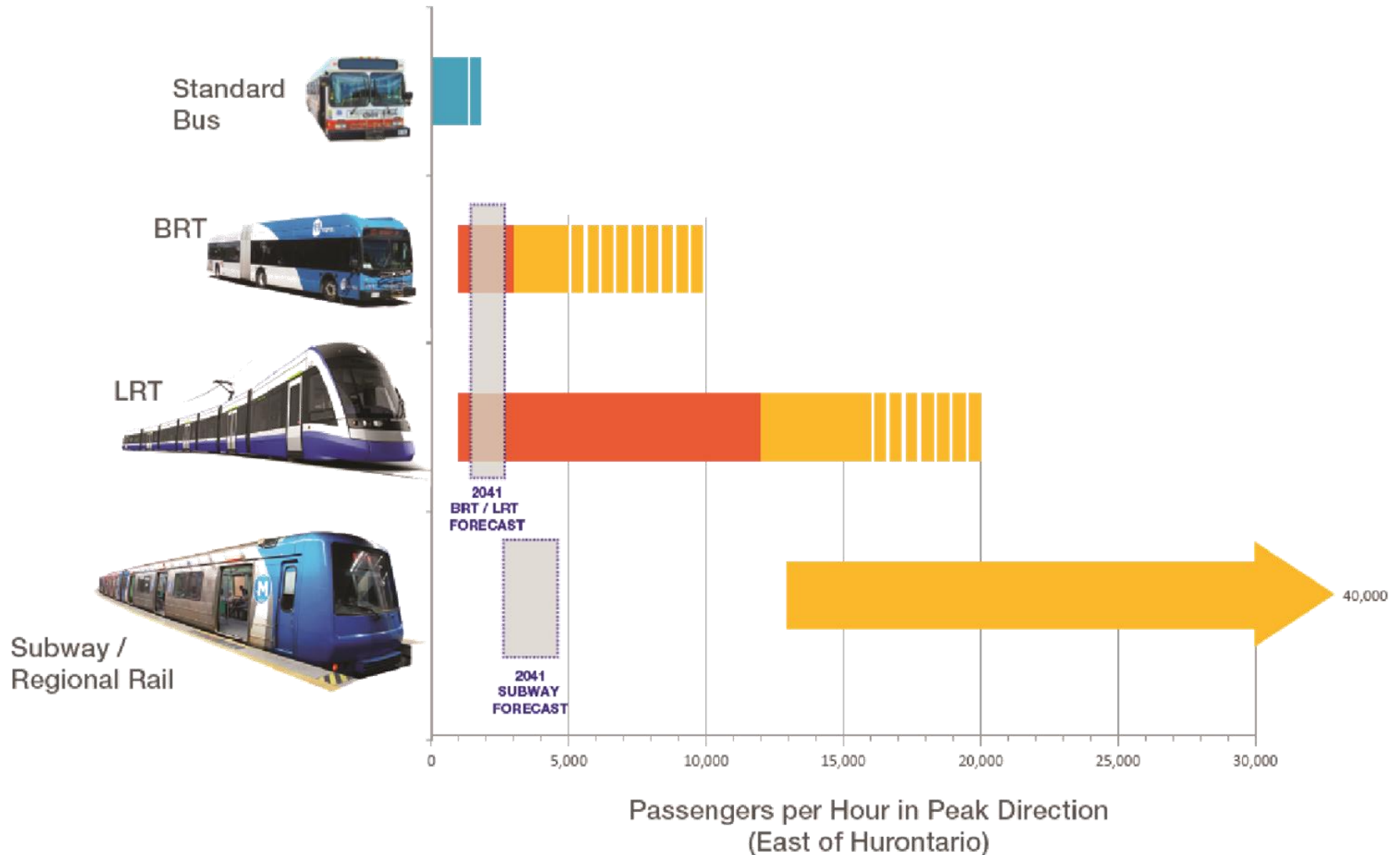
SkyTrain



Subway



Transportation | Screening Transit Alternatives



Mixed Traffic

Dedicated Lane

Fully Separated

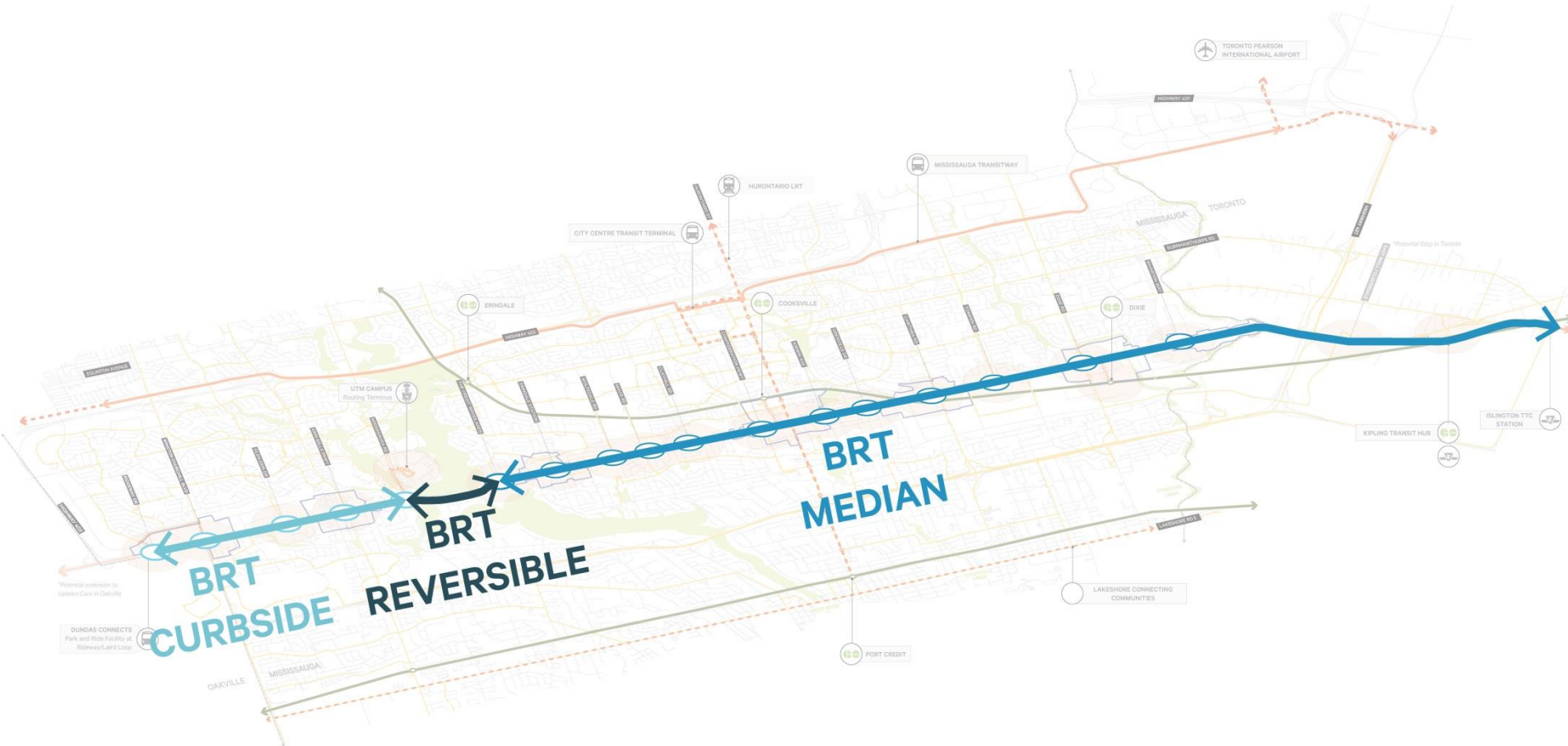
Transportation | Key Factors Influencing Decision Making

	BRT	LRT	SUBWAY
Does it provide rapid, reliable, convenient transit service?	YES	YES	YES
Does it maintain auto mobility?	YES	YES	YES
Does it complement existing transit infrastructure?	YES	YES	NO
Does it match demand projections without overpaying?	YES	NO	NO
Best use of available right-of-way and adaptable to constraints?	YES	NO	NO
Can Mississauga implement the service independently?	YES	NO	NO
RECOMMENDATION	✓	✗	✗

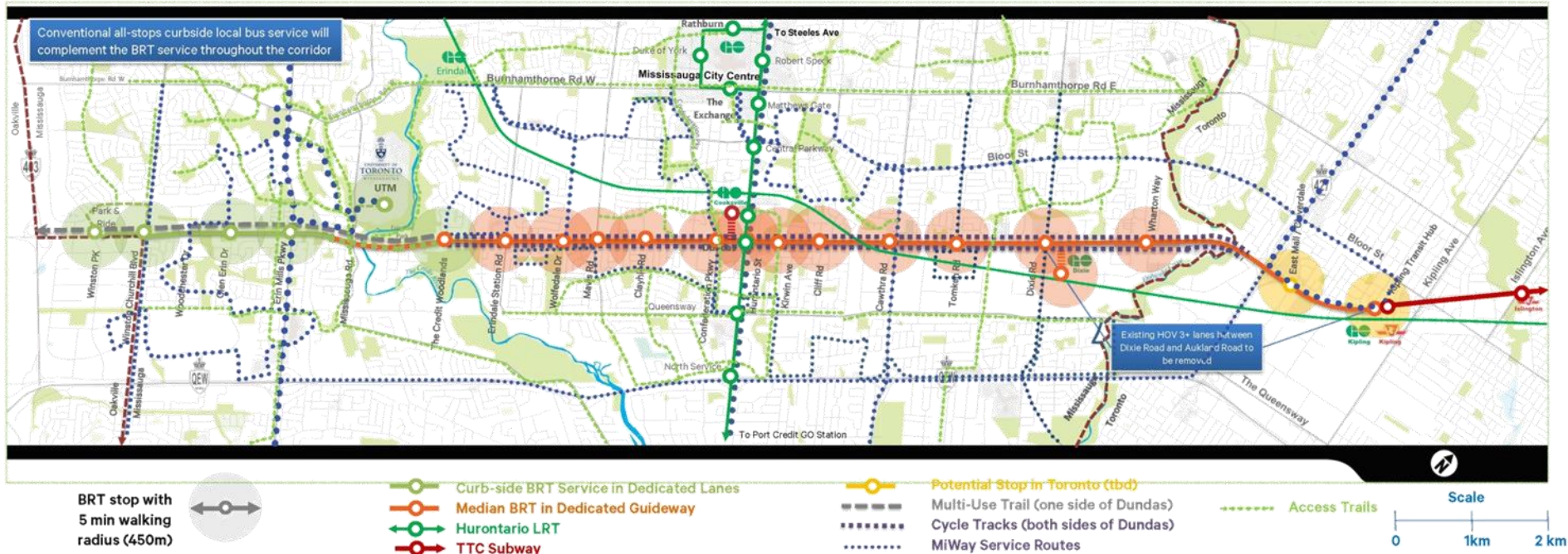
Bus Rapid Transit



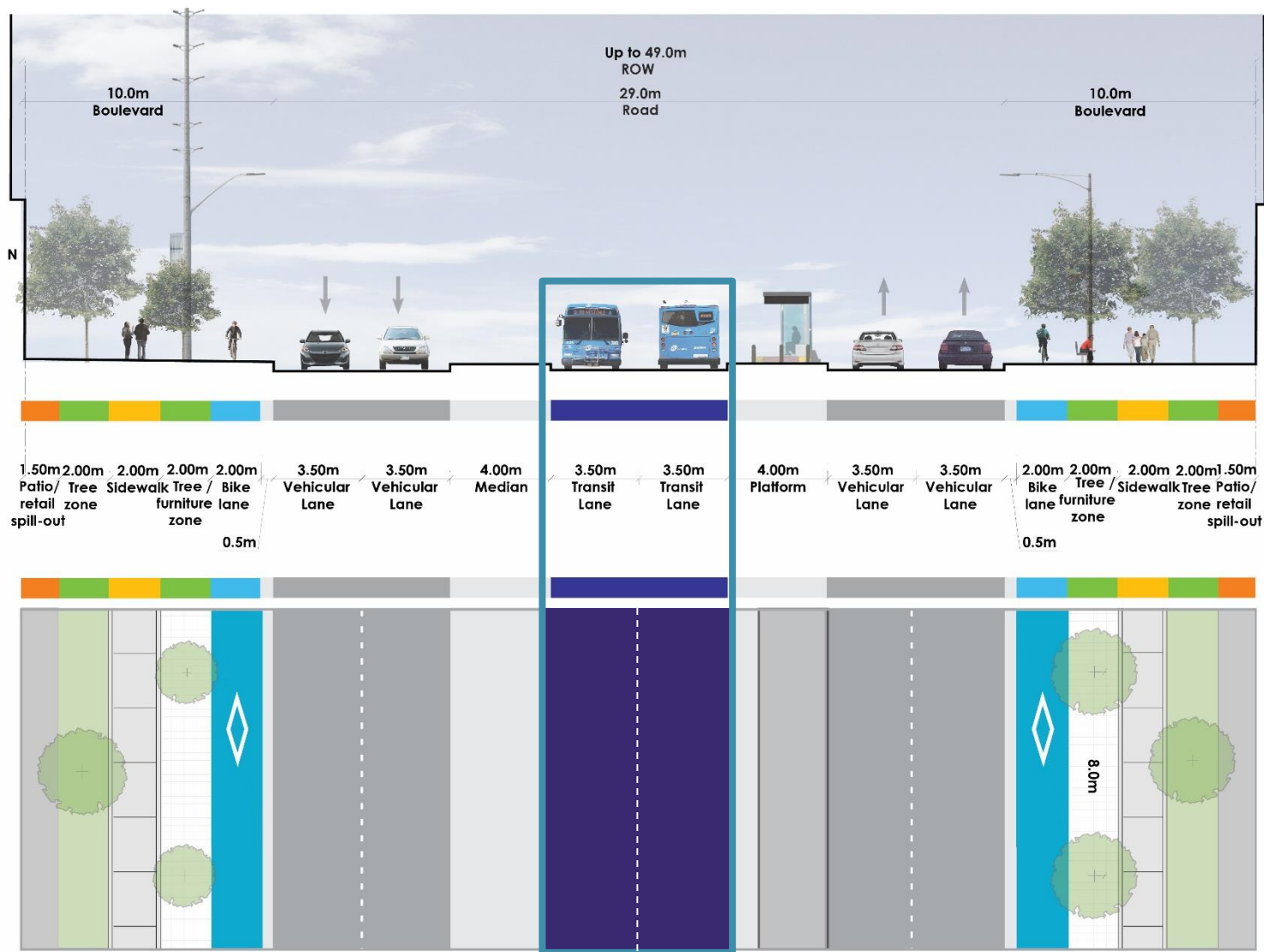
Transportation | Corridor Wide



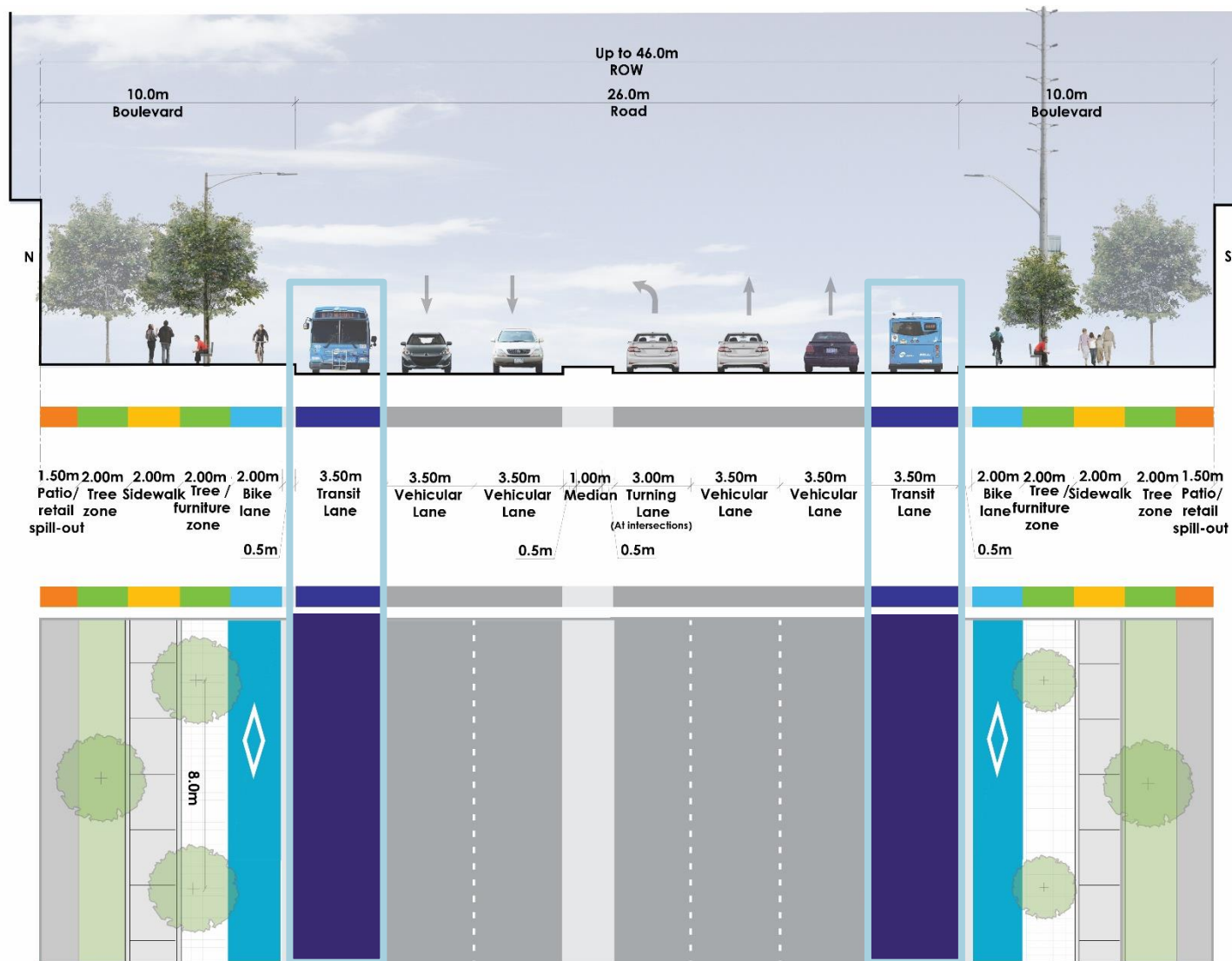
Transportation | Service Plan



Bus Rapid Transit (BRT) Median East Of Credit Woodlands



Bus Rapid Transit (BRT) Curbside West of Mississauga Road



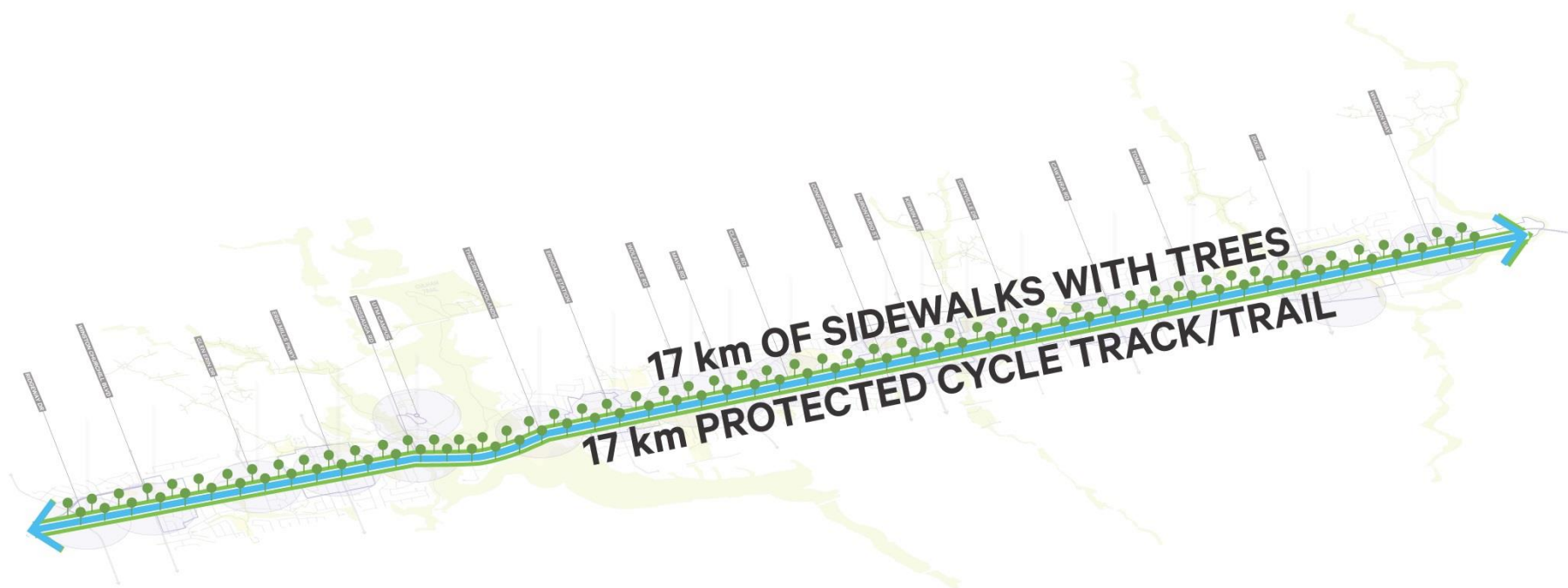
Corridor Design | Feedback From The Consultation

- Be flexible and creative
- Prioritize pedestrian and cyclist safety
- Keep vehicular traffic flowing
- Maximize public realm features wherever possible using wide sidewalks, trees, and street furniture



Corridor Design

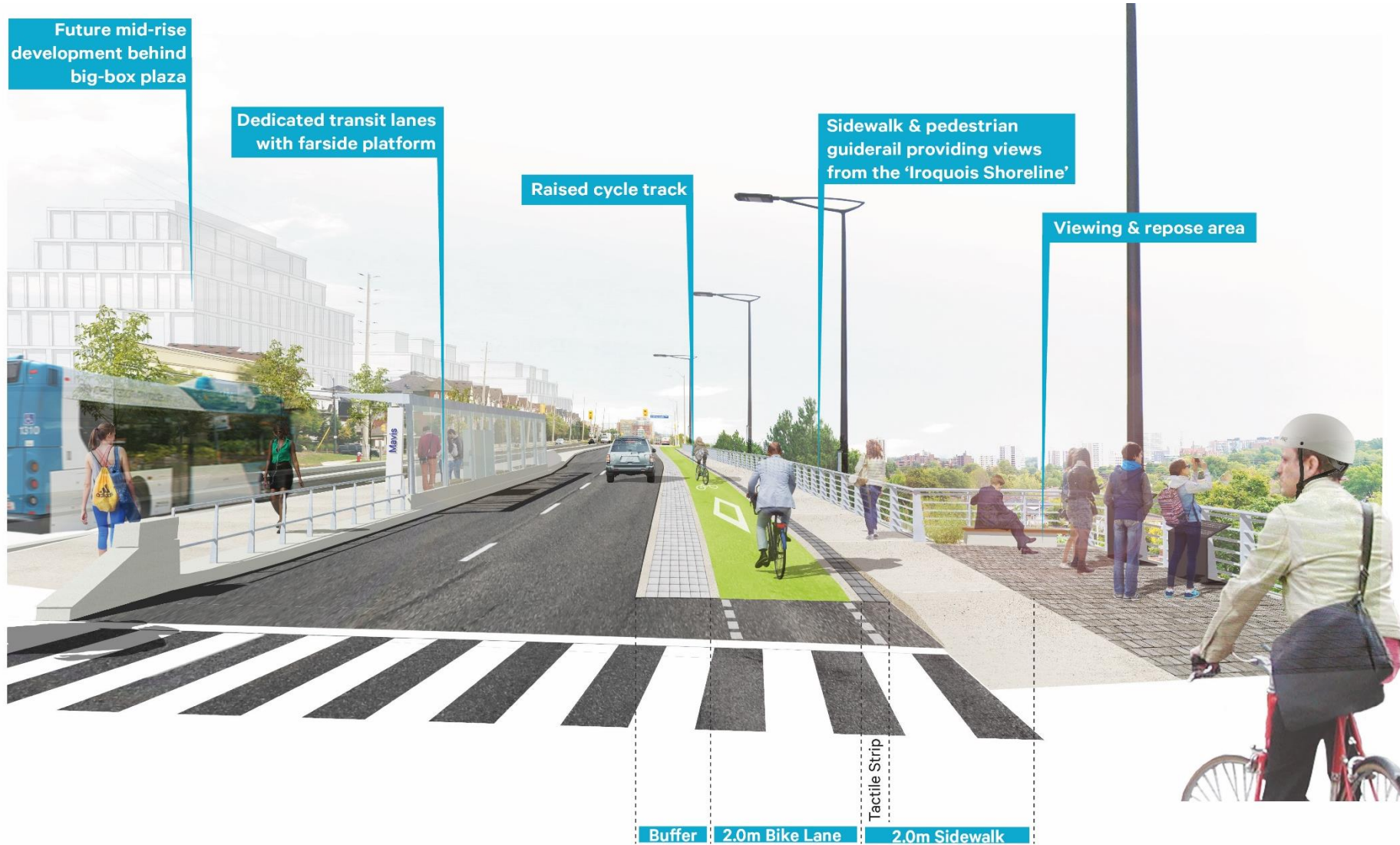
An enhanced public realm that is comfortable and safe for pedestrians and cyclists and maintains capacity for motor vehicles and goods movement.



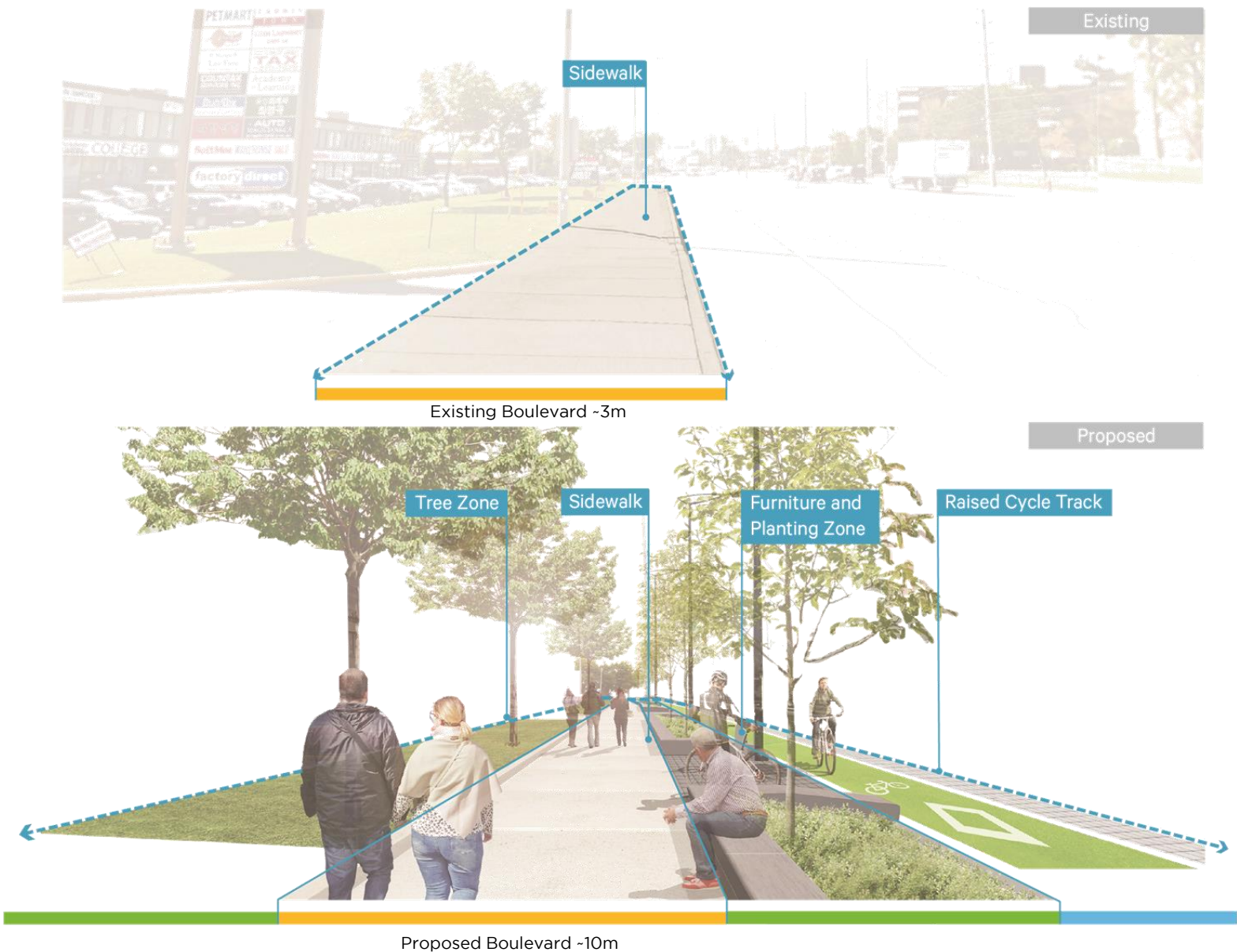
Enhance Access



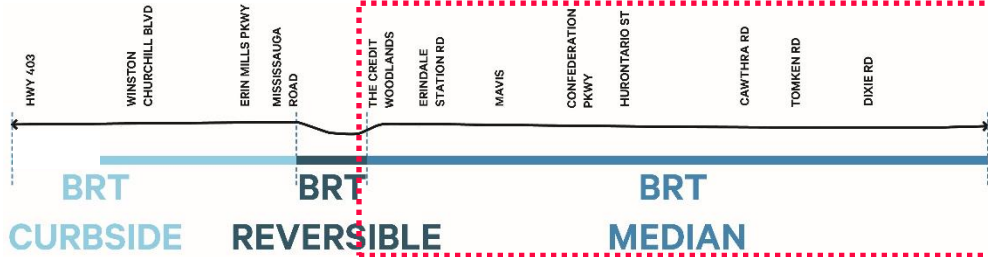
Create a Street for All Users



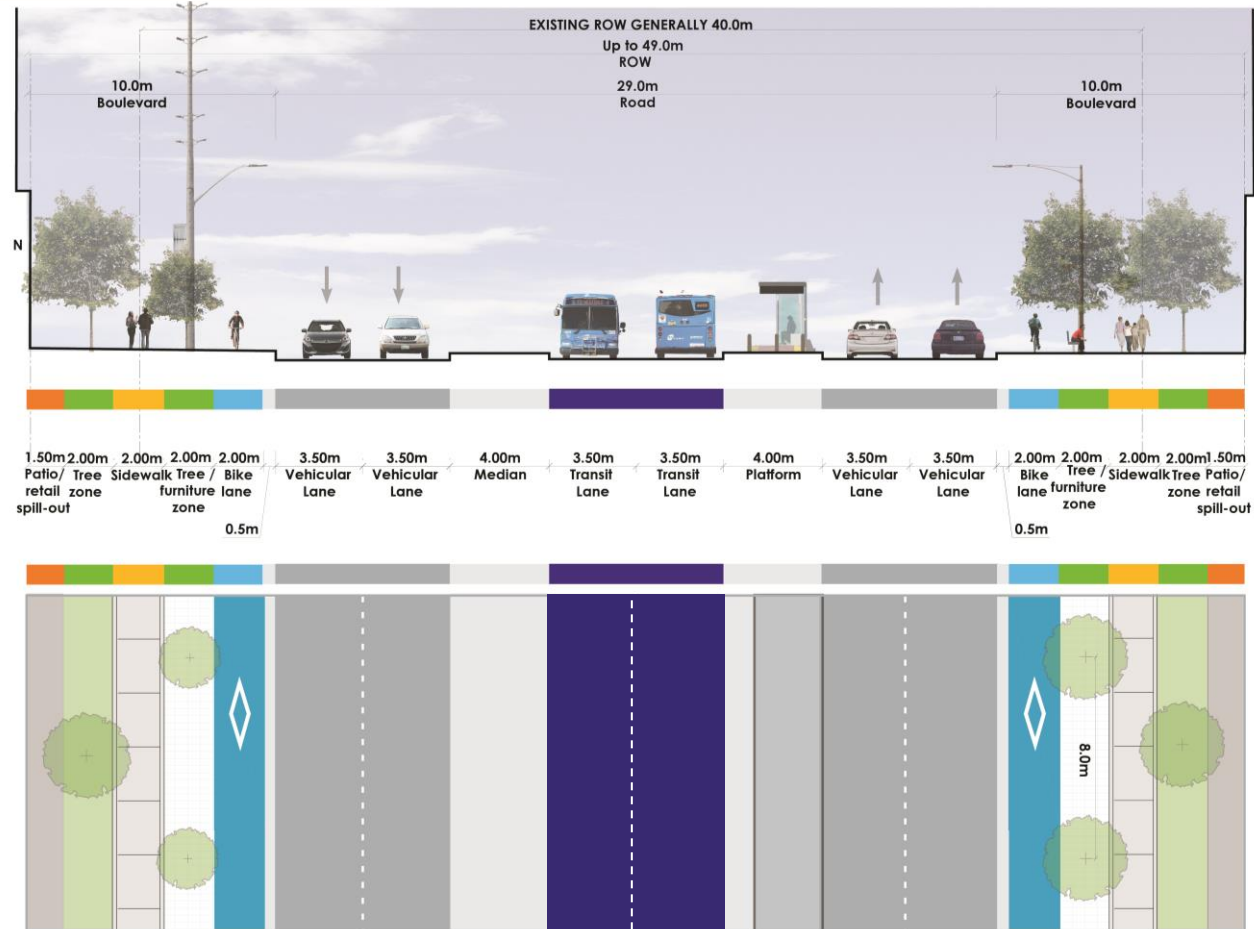
Corridor Design | Recommendations



Corridor Design | BRT Median | East of The Credit Woodlands



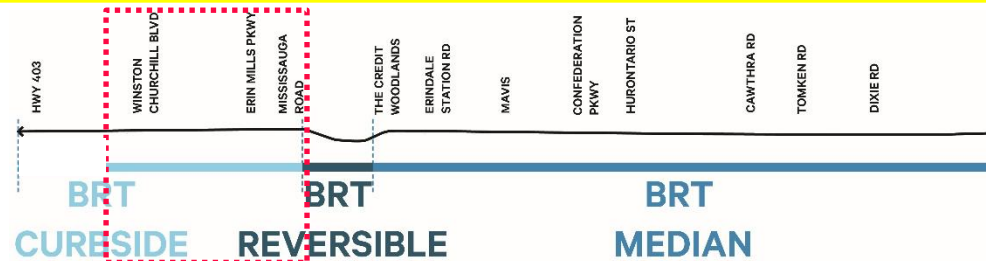
Key Map



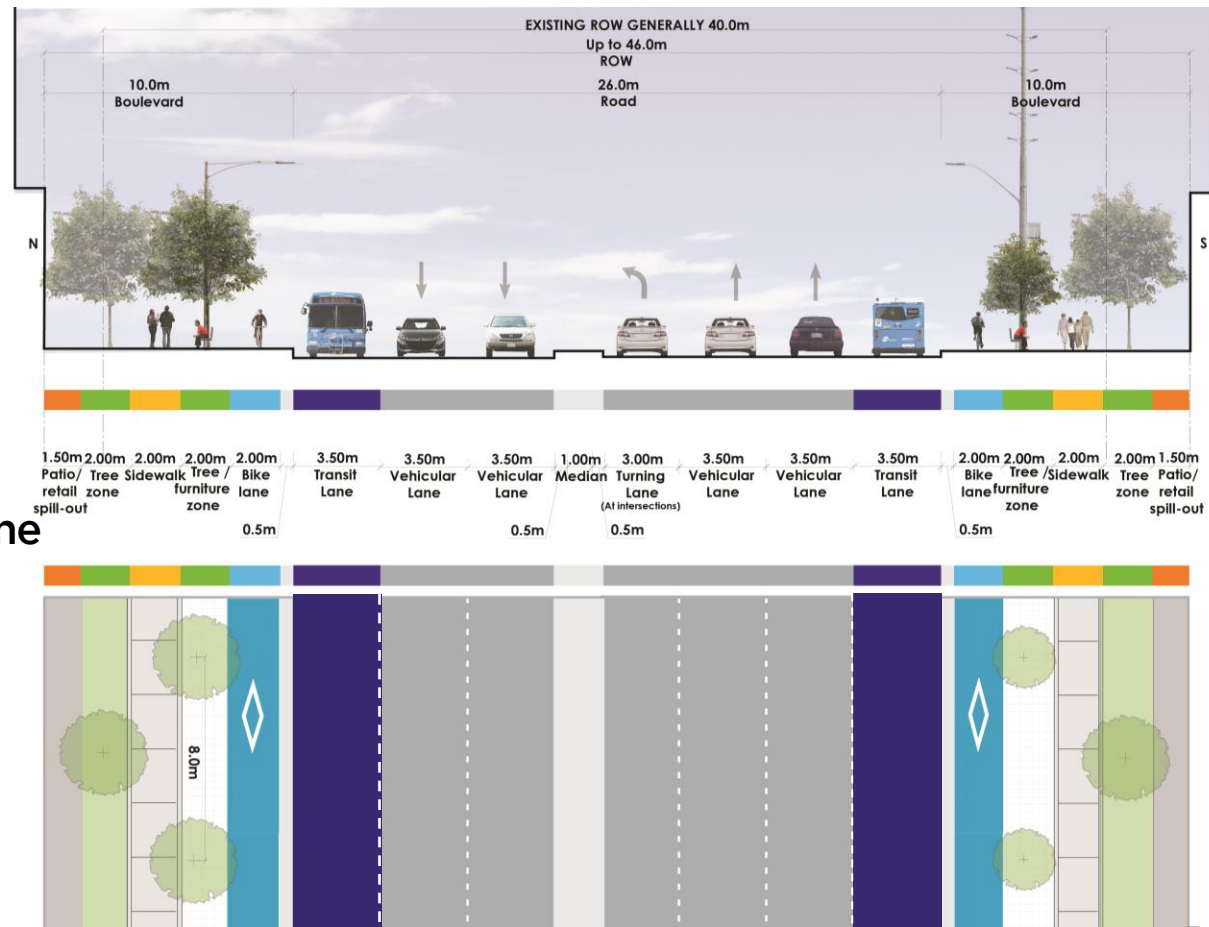
Roadway: 29 m
Boulevard: 10 m
Vehicular Lanes: 4
Transit Lanes: 2 median
Cycle Track: 2 m
Sidewalk: 2 m
Trees: 2 rows x 2

Existing Right-of-Way: 36m-40m
 There are a few pinch points around Hurontario where it ranges from 25m-35m

Corridor Design | BRT Curbside | West of The Credit Woodlands



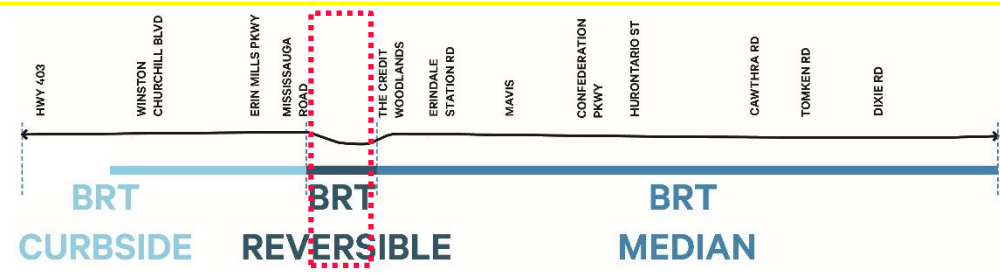
Key Map



Roadway:	26 m
Boulevard:	10 m
Vehicular Lanes:	4 + 1 turn lane
Transit Lanes:	2 curbside
Cycle Track:	2 m
Sidewalk:	2 m
Trees:	2 rows x 2

**Existing Right-of-Way:
Generally 40m**

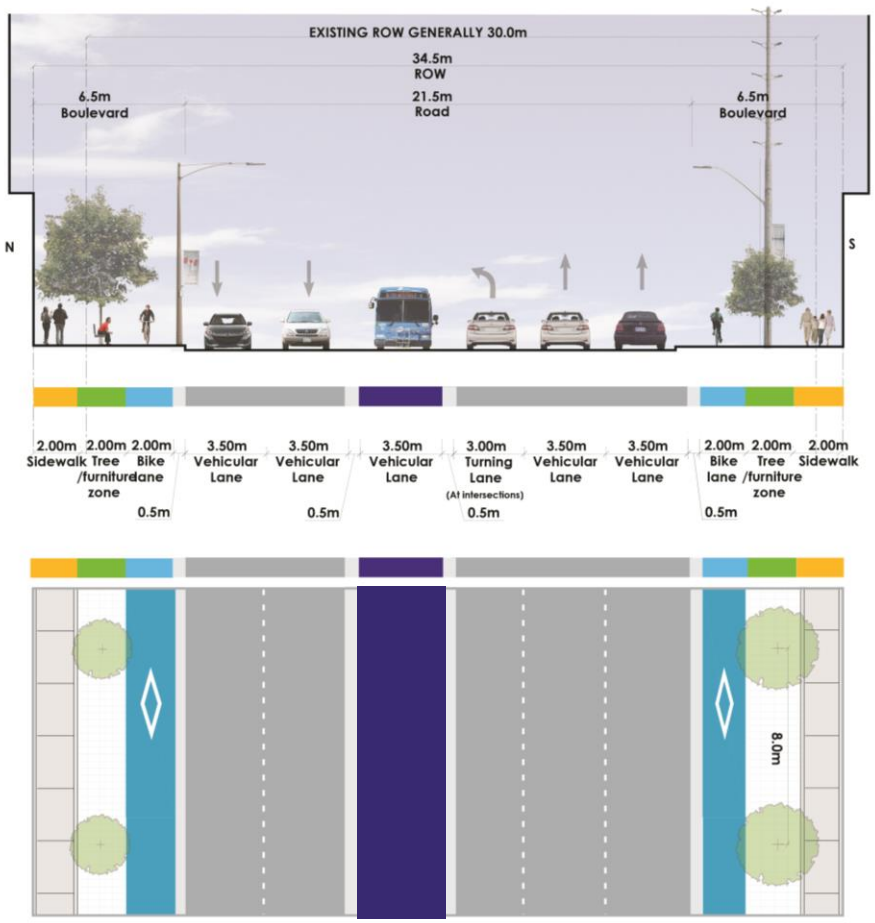
Corridor Design | Reversible | Mississauga Rd to The Credit Woodlands



Key Map

- Roadway: 21.5 m
- Boulevard: 6.5 m
- Vehicular Lanes: 4 + 1 turn lane
- Transit Lanes: 1 reversible
- Cycle Track: 2 m
- Sidewalk: 2 m
- Trees: 1 row x 2

Existing Right-of-Way:
Generally 30m



Next Steps

- **Finalize Dundas Connects Recommendations**
Spring/Summer 2017
- **Report to Council**
Fall 2017
- **Detailed Design and Policy Development**
Winter 2017 and beyond

Thank you!

Key Questions

1. What do you see as the strengths of the draft recommendations?
2. Do you have any suggested refinements you would like to see considered? If so, what are they?
3. Do you have any other comments, feedback or advice to share?