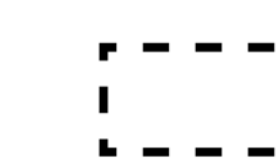
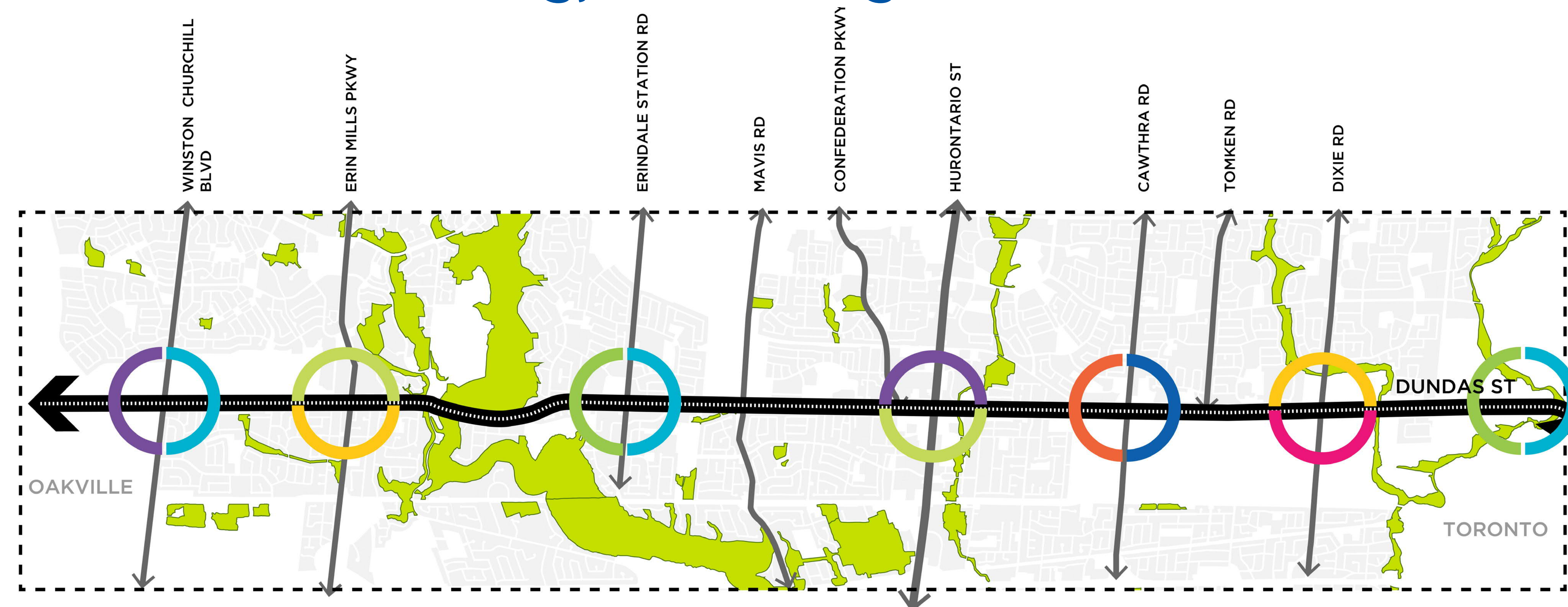




DUNDASCONNECTS

The Dundas Corridor is 17km long, connecting from Oakville in the west to Toronto in the east.



Study Area

The Study Area encompasses 2km on either side of Dundas



Dundas Corridor



Focus Areas

7 Focus Areas - places that will need particular attention along the Corridor (e.g. where transit converges, where there are floodplain constraints to study, where there may be under-utilized lands, etc.)

Meeting Agenda

6:00 pm Open House & Review of Display Boards

6:30 Welcome, Introductions and Agenda Review

Andrew Miller, City of Mississauga

Nicole Swerhun, Facilitator

6:40 Highlights Presentation - Overview of Discussion Topics

Stephen Schijns, AECOM

Shonda Wang, SvN

7:10 Ideas to Test in Break-Out Room Discussion

Land Use: Managing growth and development

Transportation: Moving people in cars, trucks, and on transit

Corridor Design: Sharing the street

ROTATION 1: 7:15 - 7:45 pm

ROTATION 2: 7:50 - 8:20 pm

ROTATION 3: 8:25 - 8:55 pm

9:00 pm Adjourn

Contact Information

www.dundasconnects.ca

Connect with us. Visit the Dundas Connects website to:

Receive project updates | Provide feedback | View meeting results

Or contact Katie Ashbourne, Researcher, City Planning
(905) 615-3200 ext. 4471 or Katie.Ashbourne@mississauga.ca
City of Mississauga, 300 City Centre Drive, Mississauga, ON L5B 3C1



MISSISSAUGA



Purpose of the Study

Deliver a land-use and transportation master plan* for the Dundas Street Corridor which includes recommendations on:

- A land-use and urban design vision for the Corridor.
- Appropriate mode of transit for the corridor.
- Identifying flooding constraints along the corridor and proposing possible mitigation measures.
- Opportunities for enhanced connectivity along the Corridor
- Corridor and Public Realm design..

* This study follows the Municipal Class Environmental Assessment process

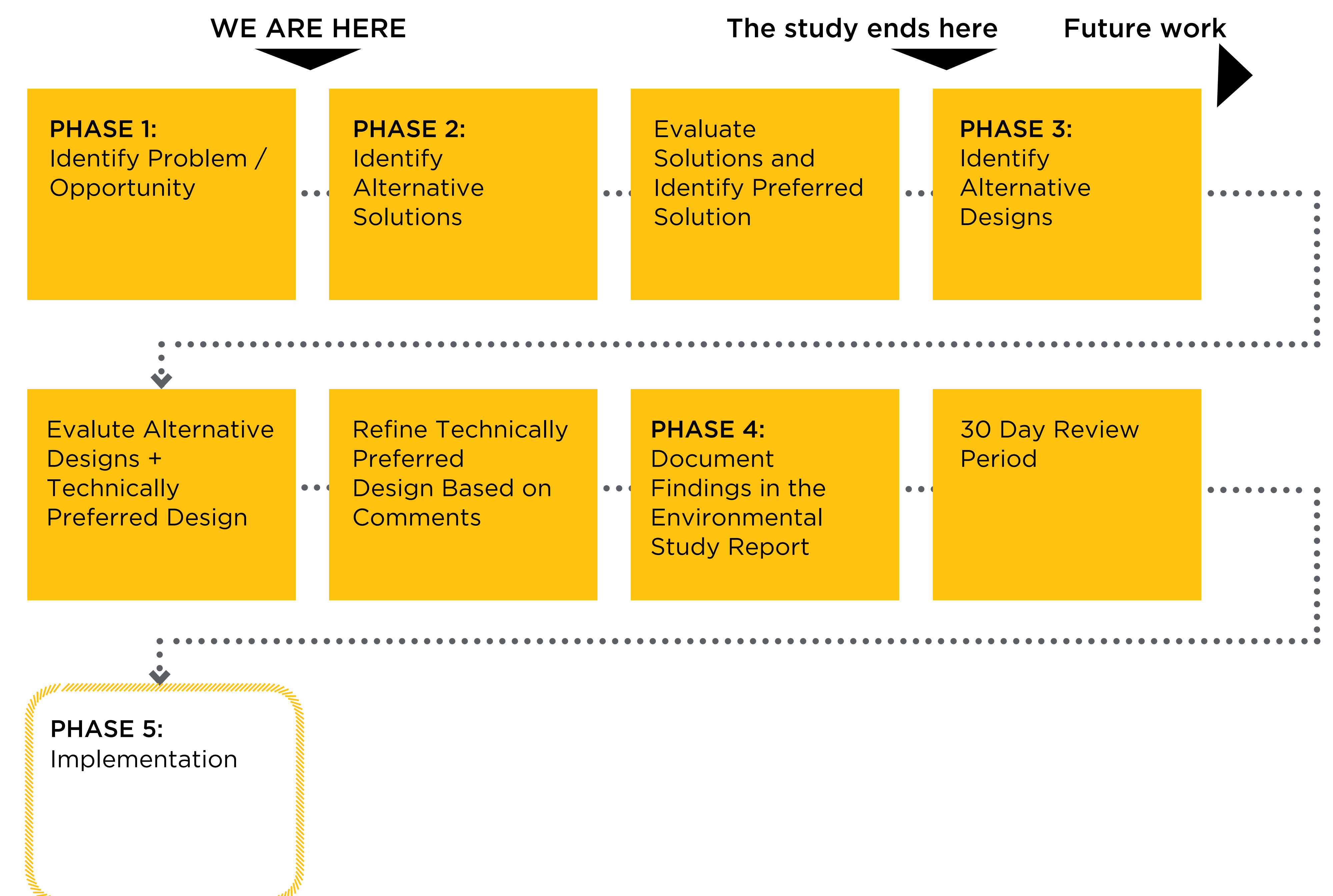
A Three-Part Approach

The three-part stakeholder and public consultation program in this study fulfils (and exceeds) the requirements of the Municipal Class Environmental Assessment (EA). When complete, the study will have completed Parts 1 and 2 of the Class EA process.



Municipal Class EA Process

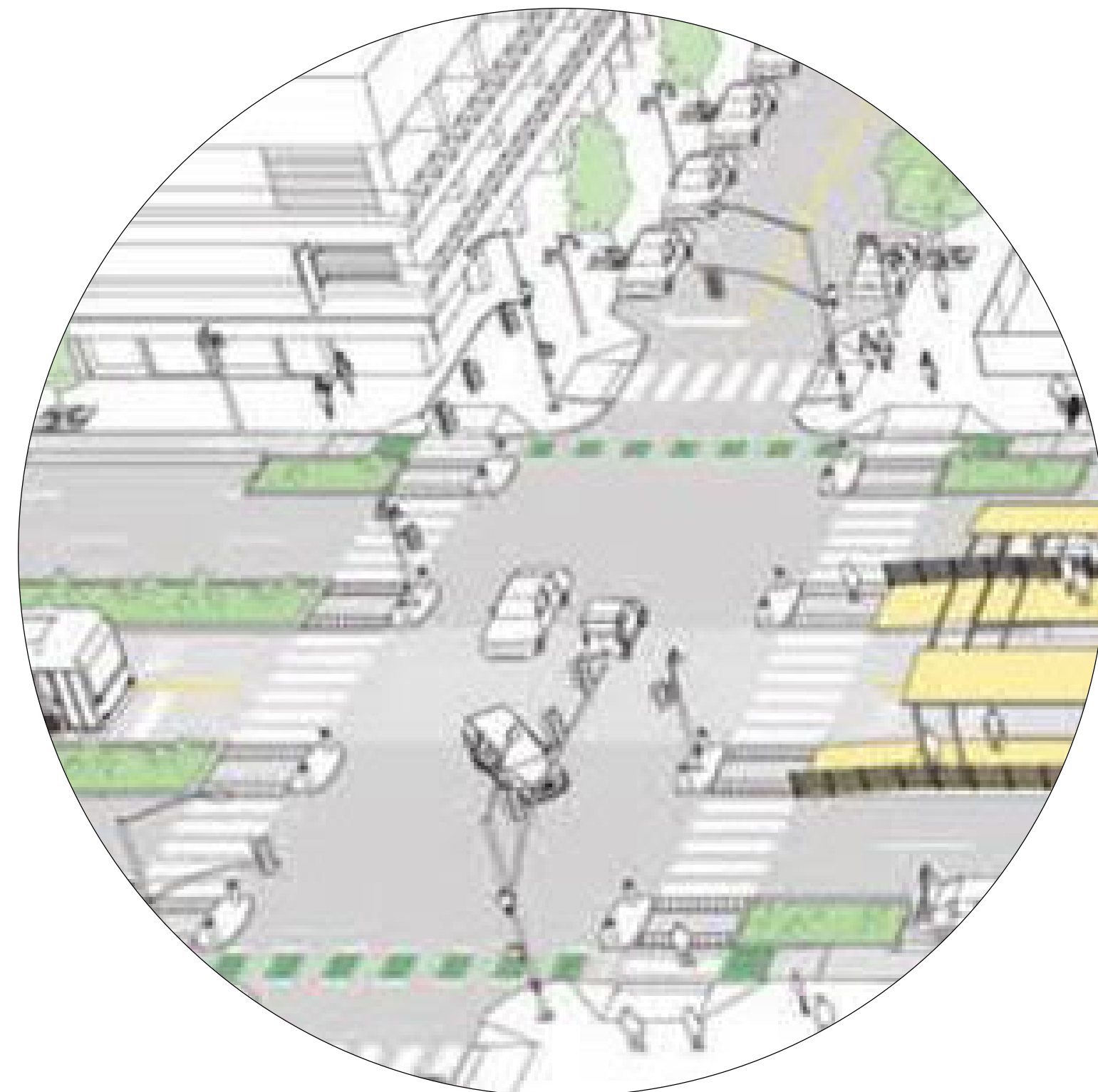
The Master Plan will be prepared in a manner that conforms to the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment (EA) approval process.



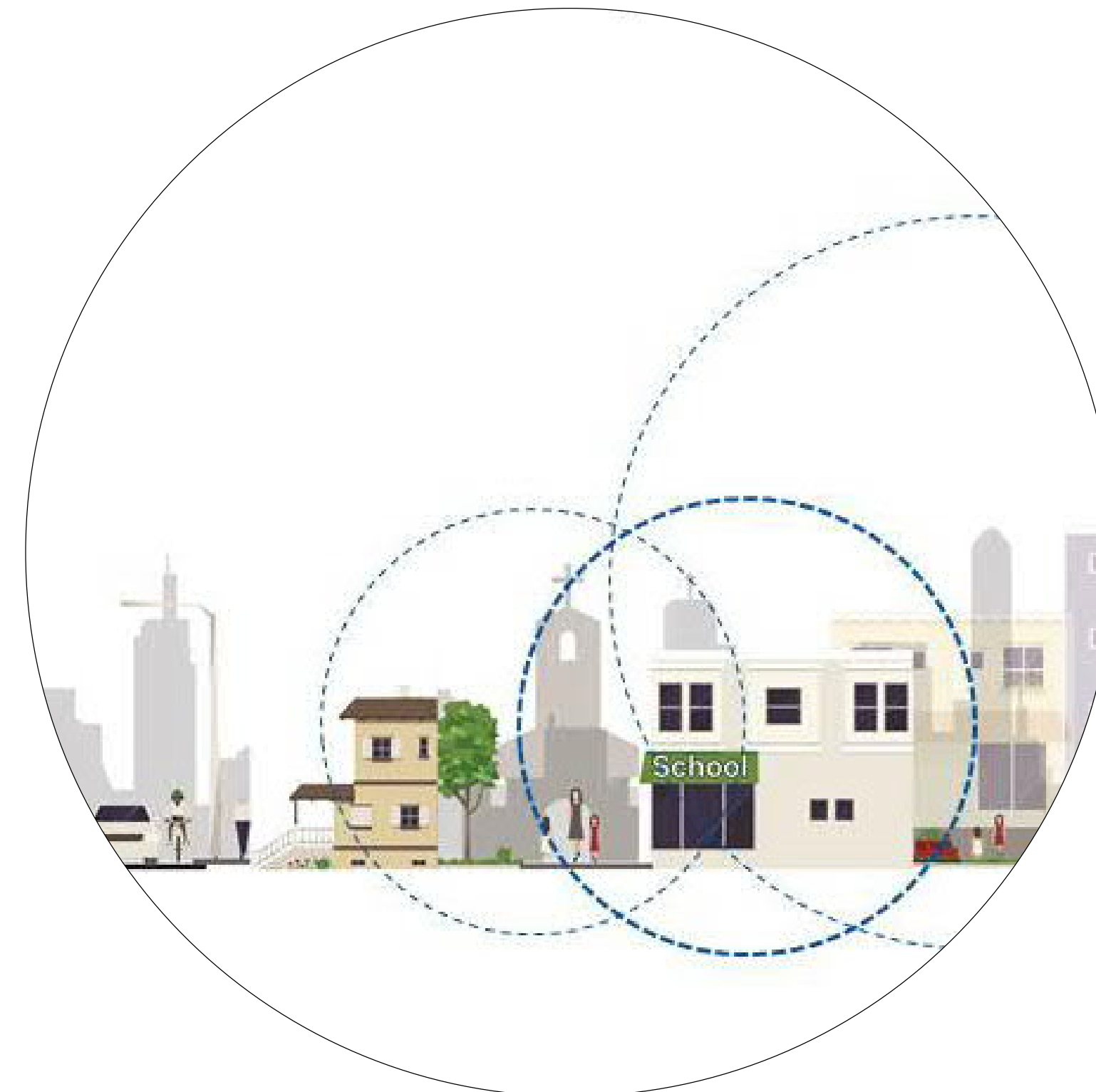


What is the Emerging Vision for the Dundas Corridor?

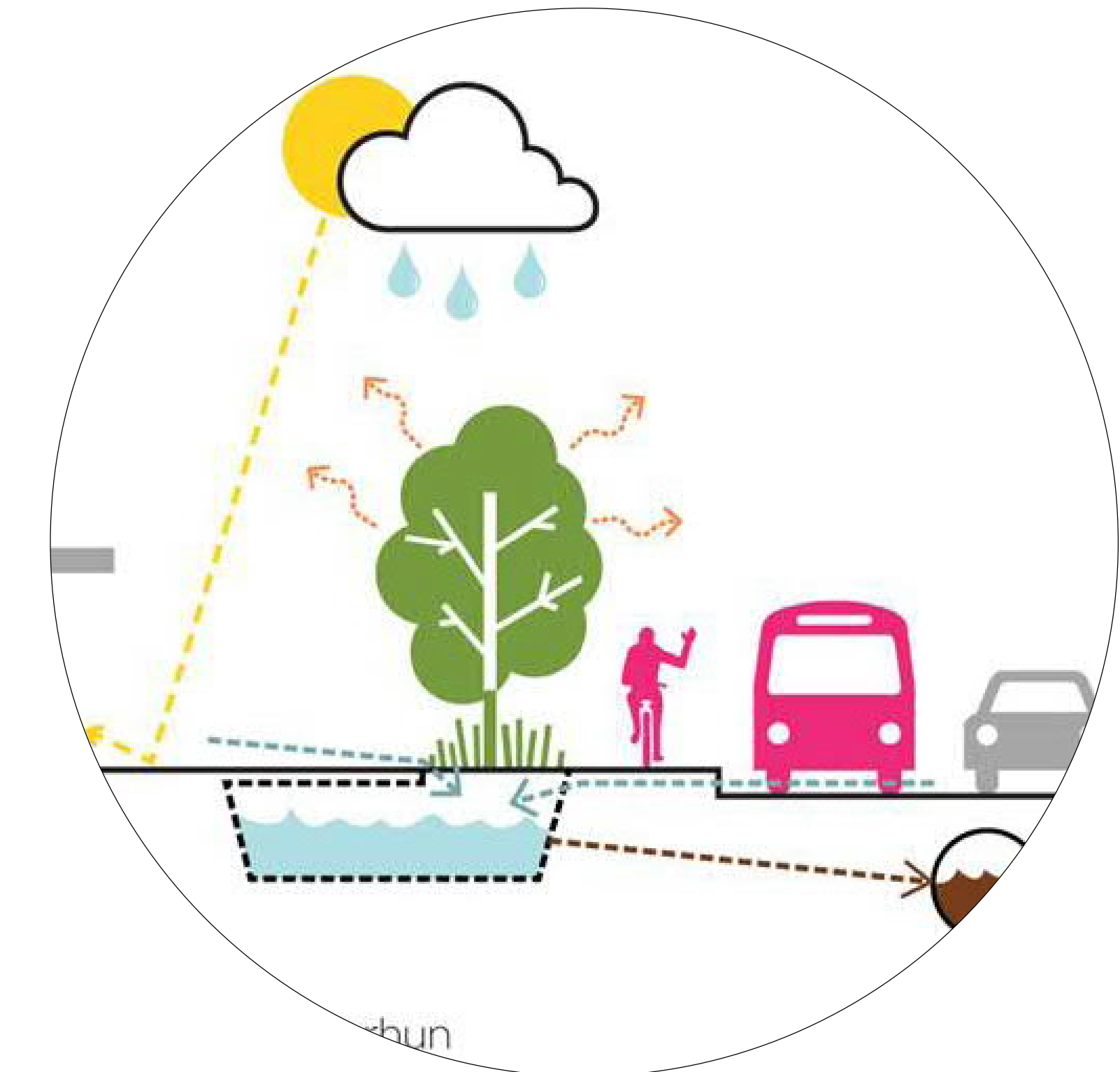
Dundas street will be:



A **dynamic urban rapid transit-served arterial** that is walkable, bikeable, accessible, and affordable.



A **liveable street** that supports new and current residents to live, work, and play within the corridor.



A **safe and healthy place** that uses a green and sustainable approach.



A place that **celebrates, protects, and recognizes valleys and ravines** and connects to open space and pedestrian networks.



A place that will see a **substantial growth** in population and employment, focused in redevelopment areas while preserving and protecting today's stable residential communities.



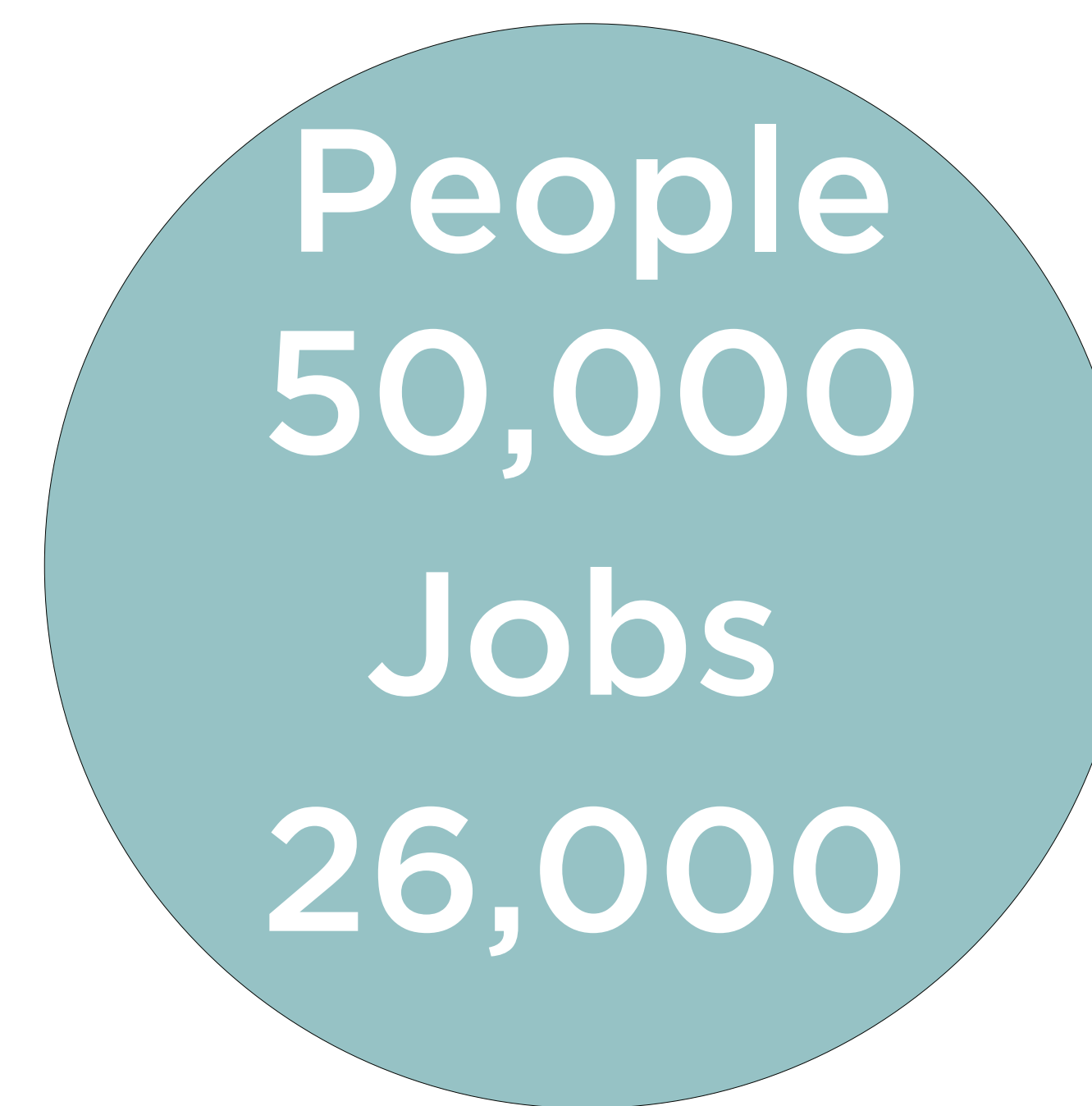
A place that **connects with its surroundings** on a neighbourhood, city, and regional scale.



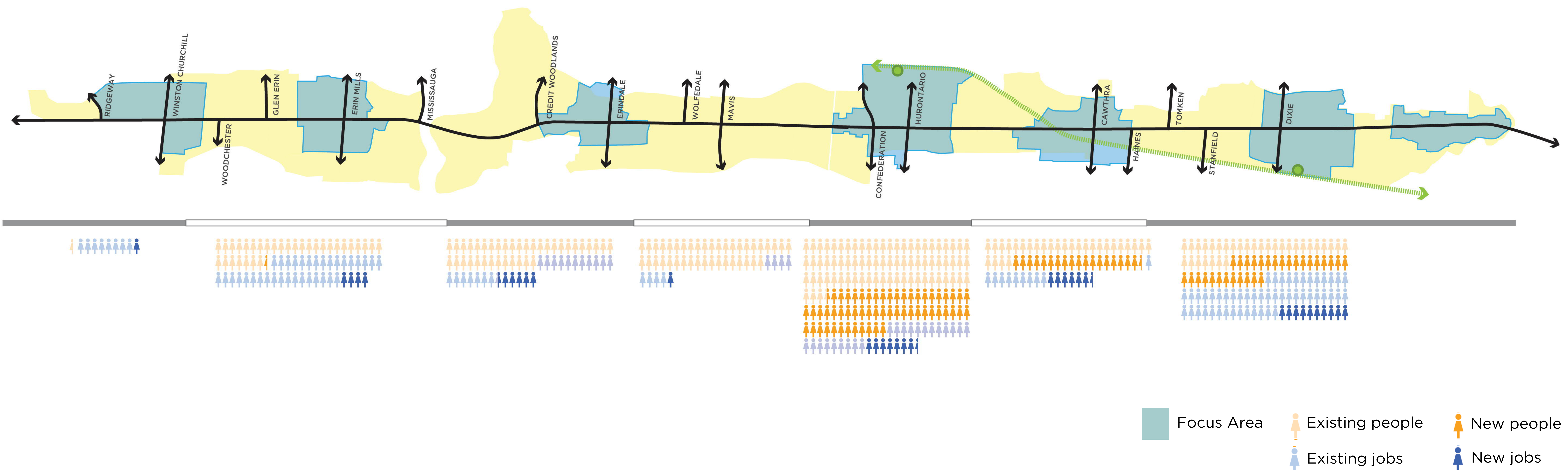
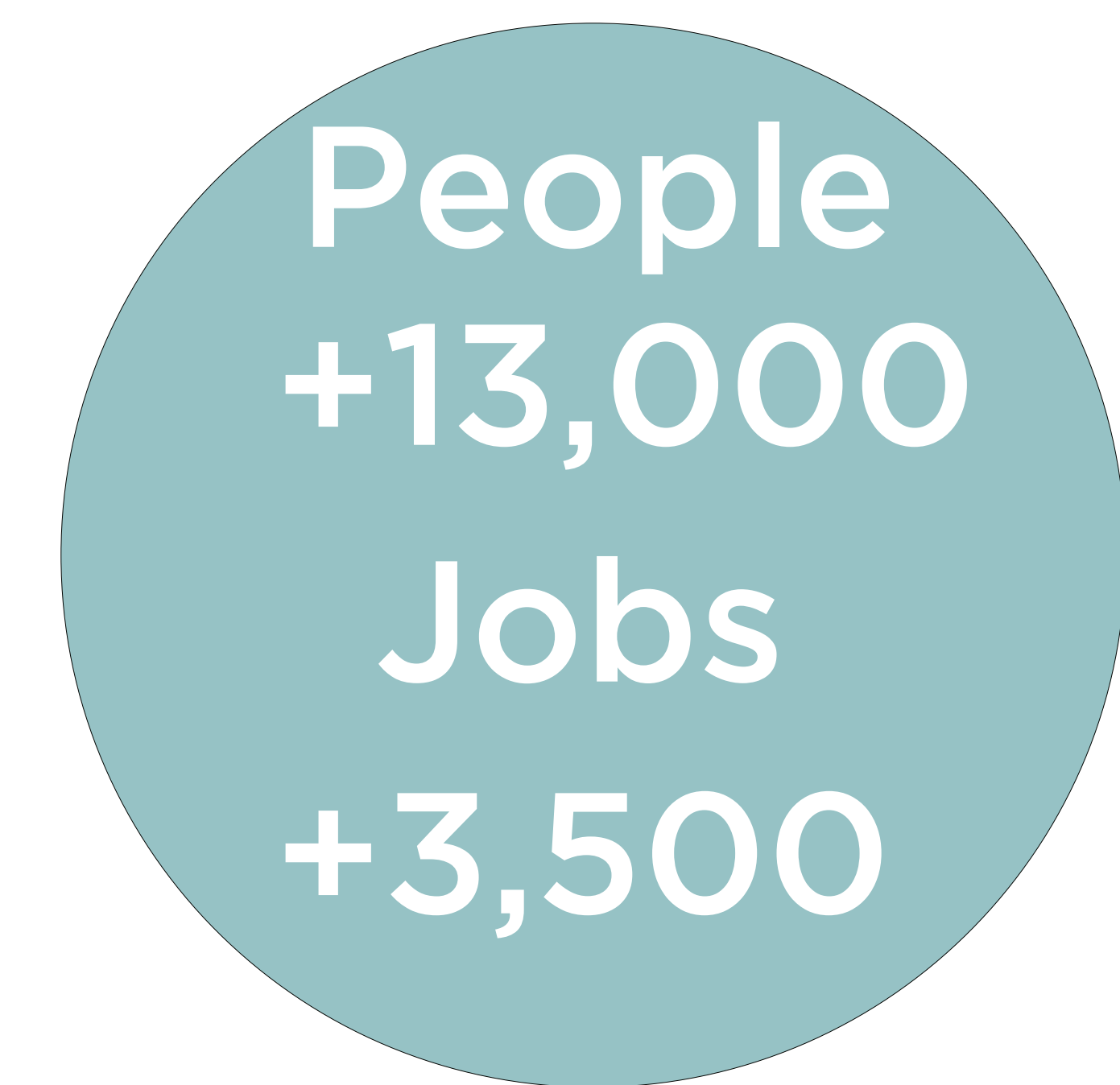
Dundas Growth

Growth allocated to the Dundas Corridor is for at least 13,000 new people and 3,500 jobs. Much of this growth is planned for the Cooksville Area. The rest of the growth will occur over the long term in redevelopment areas with the majority east of Hurontario Street.

Today



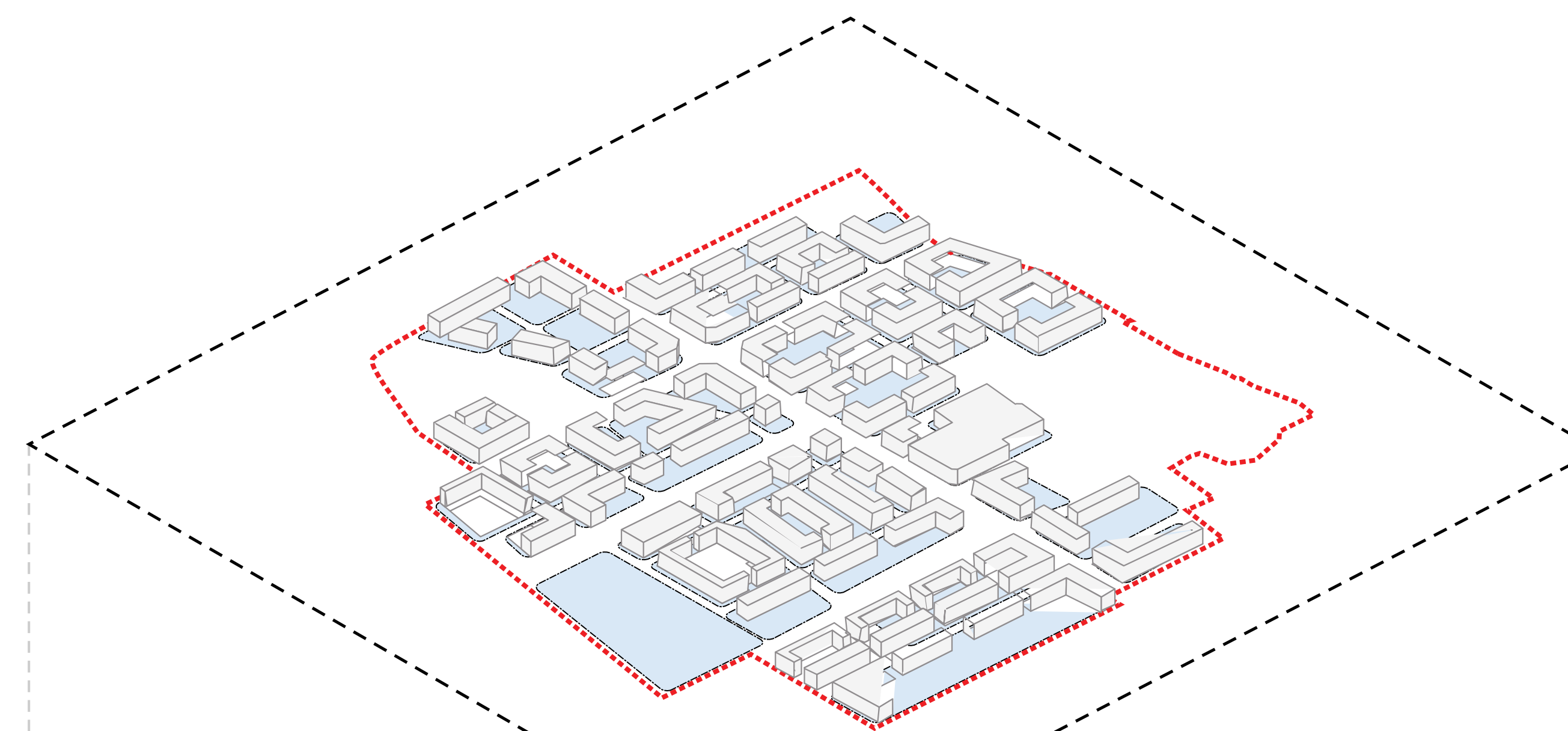
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Design Components

Built Form



Provide new recreational and community facilities to support growing communities



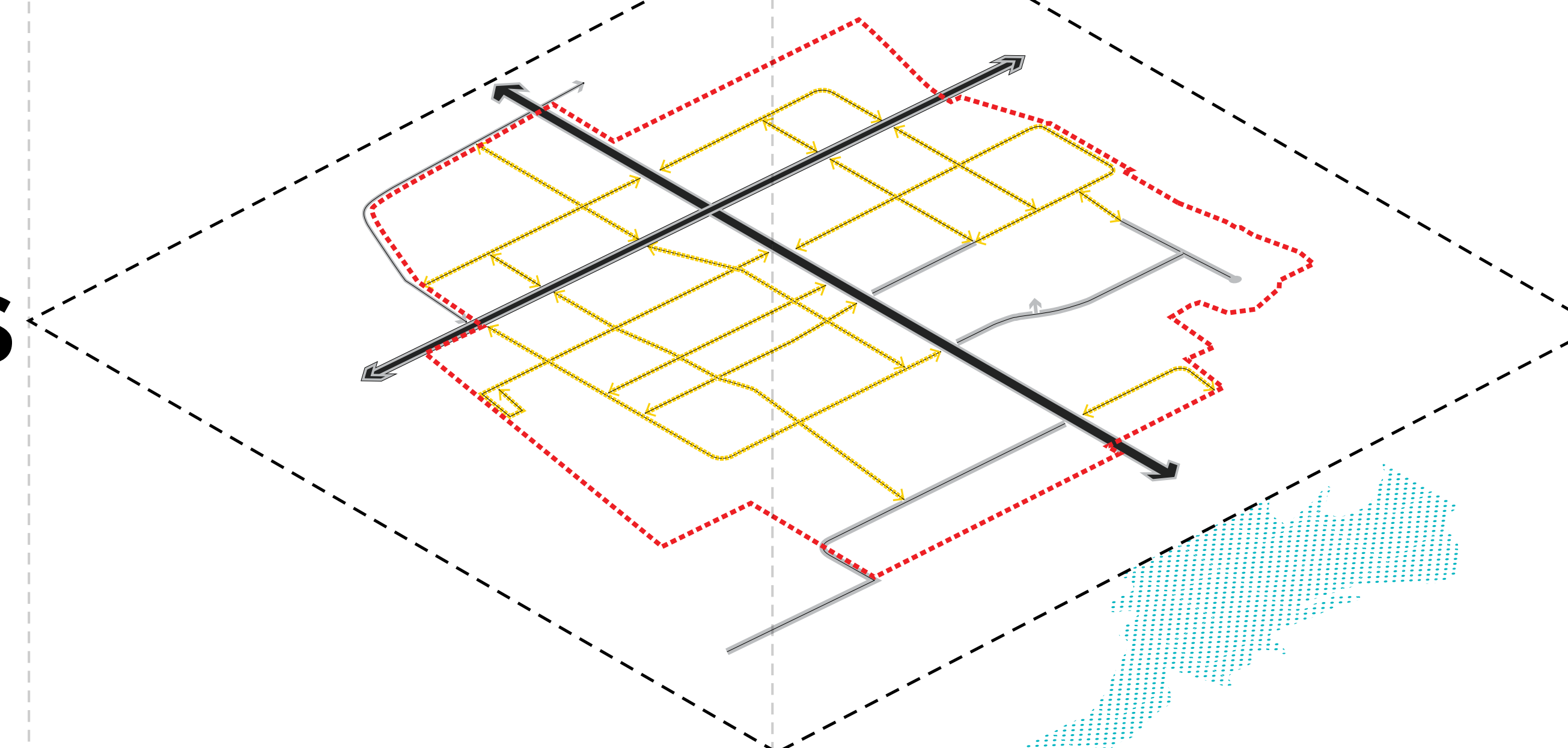
Promote active at-grade uses



Mix of uses and building types



Streets + Blocks



Create permeable street and block network



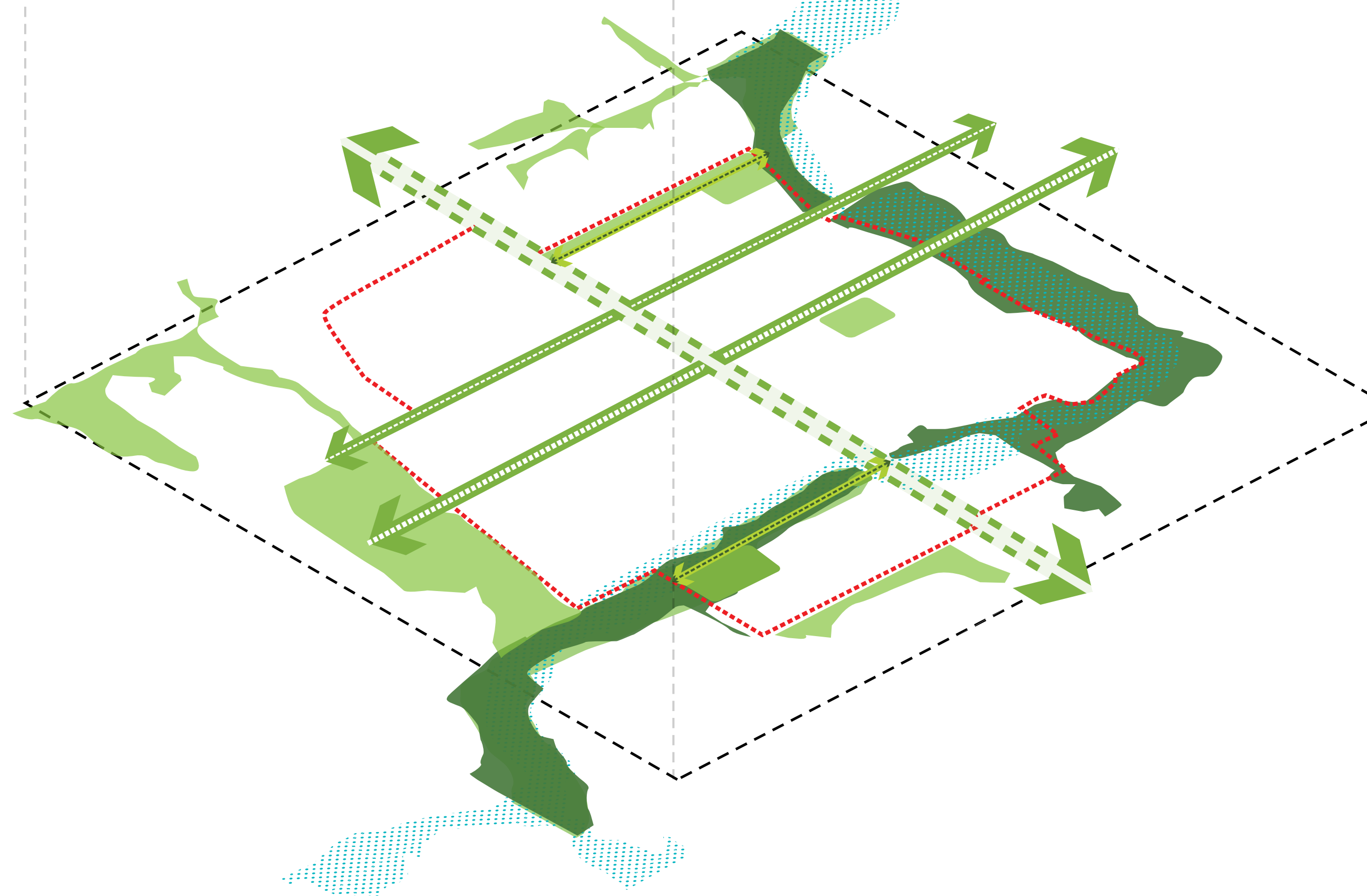
New frontage for development



Improve connections to transit



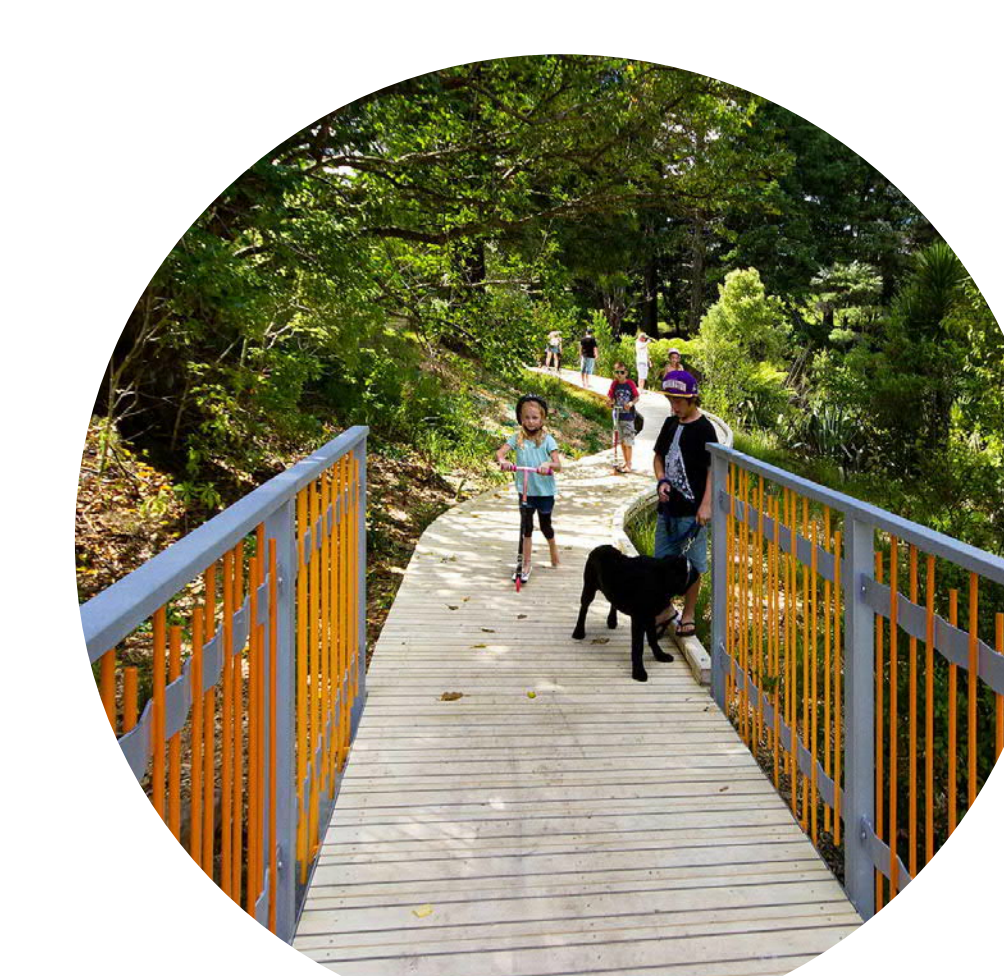
Landscape



Connect to and enhance existing open and natural spaces



Provide new recreational and community facilities to support growing communities

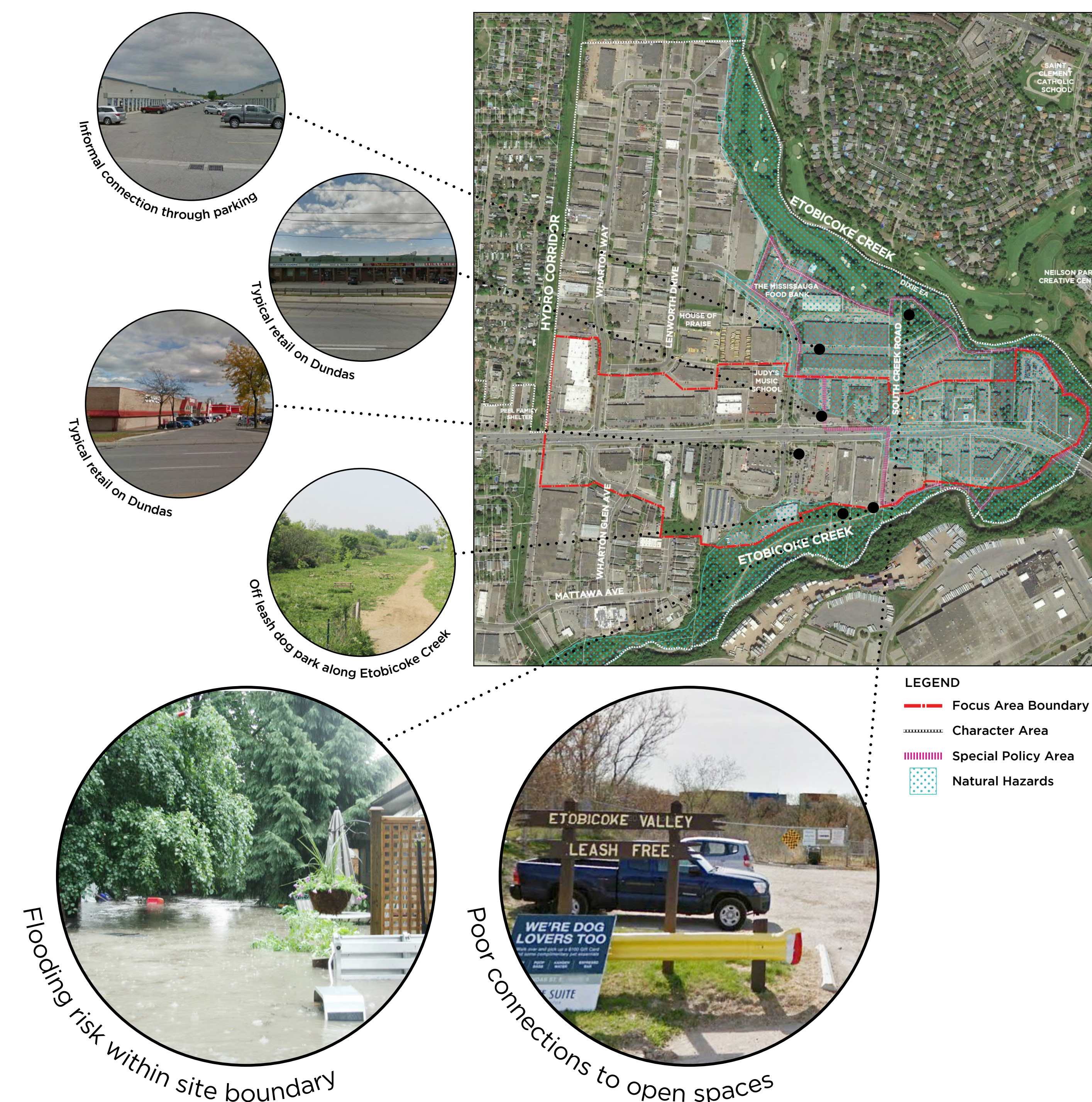


Focus Area Issues and Opportunities: Etobicoke Creek

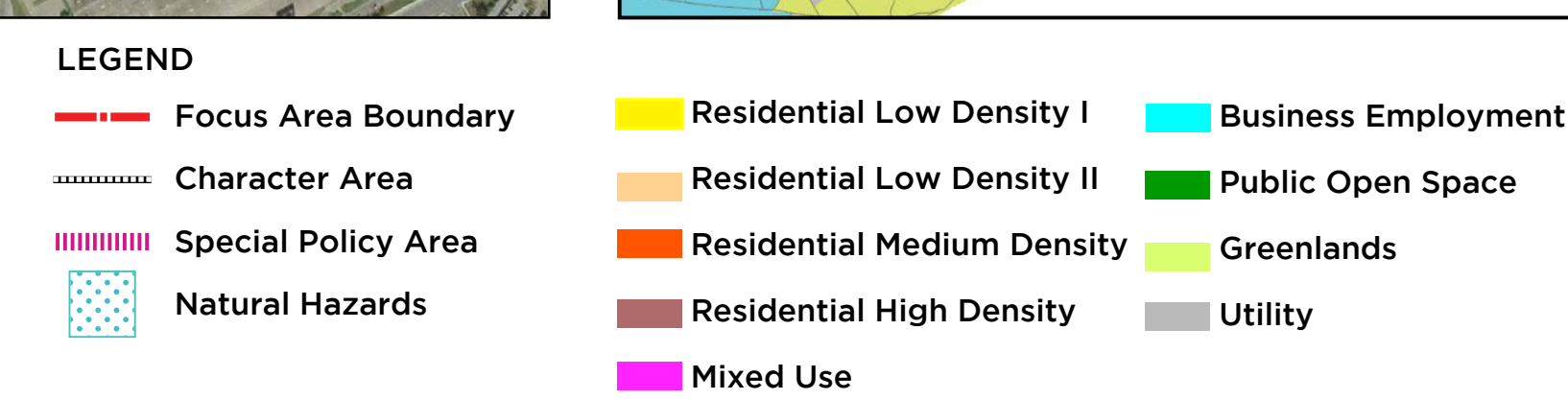
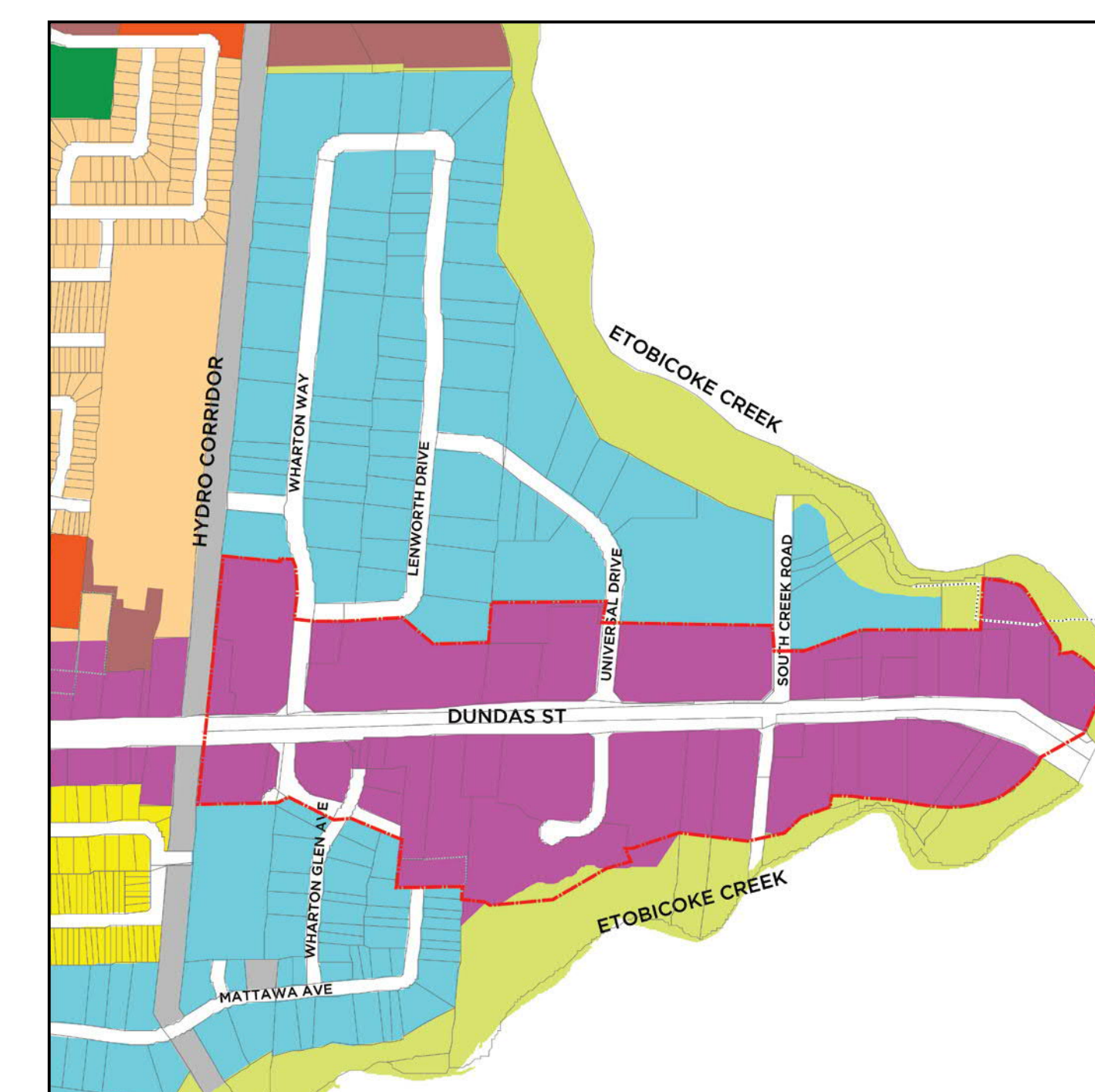
Context

Site Area: 1.21k²

The Etobicoke Creek focus area is part of the Dixie Employment Character Area. The Official Plan recognizes the lands at the east of the area should “function as the primary gateway into Mississauga from Toronto and areas to the east, and should promote distinctive built form, landscaping and street furniture elements as visual landmarks to identify the City entry and reinforce a quality image.”



Land Use Designations



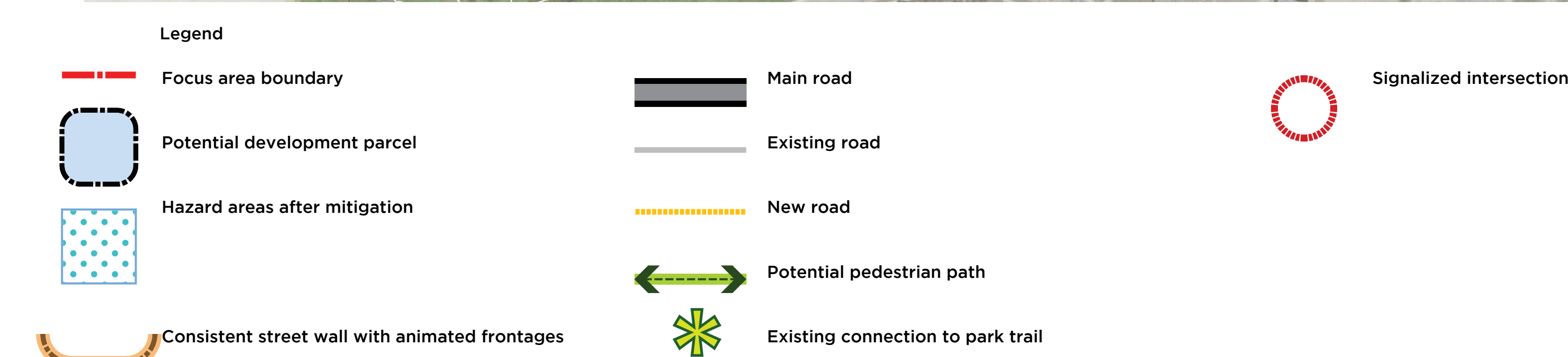
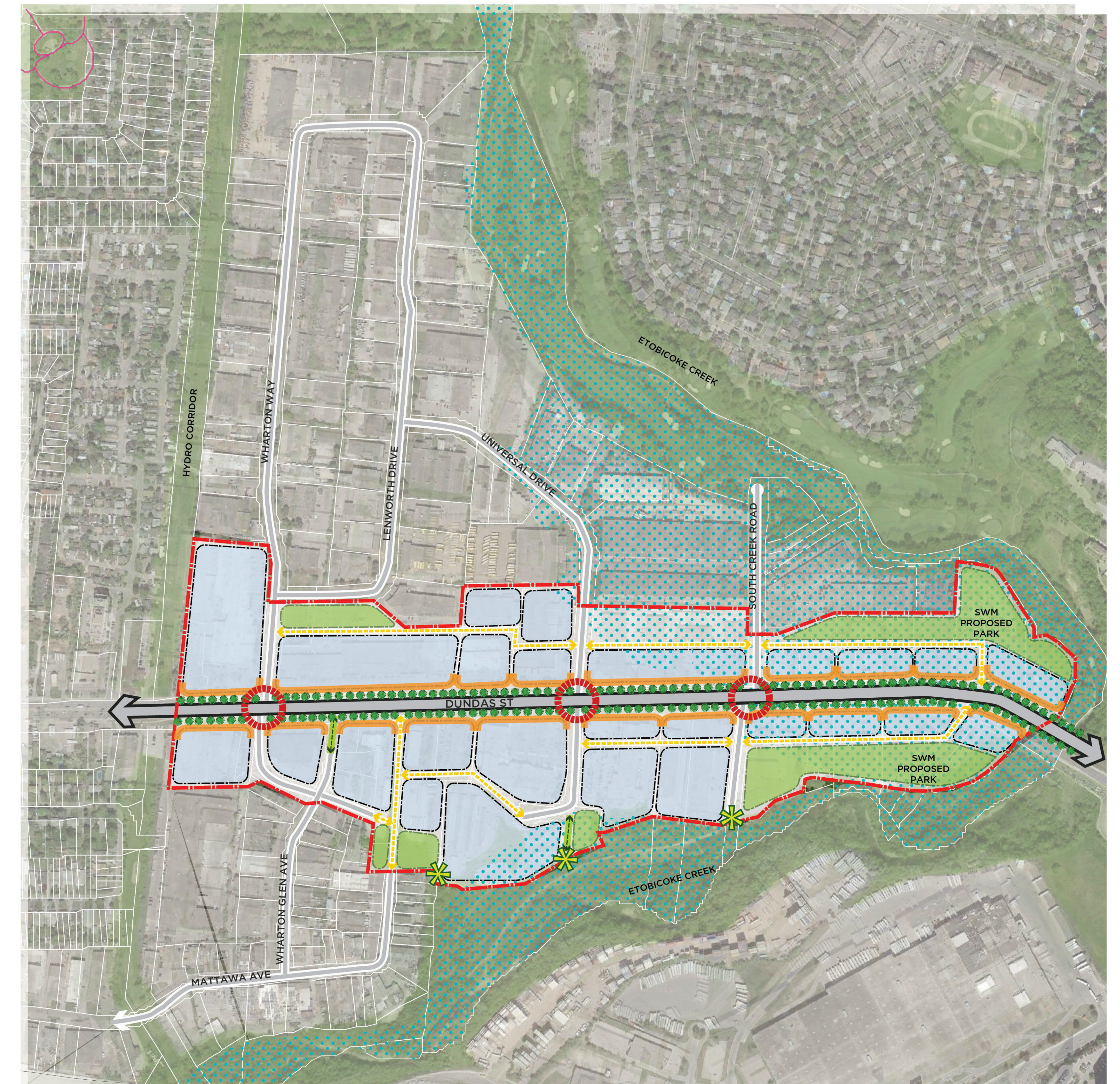
Opportunities:

- Opportunity for gateway development
- Potential for creating new green open spaces in strategic locations.
- Opportunity to create safe cycling infrastructure along Dundas Street and expanded road right-of way width.
- Strengthen and create pedestrian environment.
- Opportunity to provide better visual and physical connections to natural landscape.
- Proximity to Highway 427.

Issues:

- Gateway sites as per OP within hazard lands.
- Hazard lands extend beyond open space.
- Lack of road network connectivity within focus area.
- Poor connections to open space and lack of greening within the focus area boundary.
- Poor pedestrian and cycling environment.
- Limited greening in parking lots and on industrial roofs contributes to the urban heat island effect.
- Lack of community facilities within focus area.

Draft Framework Plan

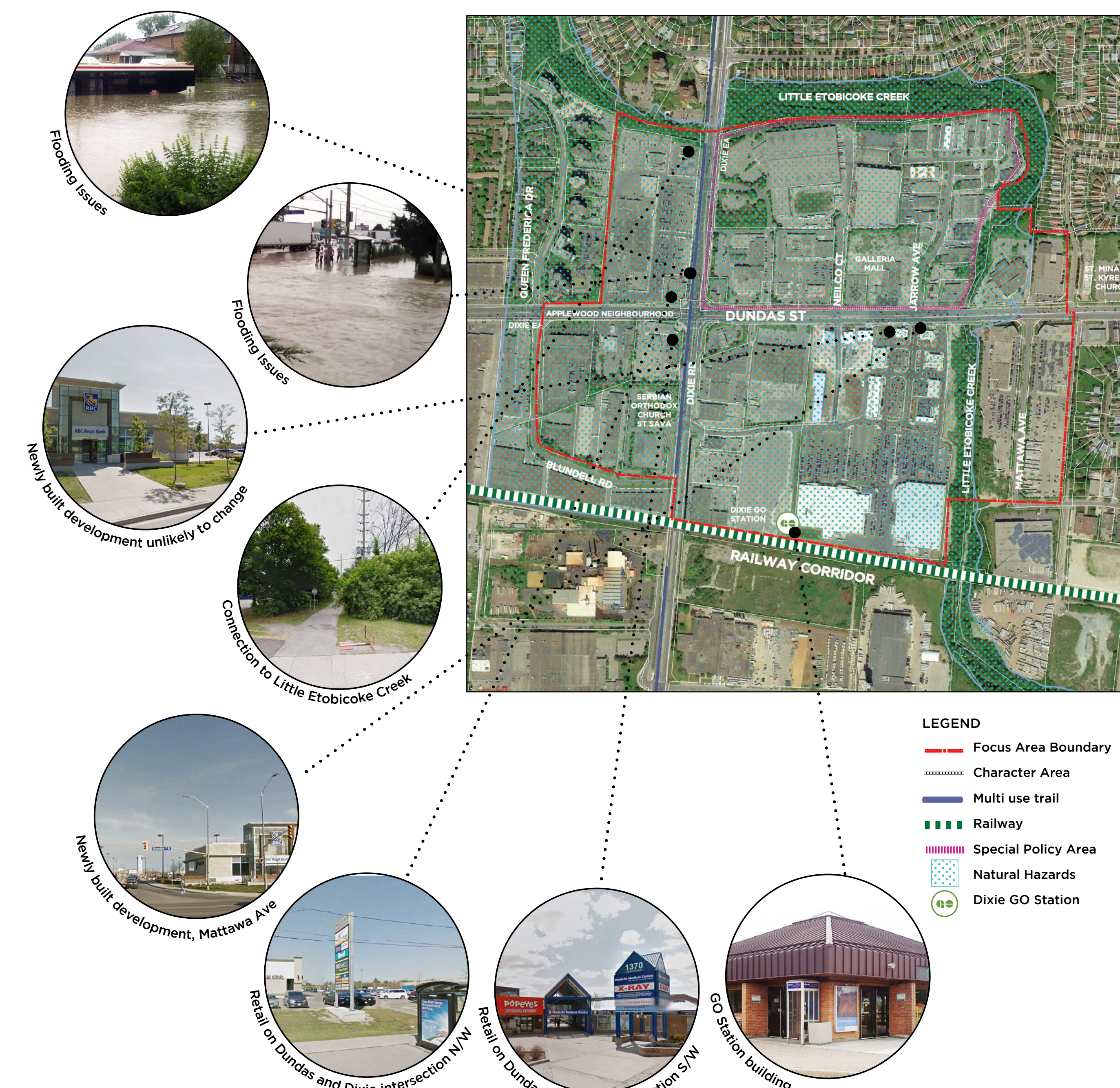


Focus Area Issues and Opportunities: Dixie

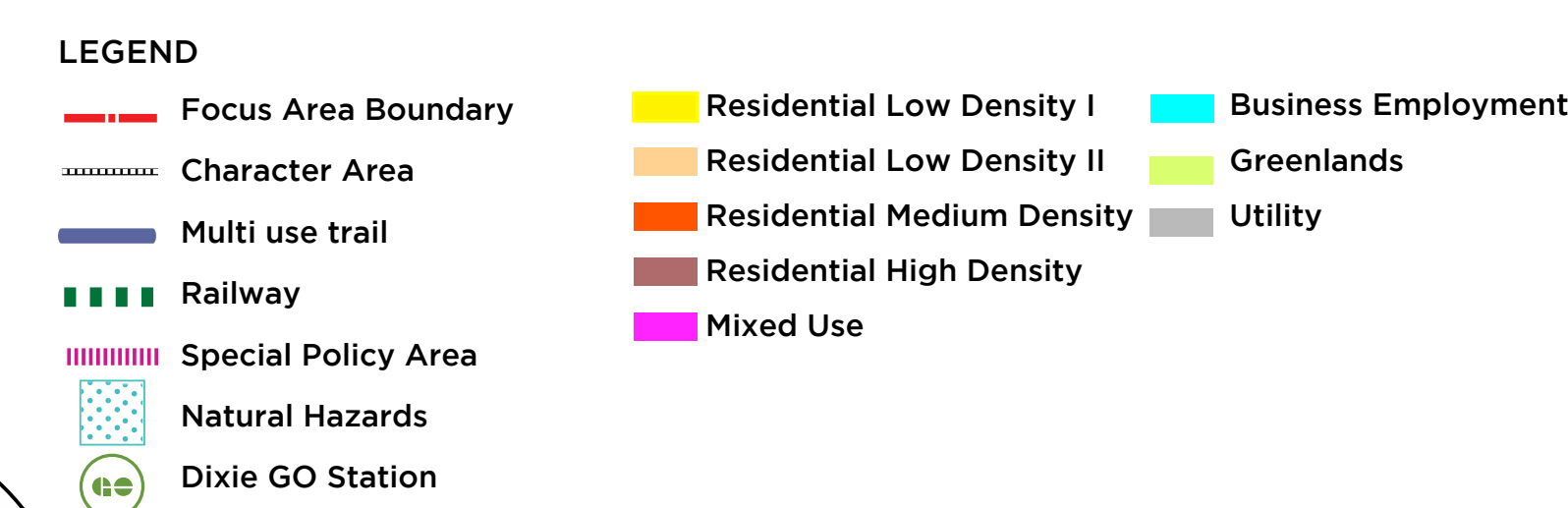
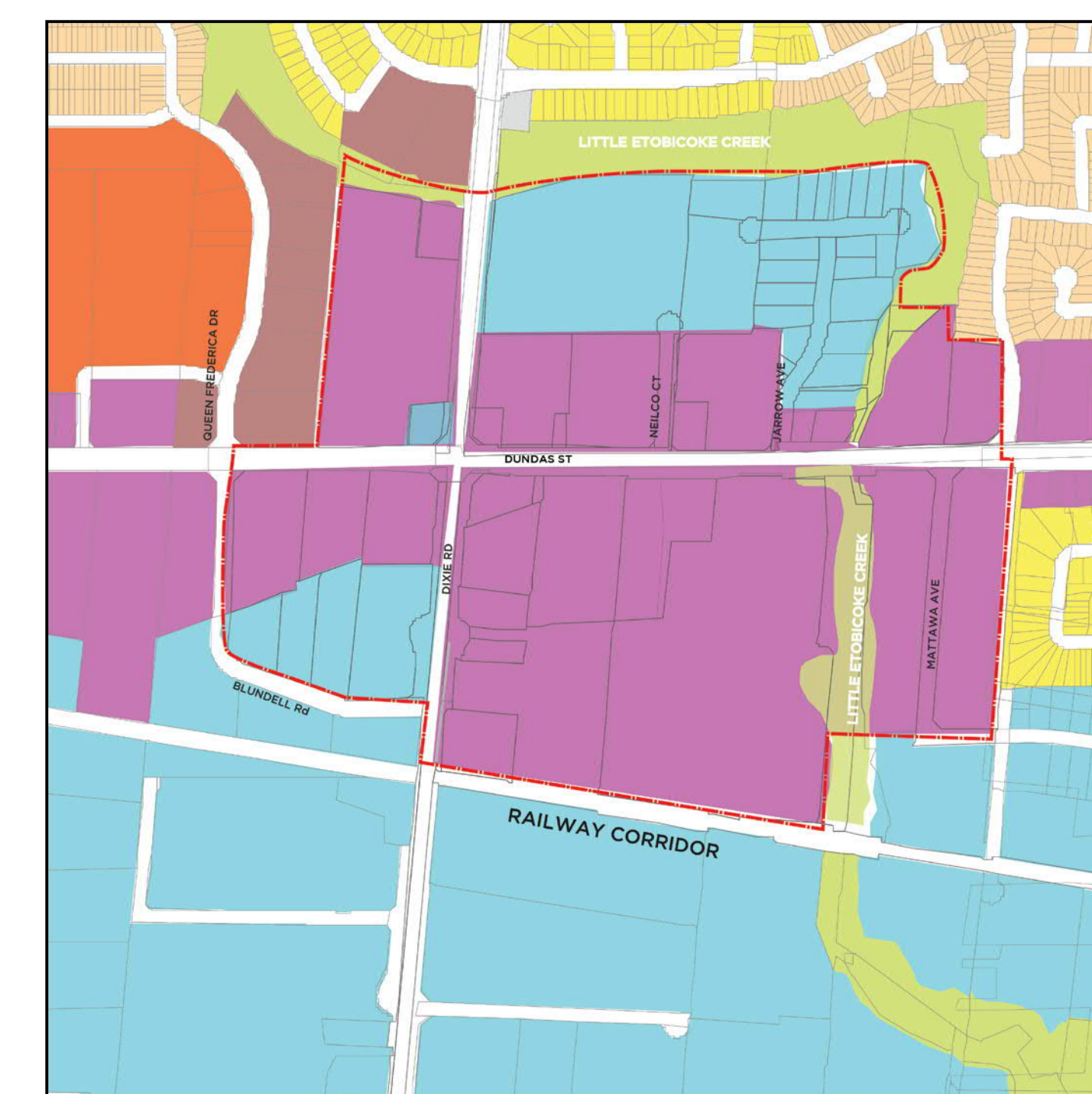
Context

Site Area: 0.90 km²

The Dixie Focus area is part of the Dixie Employment Character Area. Currently, almost the entire focus area is located in a Natural Hazard Area. Mitigation measures have been studied and are feasible to implement upon approval opening the area to development. The Dixie GO Station and potential new high-order transit along Dundas suggest development be encouraged in the area. Currently, within the Dixie Employment Character Area no residential uses are allowed in sites zoned mixed use. The area suffers from traffic congestion. New connections in the focus area and to the Queensway should be encouraged.



Land Use Designations



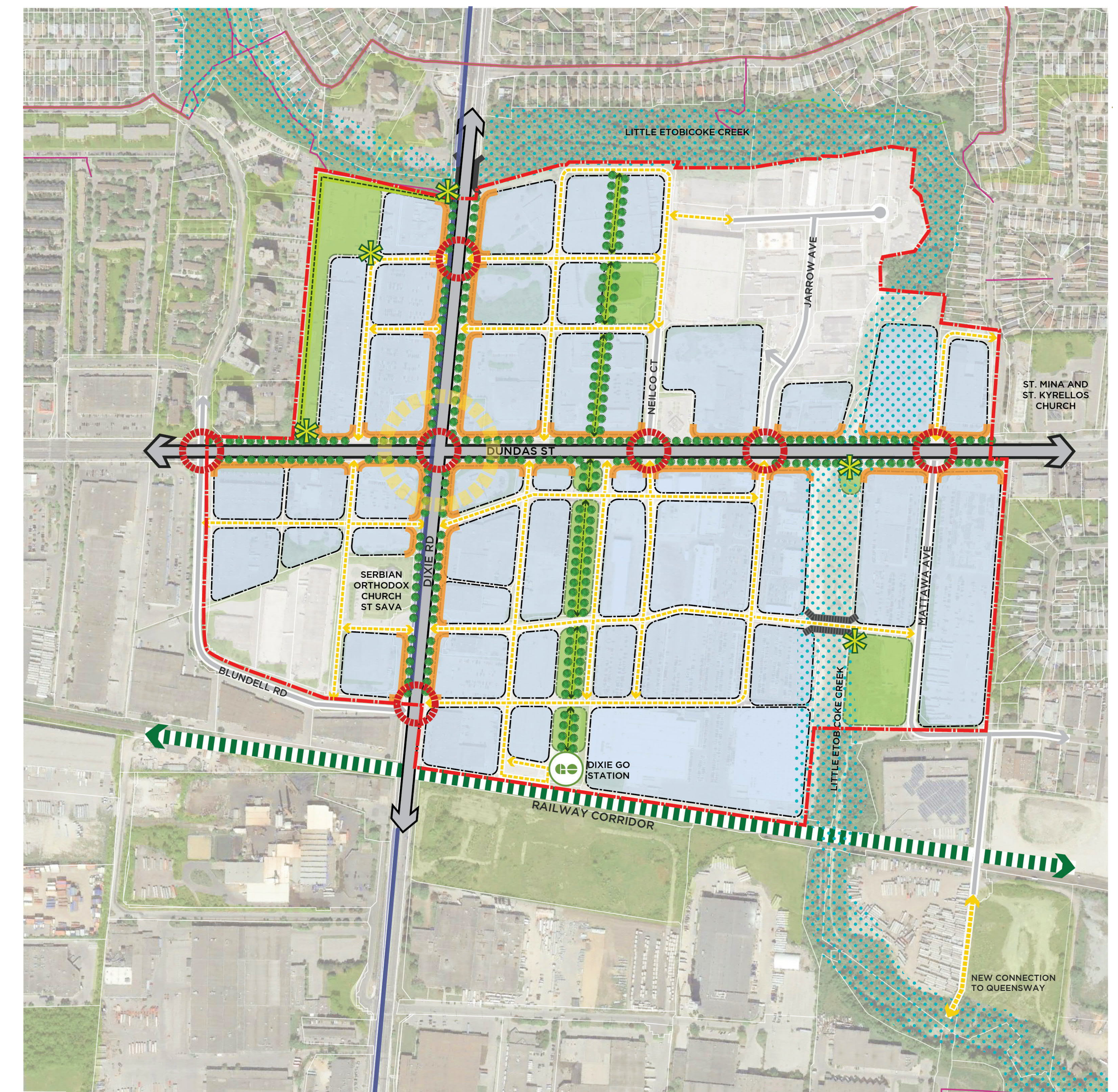
Opportunities:

- If flooding issues are addressed and SPA is modified, there is potential for intensification and redevelopment.
- Dixie GO Station is an opportunity to apply Mobility Hub Principles.
- New private roads have been built in southeast quadrant breaking up block size and providing opportunity for additional connections and development frontage.
- Possible connections to new multi use trail along the west side of Dixie all the way from Burnhamthorpe to the Queensway.
- Implement ring road principles to improve functionality at Dixie and Dundas.
- Encourage development around transit stops.

Issues:

- Existing flooding issues will require significant investment in mitigation measures to reduce flooding risk. Changes to the Official Plan and Zoning By Law also required.
- Significant traffic congestion at Dixie/Dundas intersection.
- Lack of community facilities within focus area.
- Existing character area policy does not allow for residential uses.

Draft Framework Plan *Development potential contingent on flood mitigation.

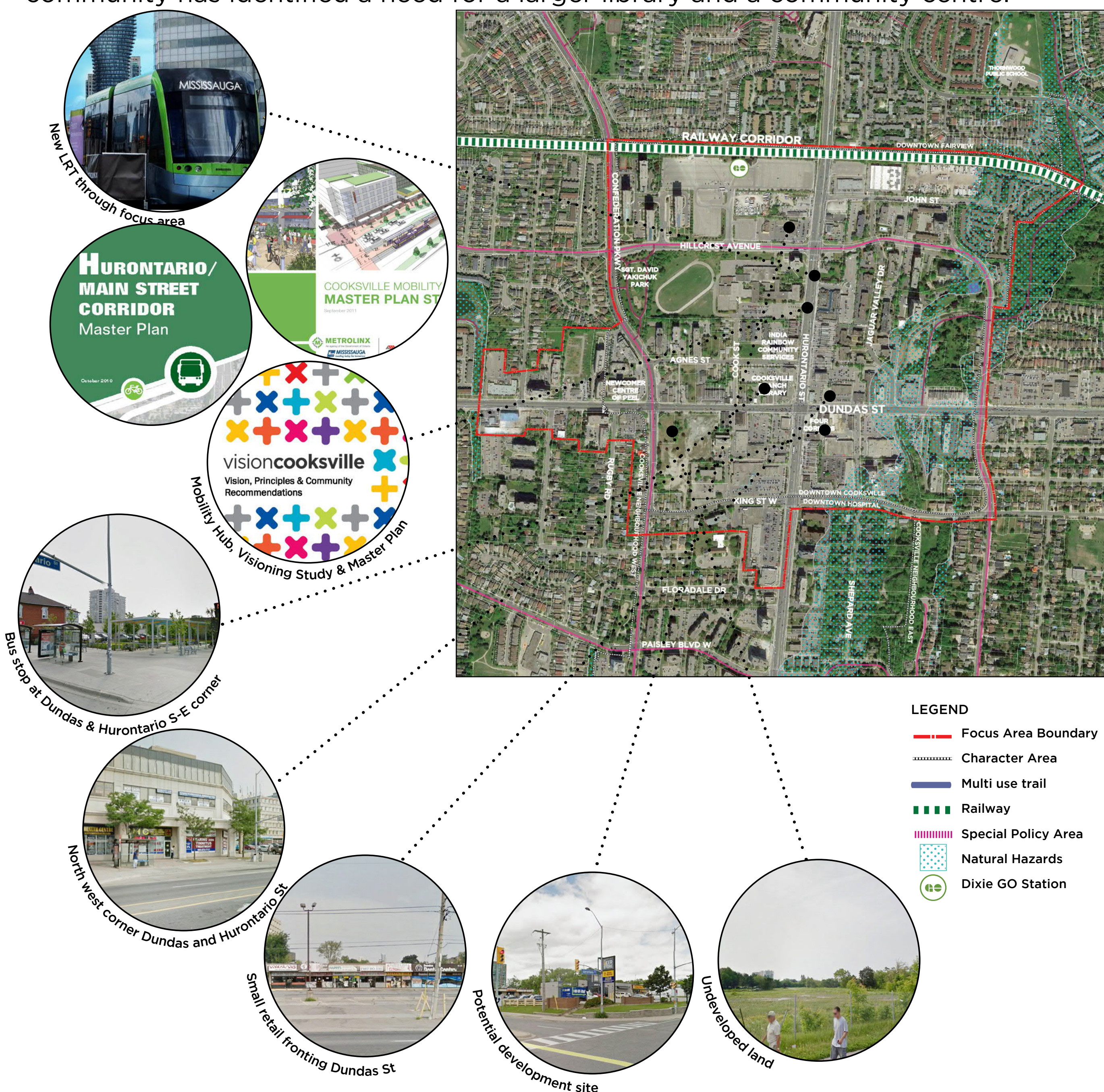


Focus Area Issues and Opportunities: Cooksville

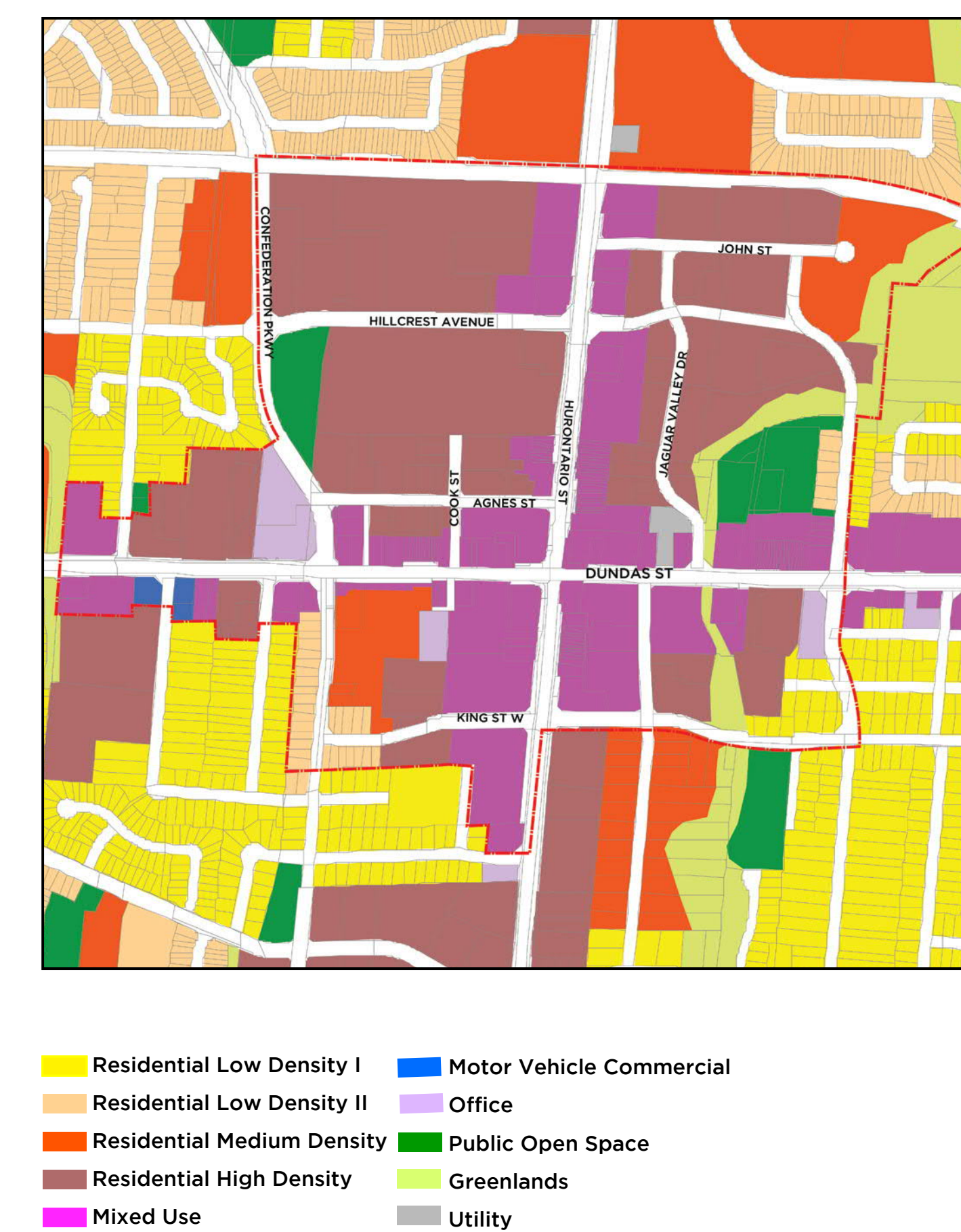
Context

Site Area: 1.03 km²

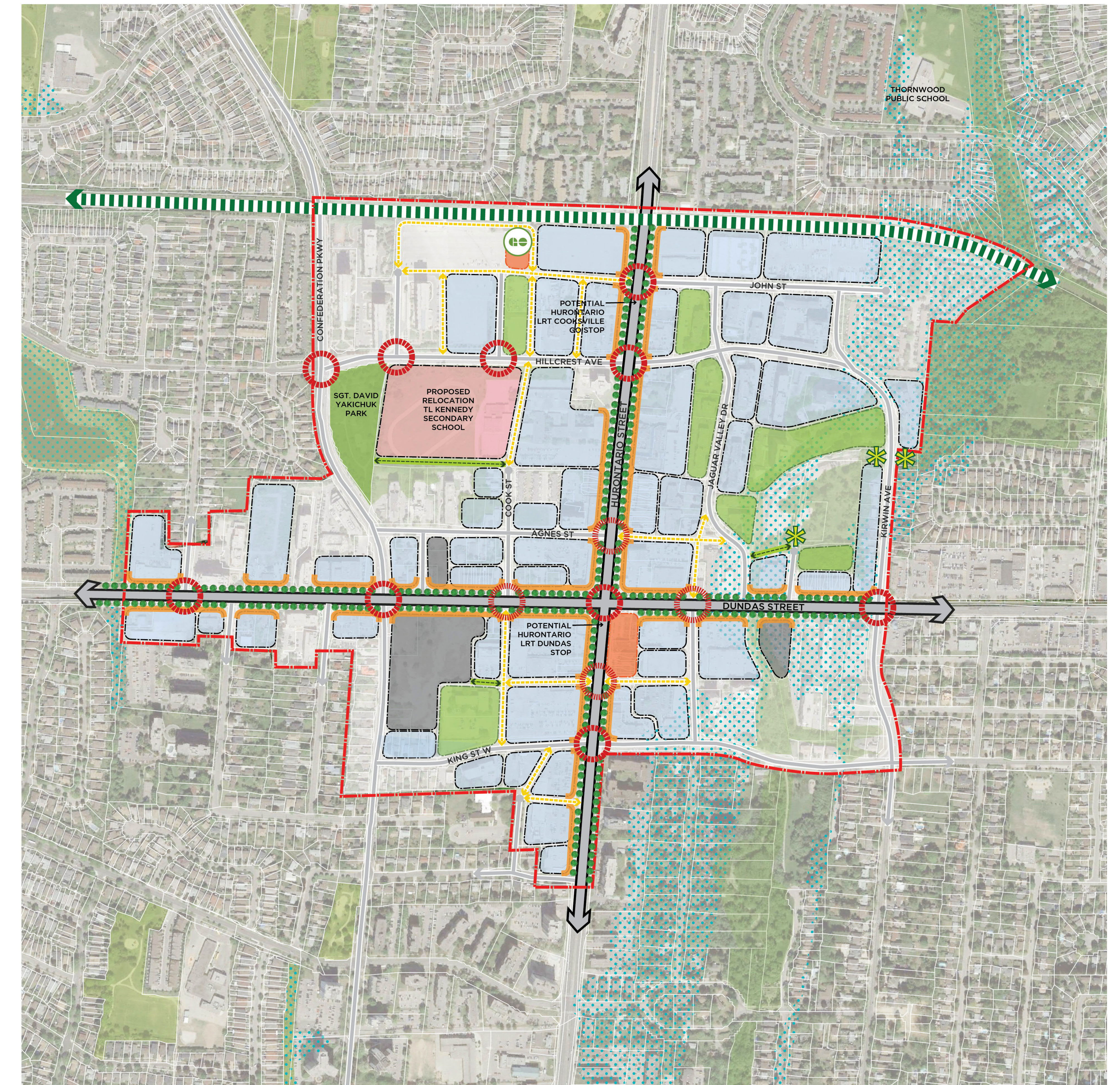
The Cooksville Focus Area is part of the Downtown Cooksville Character Area. Cooksville is a key transit interchange area that includes the The Horontario LRT, Milton GO Line, and future Dundas RT. The new Hurontario LRT is one of three high-order transit lines within the focus area. The second being the Milton GO line and third, the transit considered for Dundas. Growth in this area has been considered through the Hurontario Master Plan, Cooksville Mobility Hub Guidelines and Vision Cooksville. Dundas Connects will base its planning and design on studies. With intensification comes the need for more community services. The community has identified a need for a larger library and a community centre.



Land Use Designations



Draft Framework Plan

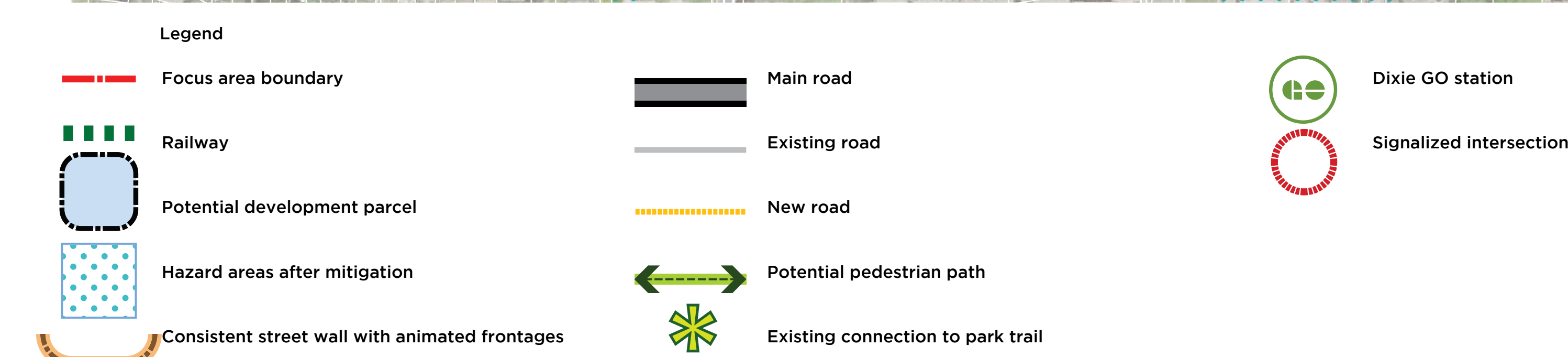


Opportunities:

- Create a mobility hub that provides clear connections between Horontario LRT, GO Transit and Dundas Rapid Transit.
- Improve public realm and future development of Cooksville GO based on (Mobility Hub Master Plan and Vision Cooksville Study).
- Opportunity for infill development to support transit.
- "4 Corners" expansion to increase public space on Dundas.
- Potential redevelopment of TL Kennedy Secondary School site and GO lands.
- Potential for creating new green open spaces in strategic locations.

Issues:

- Coordination and timing between different planning studies and implementation.
- Need for a community centre and library.
- Hazard areas extend beyond park and open space.
- Limited ROW for competing uses especially at Dundas and Hurontario.
- Pedestrian realm needs improvement for comfort, accessibility and safety.
- Traffic congestion.
- Existing character area policy does not allow for residential uses.

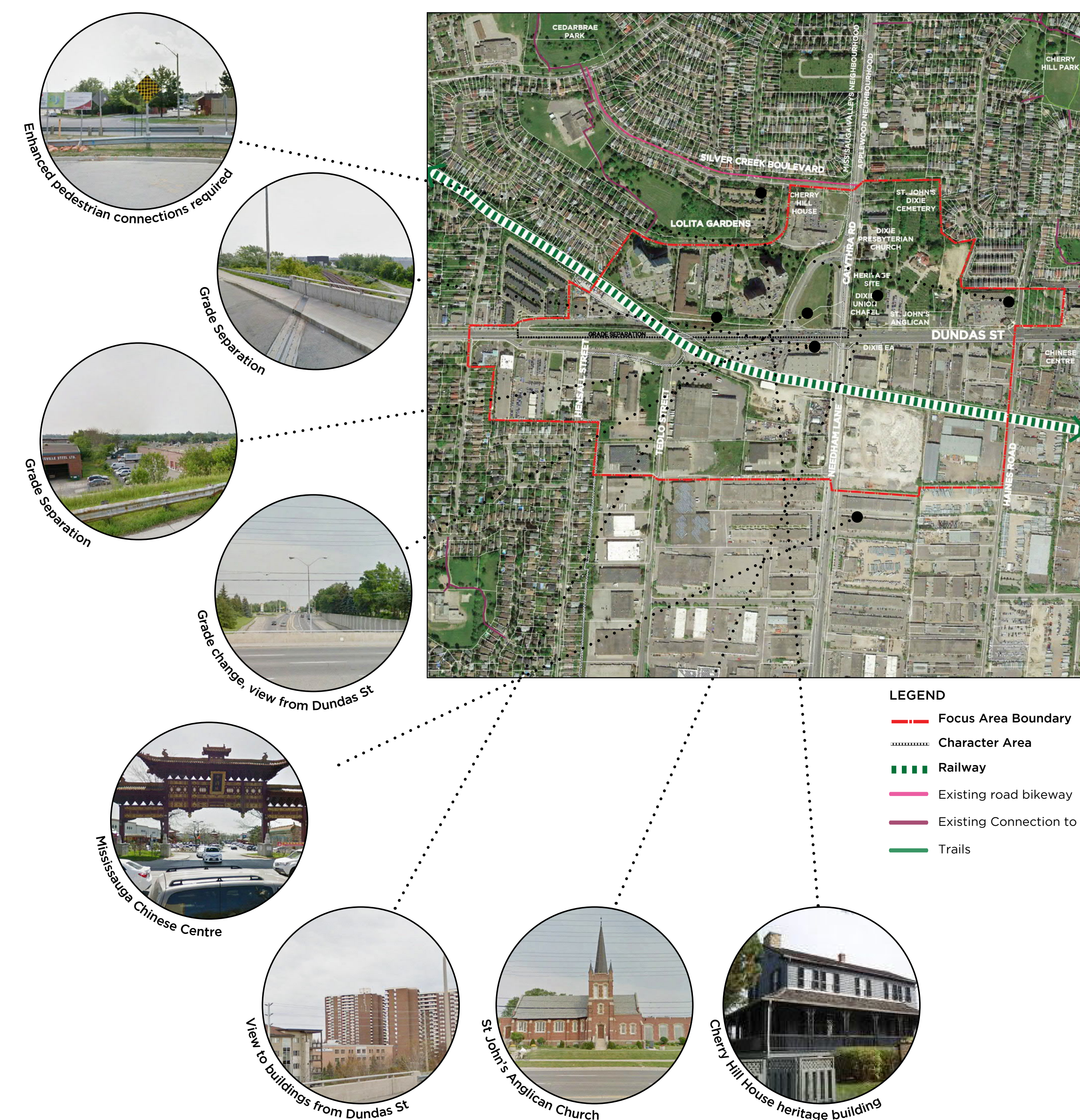


Focus Area Issues and Opportunities: Cawthra

Context

Site Area: 0.71 km²

The Cawthra focus area is part of three different character areas. The Applewood Neighbourhood north east of Cawthra and Dundas, Mississauga Valleys Neighbourhood to the north west and the Dixie employment area south of Dundas. The focus area is constrained by the grade changes required by the railway track. For example, there is no opportunity for frontage on the north side of Dundas from Cawthra to Hensall Circle. There are two heritage designated properties within the focus area. The Cherry Hill House on Silver Creek Boulevard west of Cawthra and the Dixie Union Chapel at the north east corner of Cawthra and Dixie.



Land Use Designations



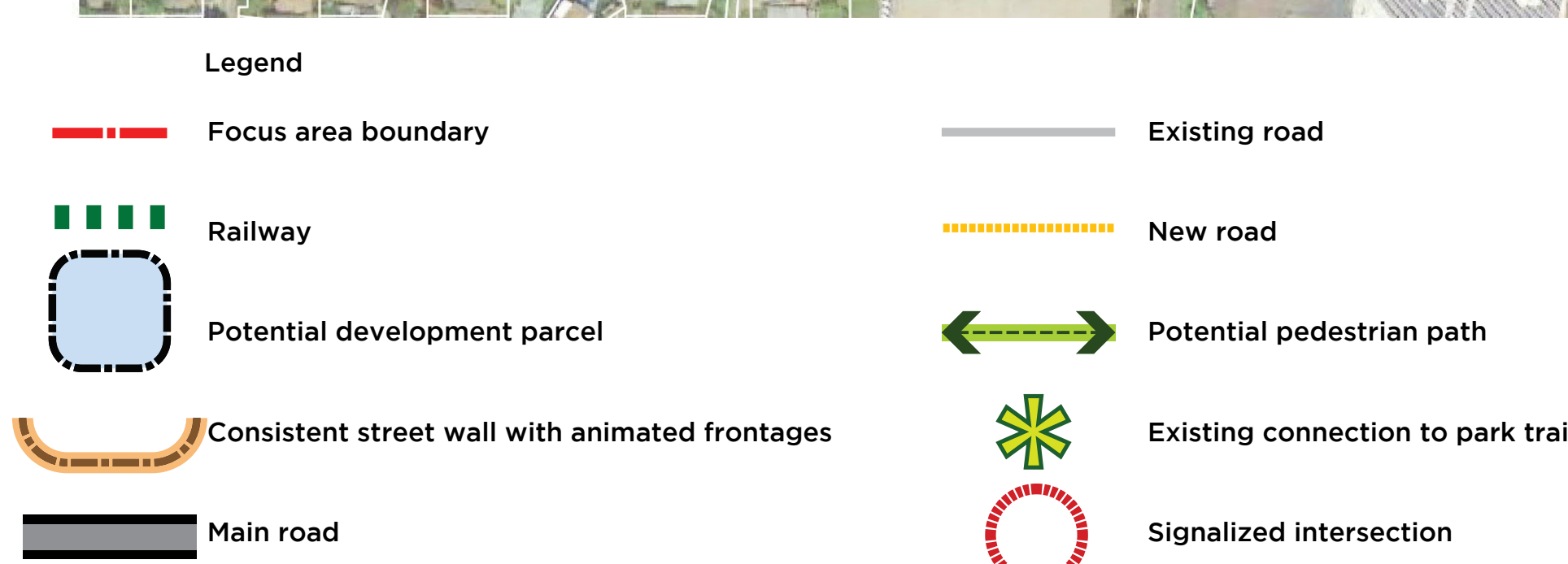
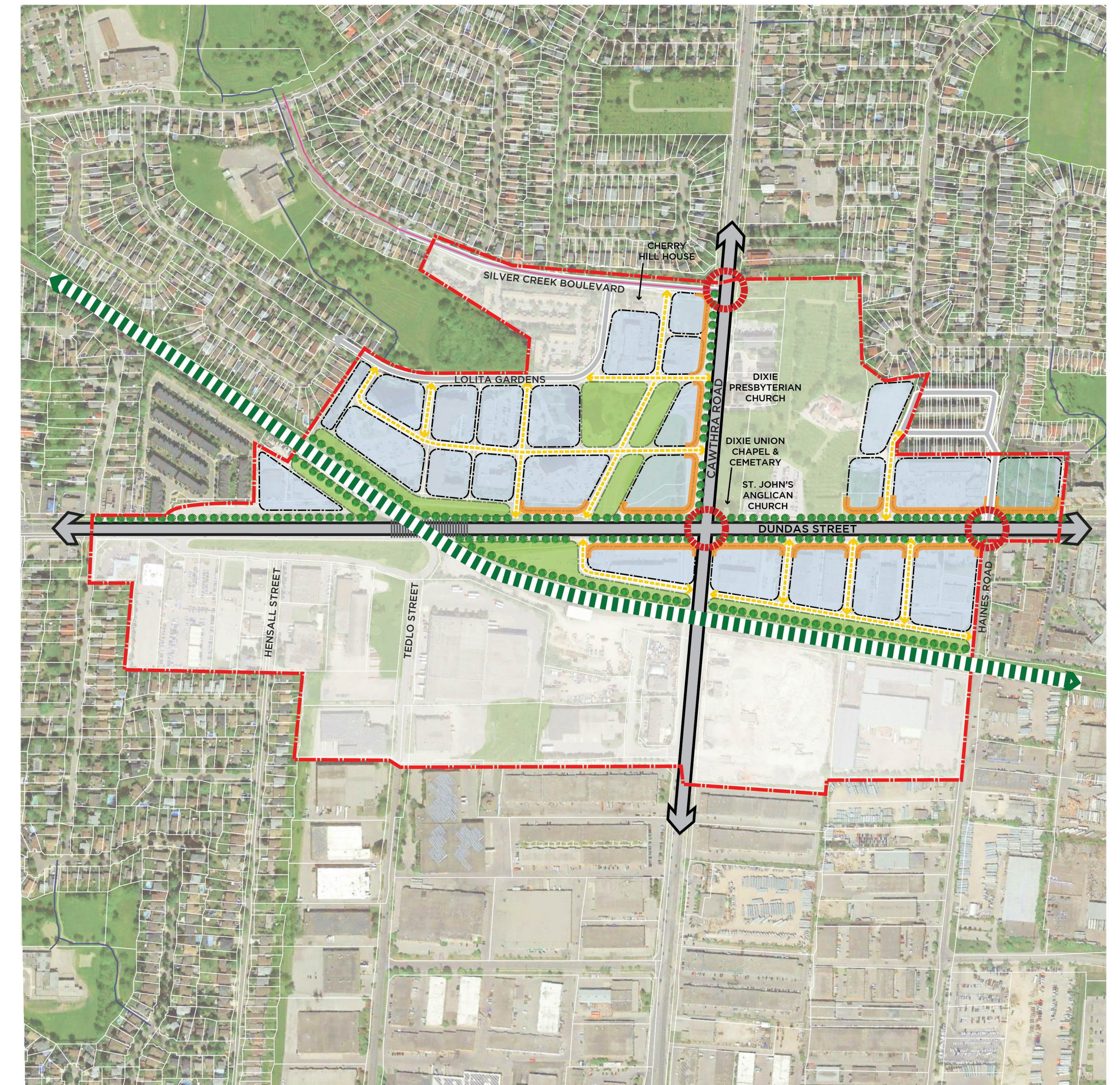
Opportunities:

- Enhanced pedestrian connections
- Potential for mixed-use development on south side of Dundas
- Views from trains could be improved

Issues:

- No connection to bike infrastructure on north side of focus area
- Grade separation at Cawthra and Dixie limits frontage on Cawthra
- Poor connections from Dundas to existing neighbourhoods
- Limited greening in parking lots and on industrial roofs contributes to the urban heat island effect
- Railway deterrent to development

Draft Framework Plan

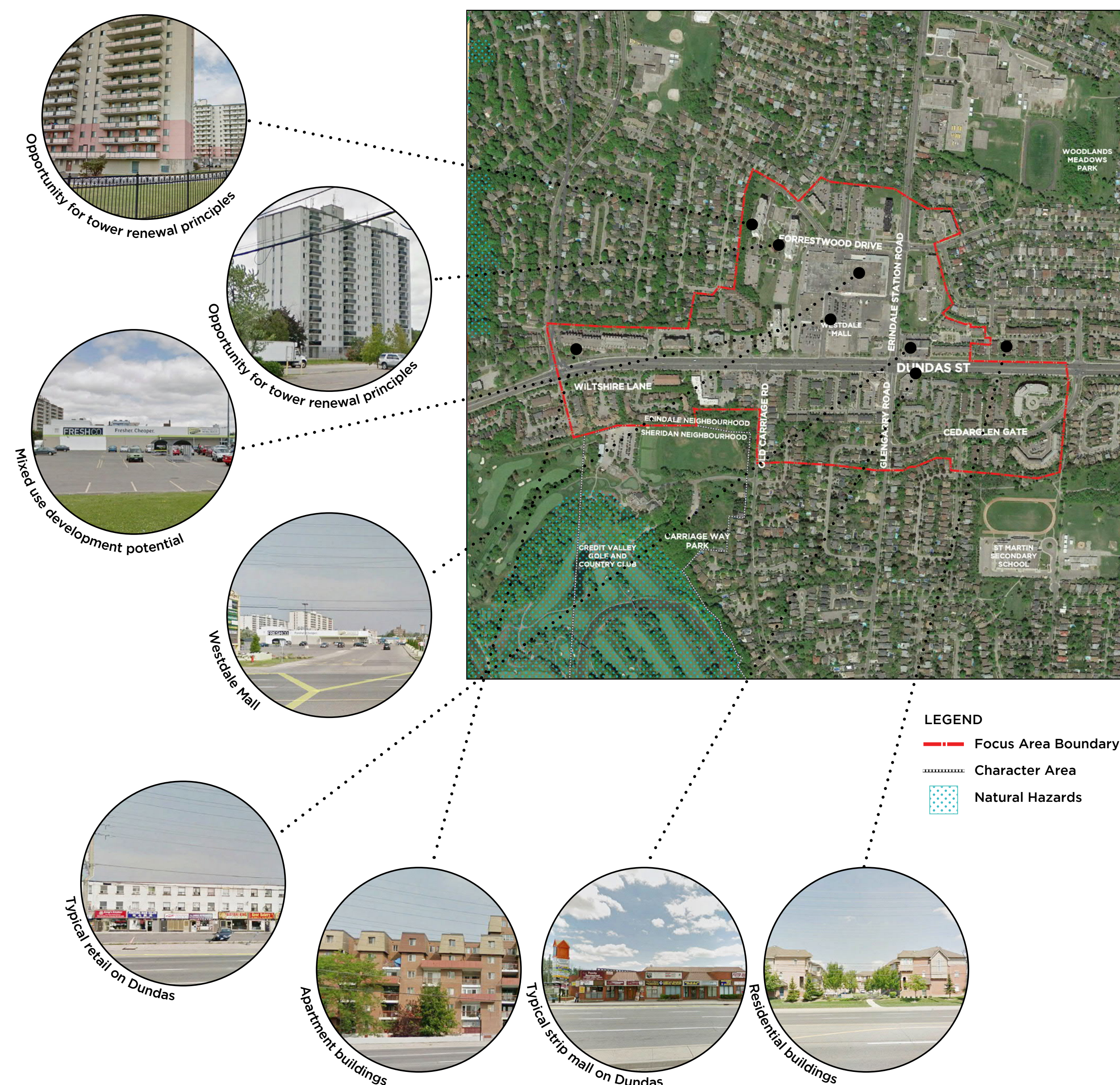


Focus Area Issues and Opportunities: Erindale

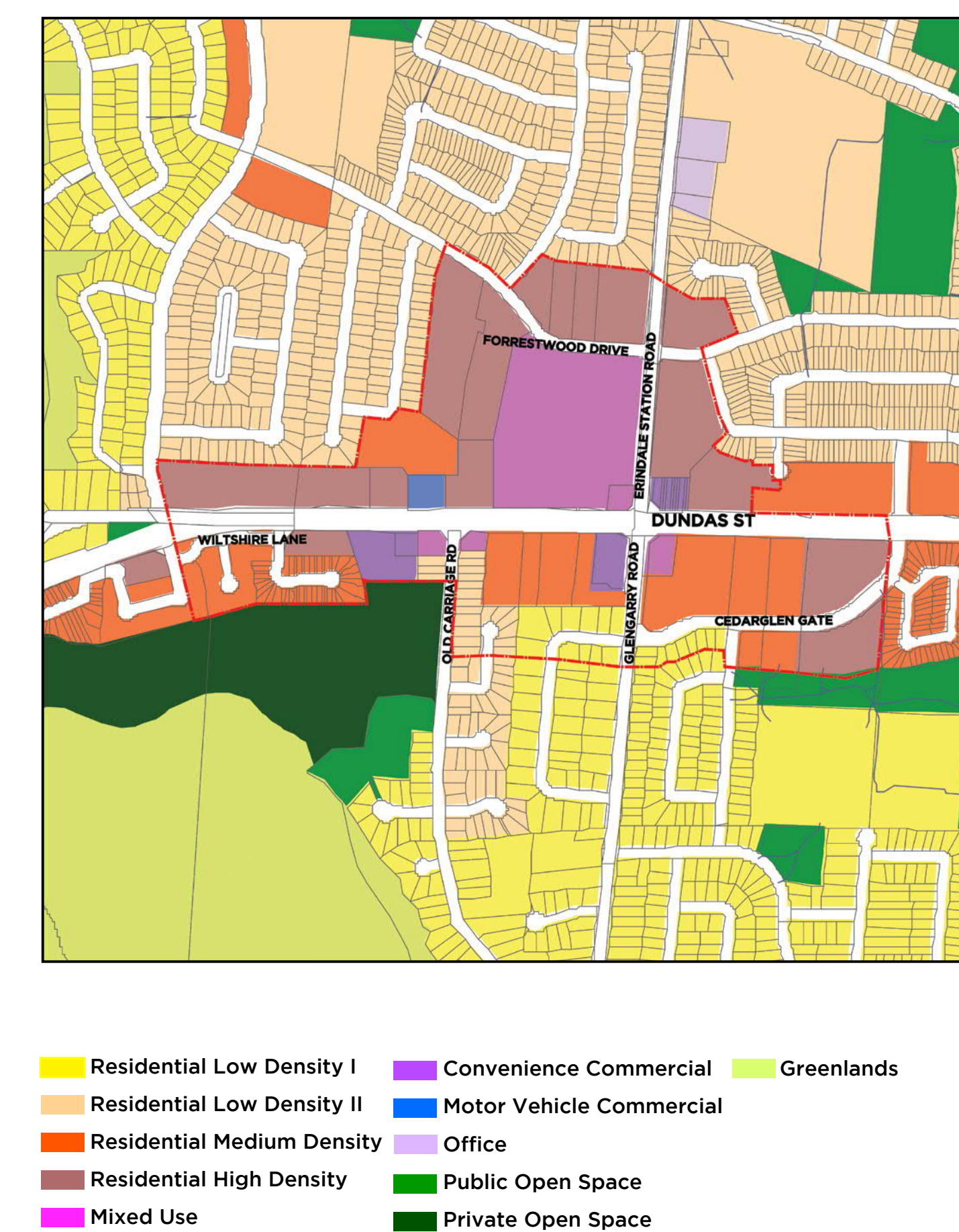
Context

Site Area: 1.21k²

The Erindale Focus Area is part of the Erindale neighbourhood character area. The site is mostly residential with opportunity for application of tower renewal principles in some aging high rise rental stock. There is opportunity for mixed use development potential on the Westdale mall site located at the north west corner of Erindale Station Road and Dundas St. Potential exists for connecting the focus area visually and physically to important natural features such as Woodlands Meadows Park and Carriage Way Park.



Land Use Designations



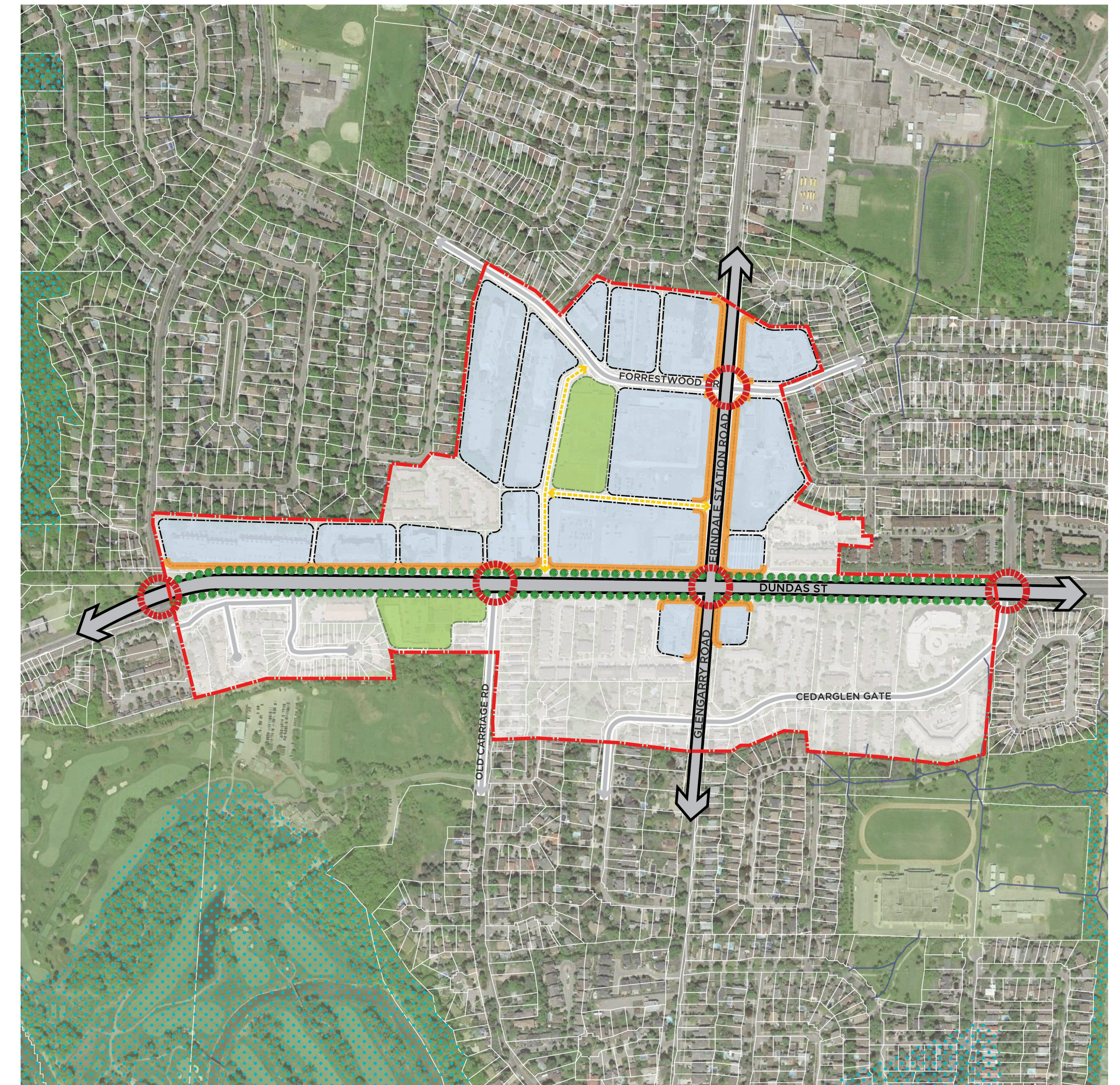
Opportunities:

- Potential for creating new green open spaces in strategic locations.
- Strengthen pedestrian environment.
- Significant mixed use development potential at Westdale Mall.
- Opportunity to apply tower renewal principles.
- Provide view corridors to open spaces.

Issues:

- No cycling infrastructure within site boundary.
- Poor connections from Dundas Street to existing neighbourhoods.
- Poor connections to open spaces from Dundas (Woodlands meadows park, Carriage Way Park etc..)
- Ageing high rise rental stock.
- Lack of community facilities within focus area.
- Potential conflicts due to the number of driveways west of Erindale Station.
- Traffic congestion.

Draft Framework Plan

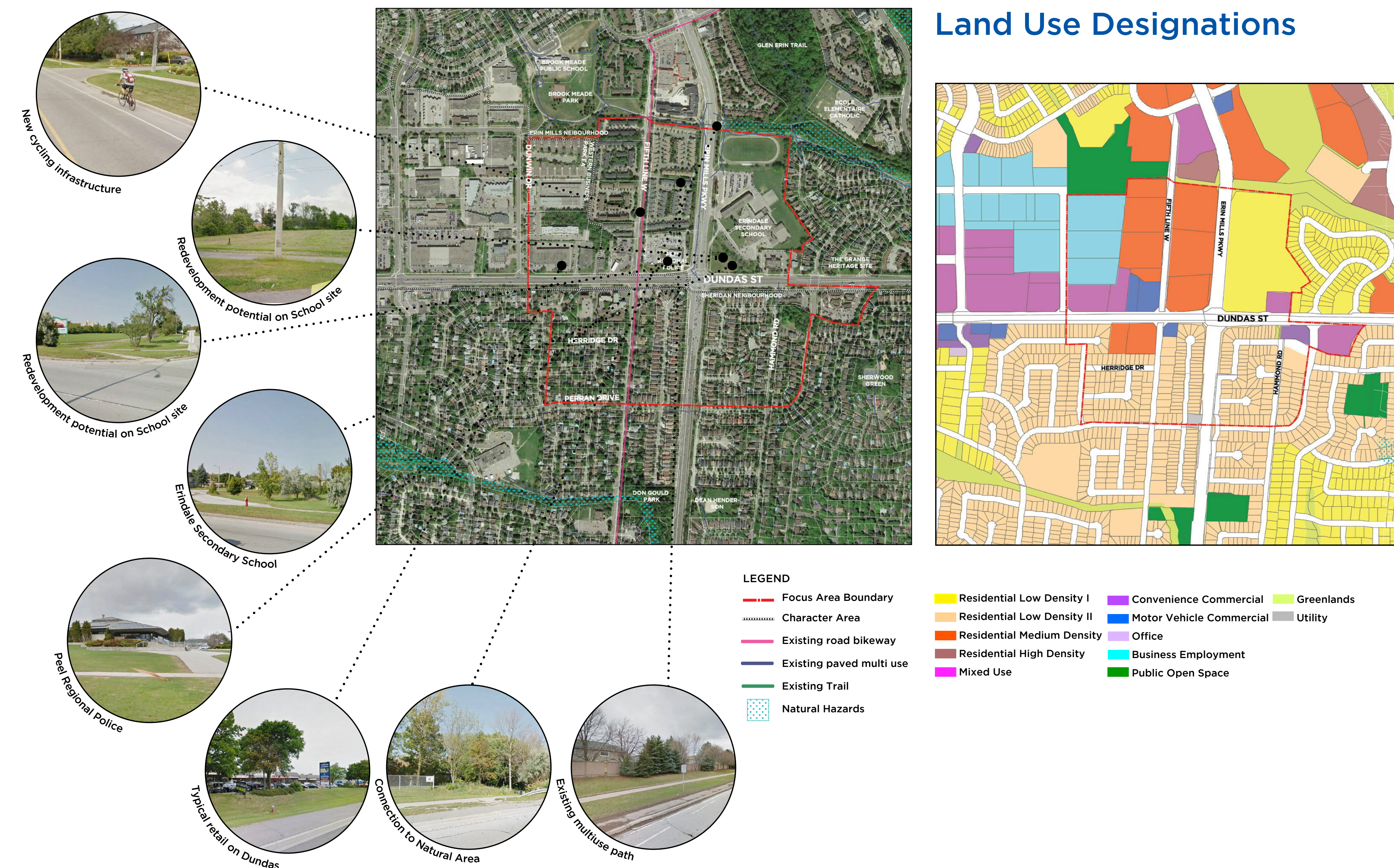


Focus Area Issues and Opportunities: Erin Mills

Context

Site Area: 0.63 km²

The Erin Mills Focus Area is part of the Erin Mills neighbourhood. The majority of the focus area is stable residential. There is potential for development in the mixed-use zones at the east and west of the focus area. In the future, there is room for development at the police station and Erindale Secondary School sites. Creating new connections is also important to this area - to natural areas such as the Glen Erin Trail and the Brook Meade Park, and to existing north south bike paths along both Fifth Line and Erin Mills Parkway.



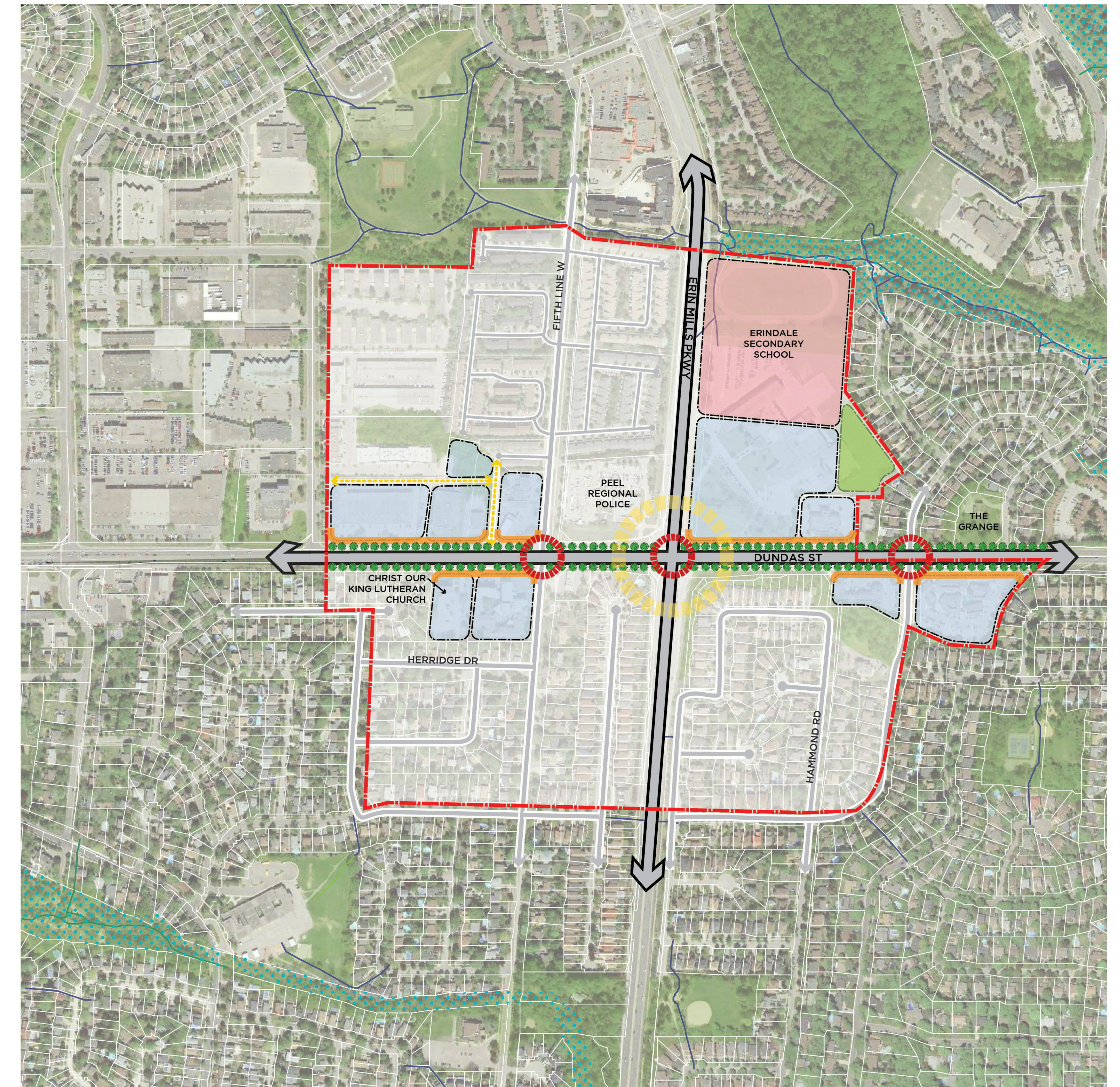
Opportunities:

- Create new cycling infrastructure that connects Dundas Street with existing north south paths
- Create direct connections from neighbourhoods to Dundas Street
- Regional infrastructure along Erin Mills Parkway for cycling
- Future redevelopment potential on Erindale Secondary School site and police station

Issues:

- Poor connections to open spaces
- Existing reverse frontage developments limits access to potential activity and frontages on Dundas

Draft Framework Plan

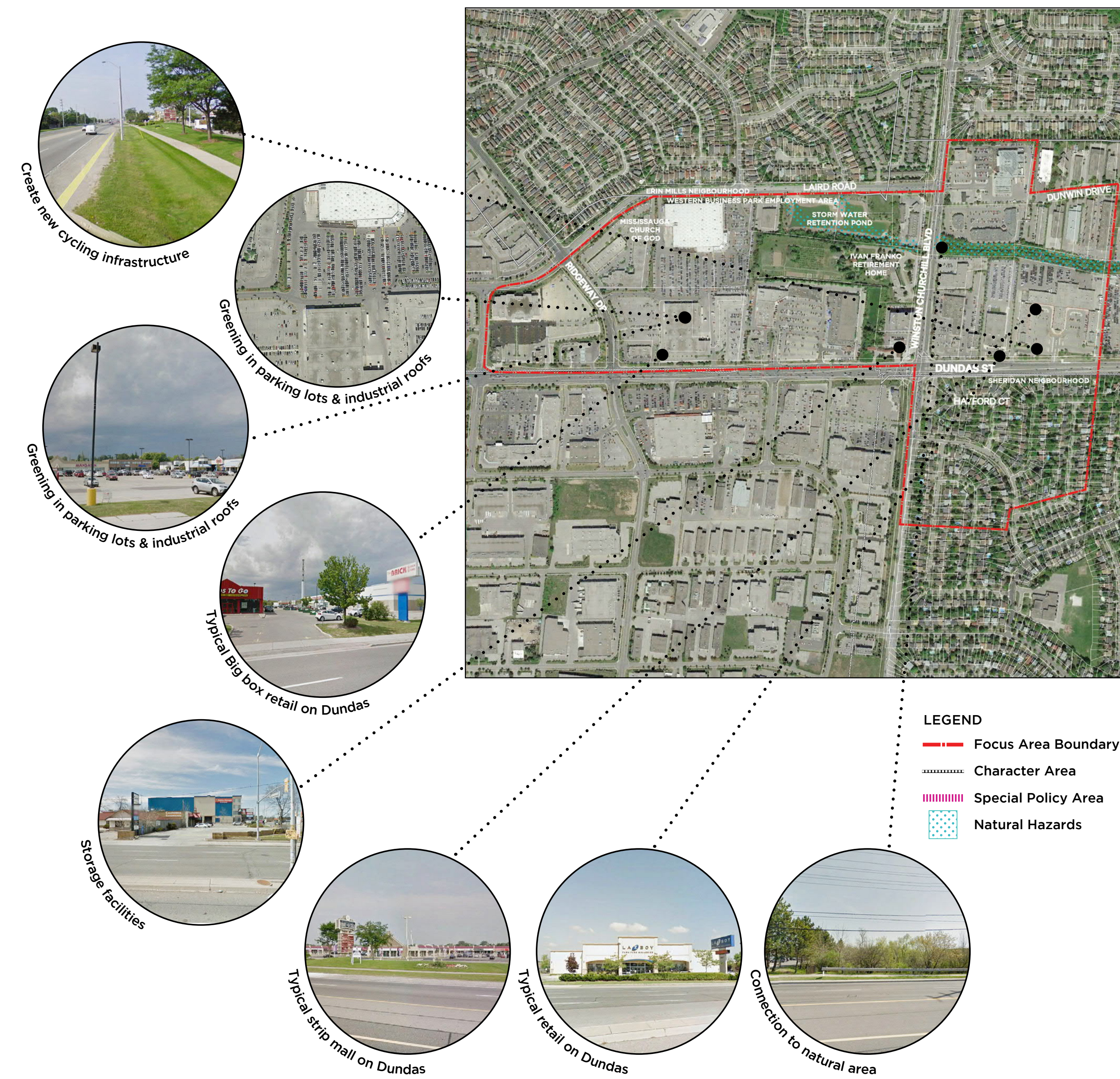


Focus Area Issues and Opportunities: Winston Churchill

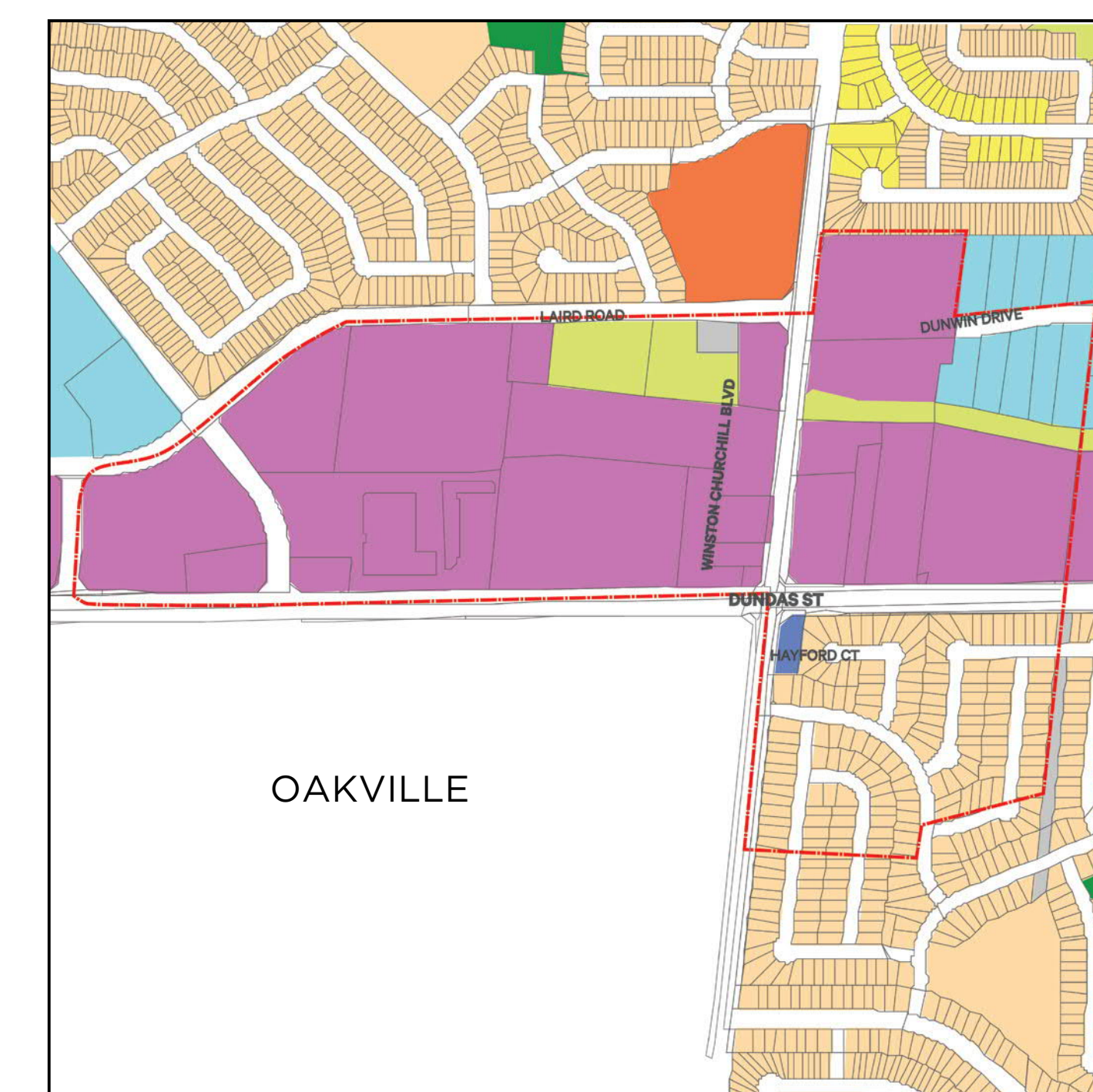
Context

Site Area: 0.68 km²

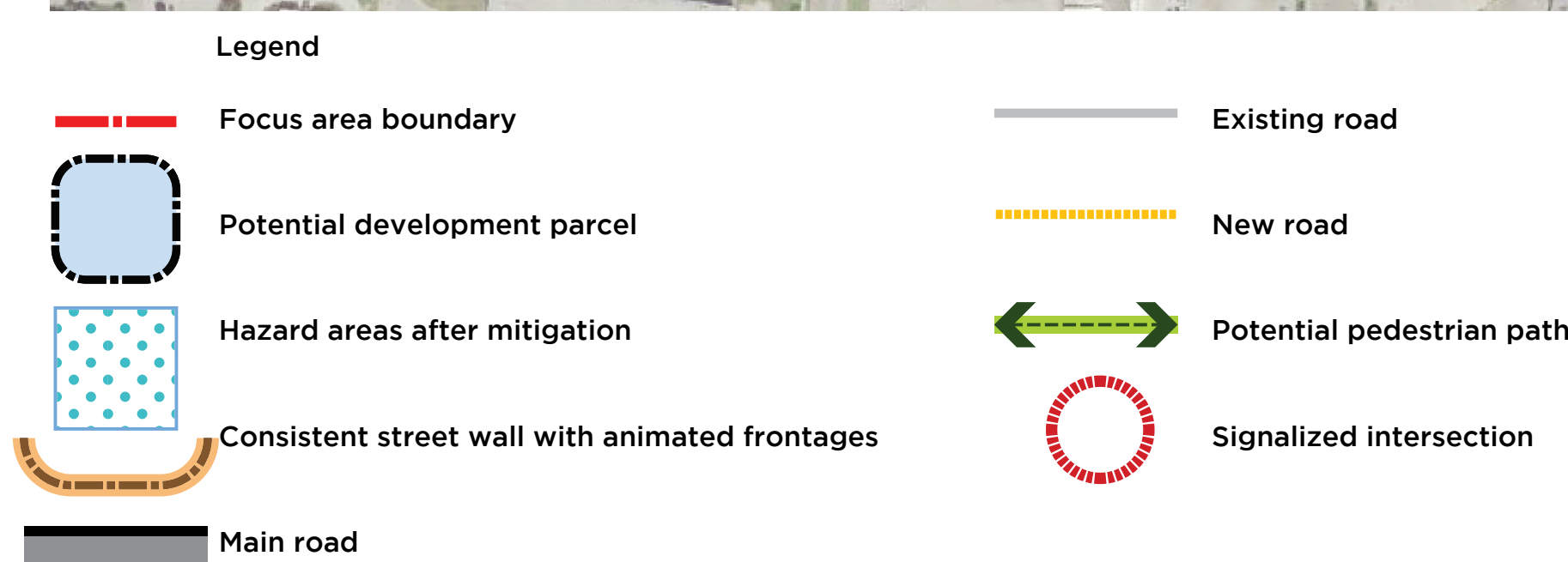
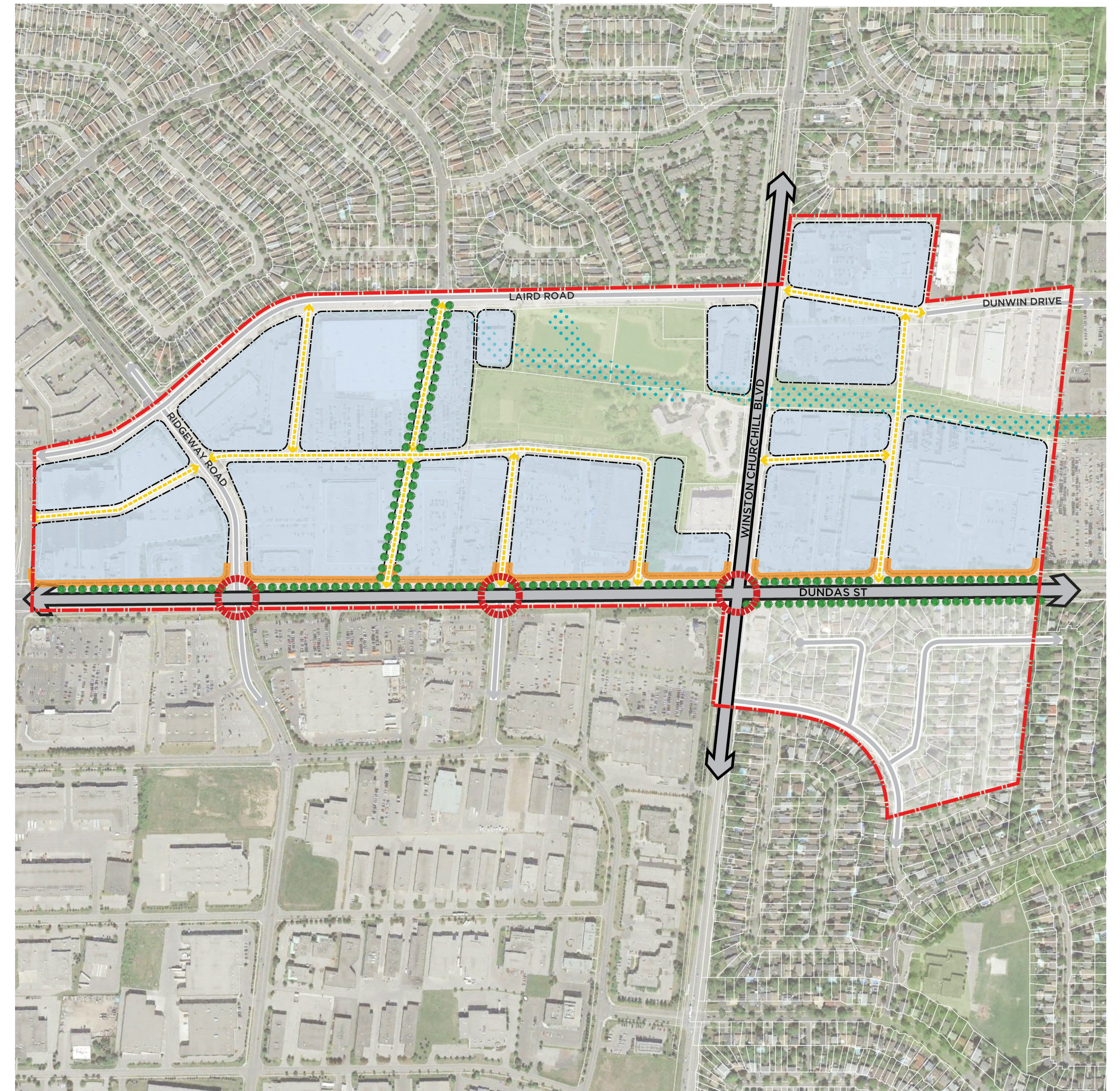
The Winston Churchill Focus Area is part of two character areas, the Western Business Park employment area on the north and the Sheridan neighbourhood on the south. The Town of Oakville is bounded by Dundas to the north and Winston Churchill to the west. Although not recognized in the Official Plan, unlike Etobicoke Creek, the area could function as a primary gateway into Mississauga from Oakville and areas to the west. Many of the existing open spaces in the focus area are not accessible to the public. Specifically, the storm water retention ponds on Laird Road and the private gardens south of them.



Land Use Designations



Draft Framework Plan



Opportunities:

- Potential for creating new green open spaces in strategic locations.
- Create new cycling infrastructure.
- Opportunity for gateway development.
- Proximity to Highway 403.

Issues:

- No cycling infrastructure within site boundary.
- Lack of open space and greening within the site.
- Lack of community facilities within focus area.
- Limited greening in parking lots and on industrial roofs contributes to the urban heat island effect.