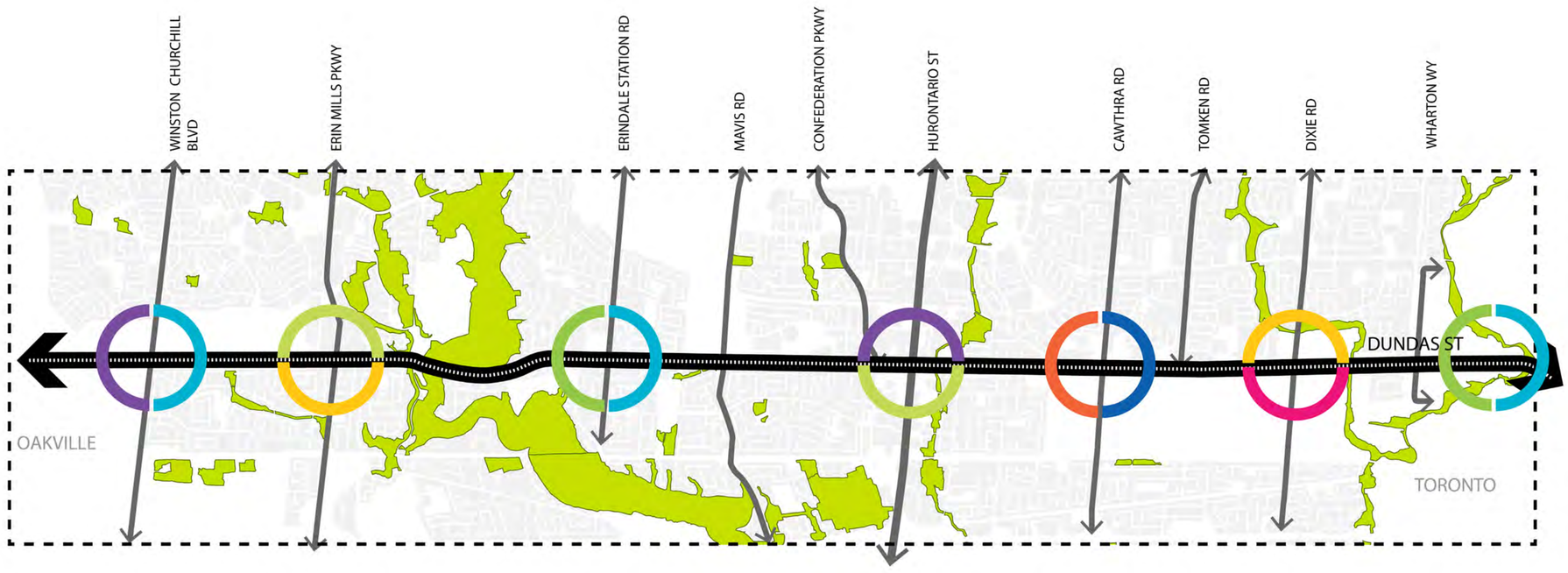
Welcome

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 underutilized lands, etc.)

Meeting Agenda

6:30 pm Open House and Review of Display Boards

7:00 pm Welcome, Introductions and Agenda Review

7:15 pm Presentation of Draft Recommendations

7:45 pm Questions of Clarification

8:00 pm Discussion

8:45 pm Report Back

9:00 pm Adjourn

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 Dundas Street

> The appropriate mode of transit for Dundas Street

> Possible mitigation measures to flood constraints

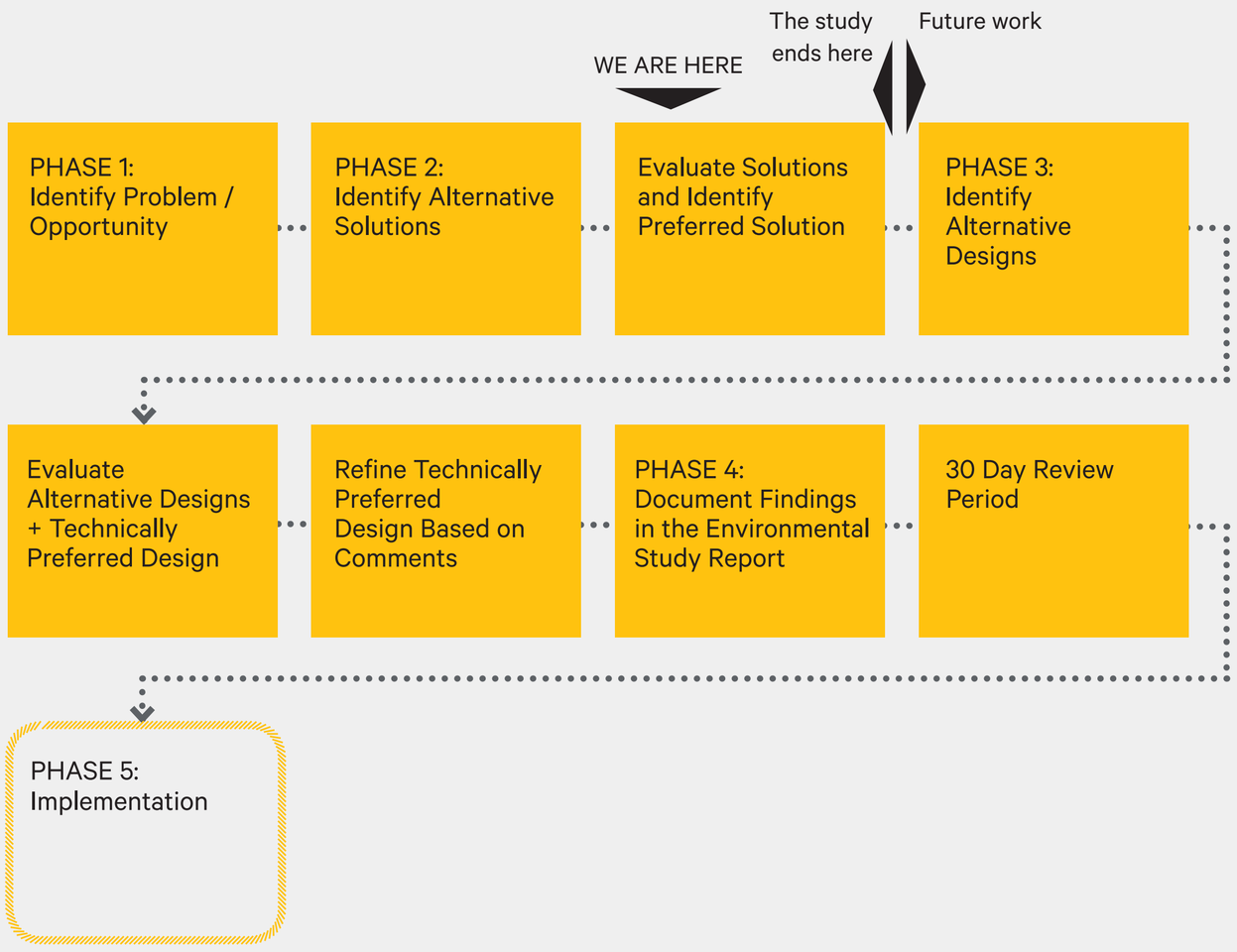
> Opportunities for enhanced connectivity

> Corridor and public realm design

* This study follows the Municipal Class Environmental Assessment process

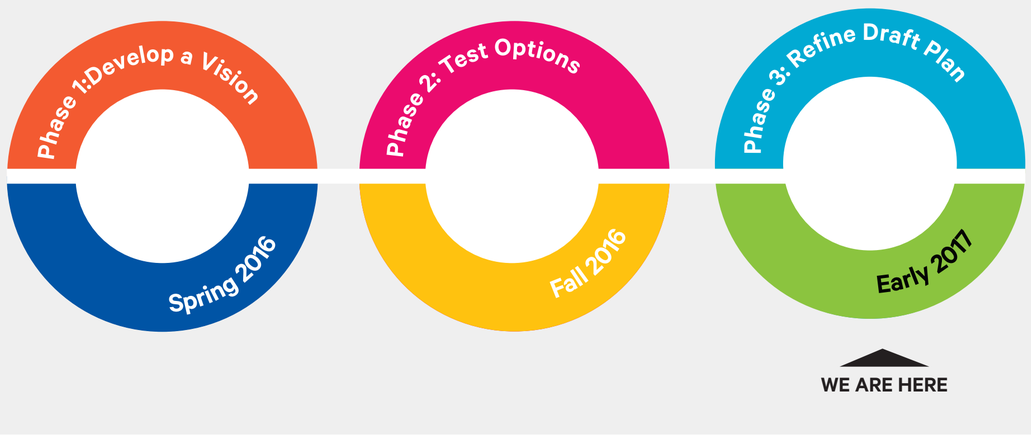
Environmental Assessment Process

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.



A Three-Phase Approach

The three-phase stakeholder and public consultation program in this study fulfills the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment (EA) process.



Contact Information

www.dundasconnects.ca

Connect with us. Visit the Dundas Connects website to:

Receive project updates I Provide feedback I View meeting results

Or contact Katie Ashbourne, City Planning Strategies

(905) 615-3200 ext.4471 or Katie.Ashbourne@mississauga.ca

City of Mississauga, 300 City Centre Drive, Mississauga, ON L5B3C1

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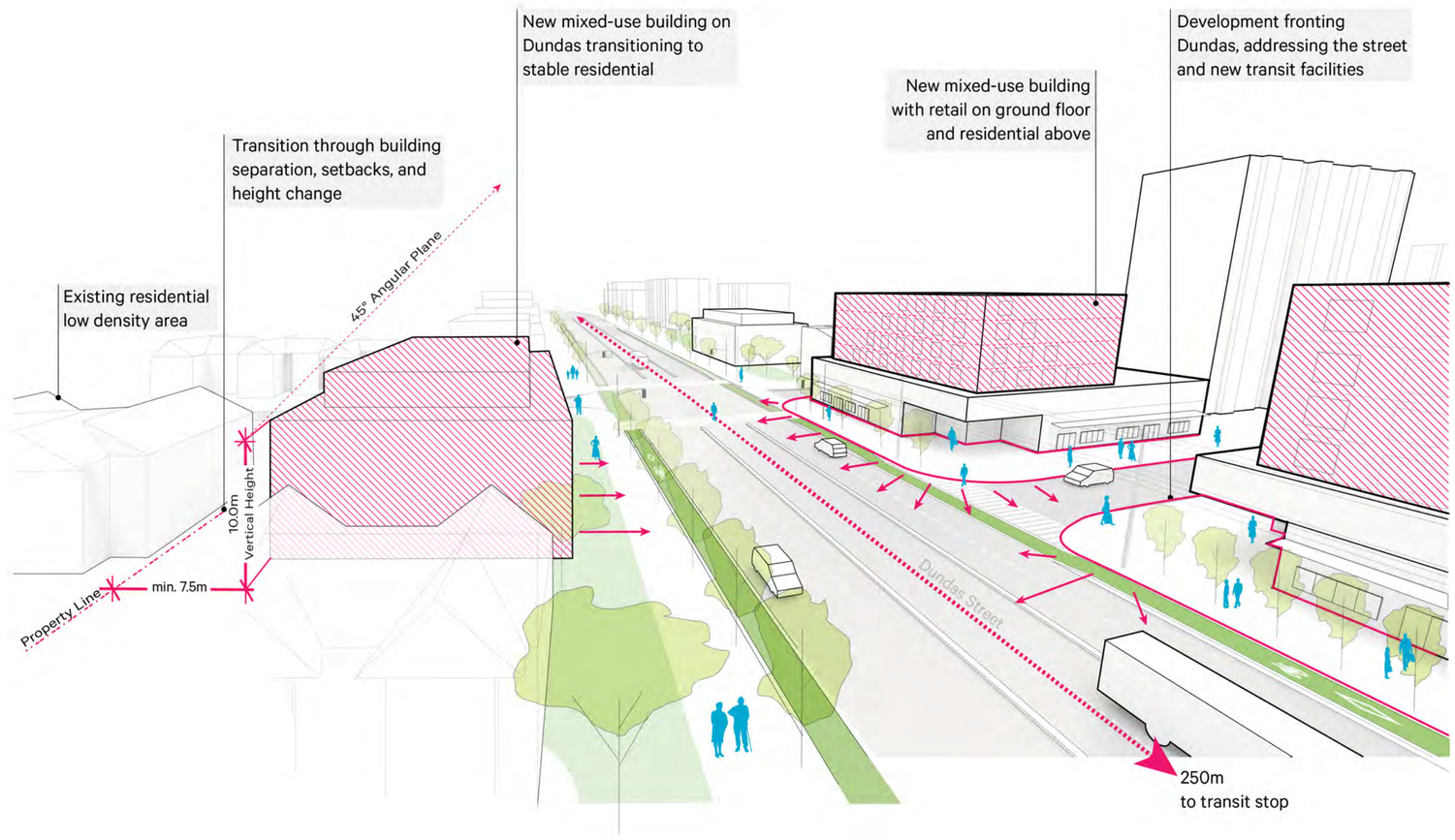
Built Form and Land Use | Recommendations

1 Encourage Mixed-Use, Transit Supportive Intensification across Dundas Street

> Dundas Street is part of a local and regional transportation network. This east-west spine is ideally situated to accommodate change as Mississauga continues to develop.

> To enable transit-supportive growth, development should feature a mix of uses with places to live, work, and shop. This growth should be at a density high enough to provide ridership for the future transit line, optimizing the use of this significant public investment. Not all parts of Dundas will grow to the same extent.

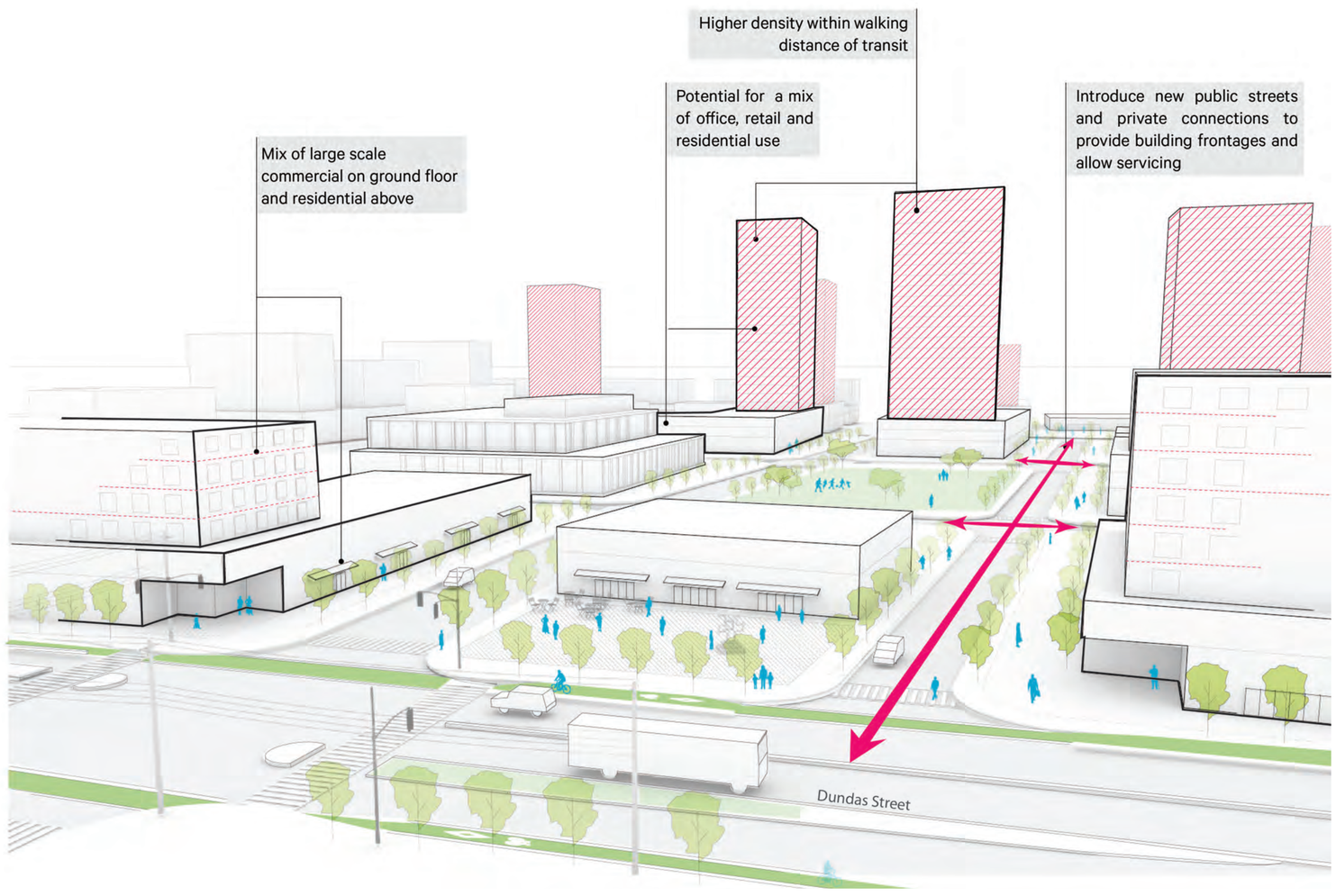


Conceptual Illustration

2 Plan for a Greater Level of Intensification in Focus Areas

> Focus Areas provide opportunities for introducing a mix of residential and employment uses in a range of building heights and types. These uses will be integrated with new public streets and private connections, community services and facilities, and high-quality open spaces.

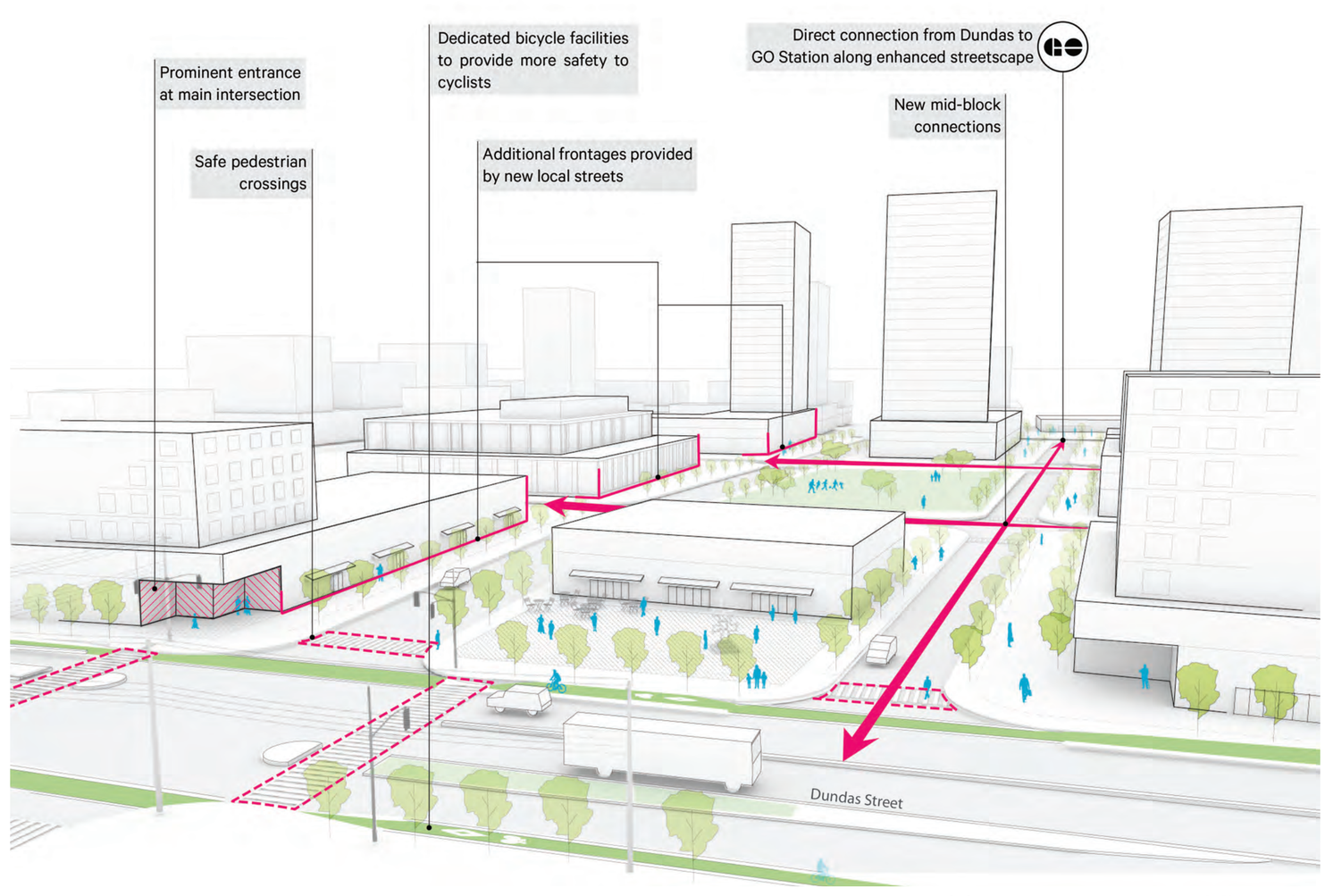
> Not all Focus Areas will grow to the same extent – some have numerous large sites or other conditions that can better enable growth, such as the intersection of one or more higher-order transit lines.



Dixie Focus Area Conceptual Illustration

3 Enhance Access and Connectivity

> Secure key local public streets and additional private connections to serve development sites, provide additional frontage conditions, and improve connections to Dundas Street, transit facilities, and key destinations.



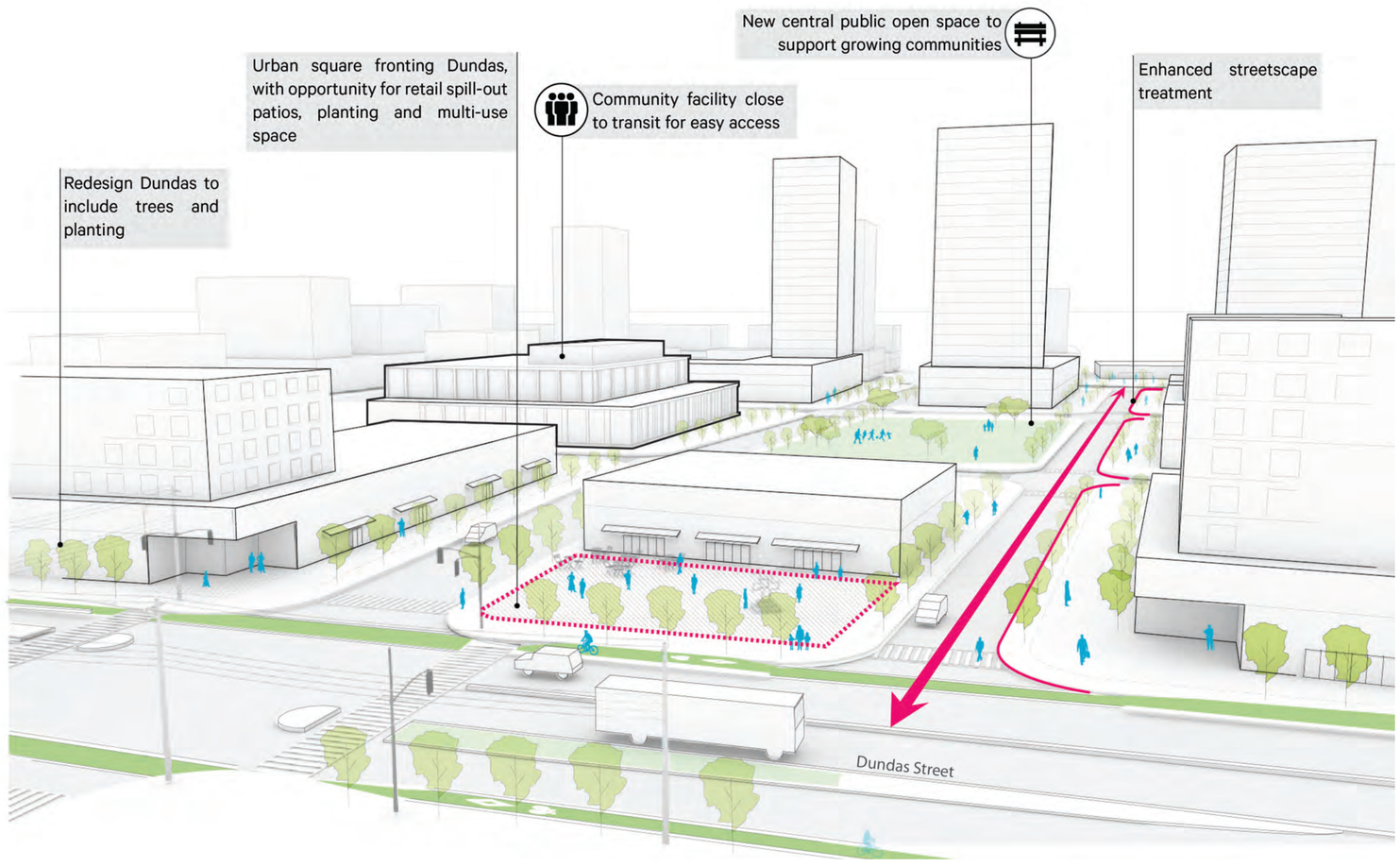
Dixie Focus Area Conceptual Illustration

Built Form and Land Use | Recommendations

4 Create a Network of Open Spaces and Community Facilities

> A range of new open spaces including public parks, urban squares, publicly accessible open spaces, and enhanced streetscapes will be introduced in-step with new development. New community facilities will be introduced within walking distance of transit stops and centrally located within the community.

> New public streets and private connections will provide access to new open spaces and community facilities, as well as existing open spaces.

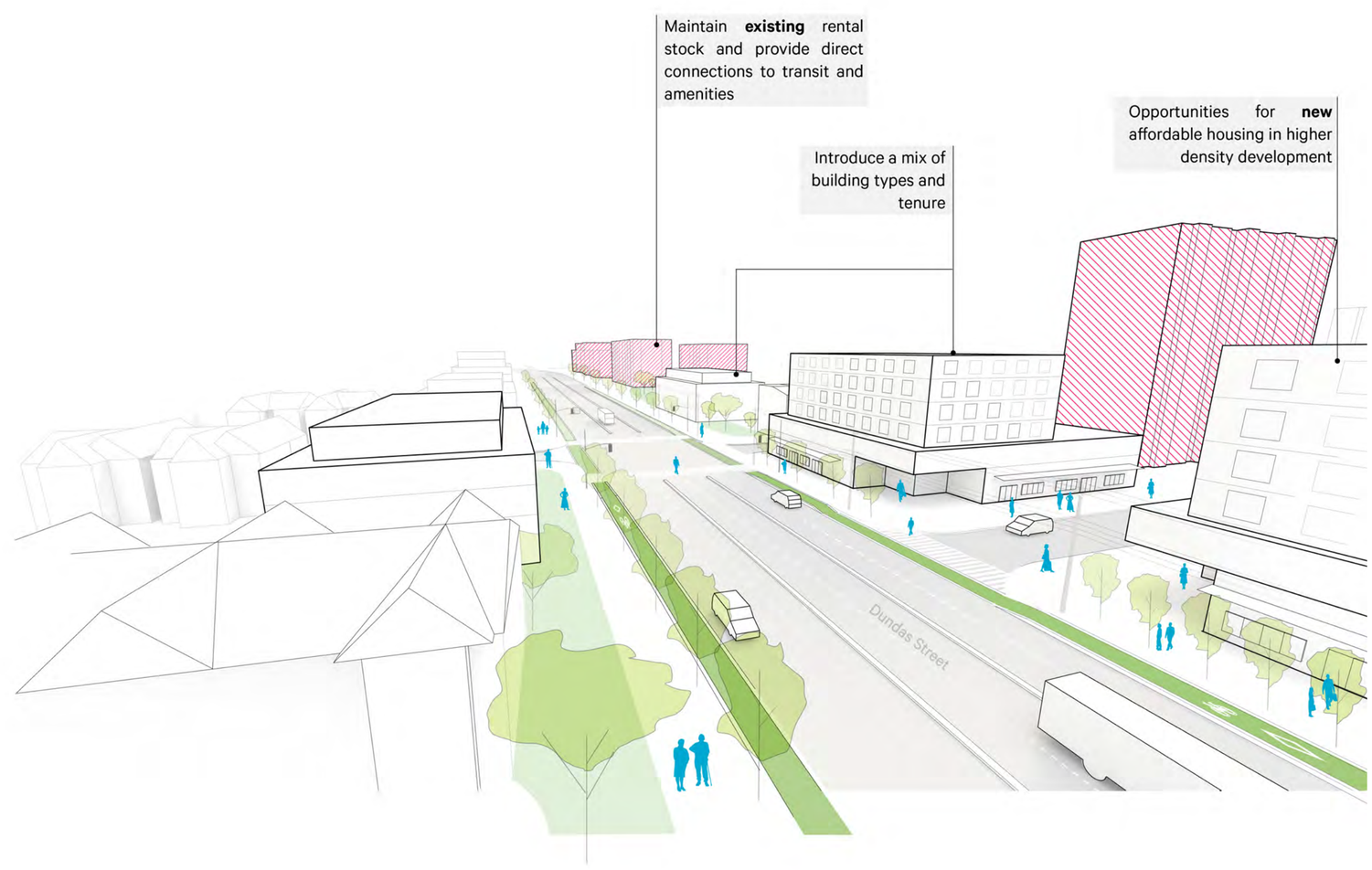


Dixie Focus Area Conceptual Illustration

5 Maintain Existing and Support New Affordable Housing

> Housing choice involves maintaining the existing stock of affordable housing along Dundas – both publicly subsidized and private, market rental – and supporting the creation of new affordable housing within new higher-density developments.

> The City of Mississauga is developing its Affordable Housing Strategy. Many of the strategy's tools could be used on Dundas.

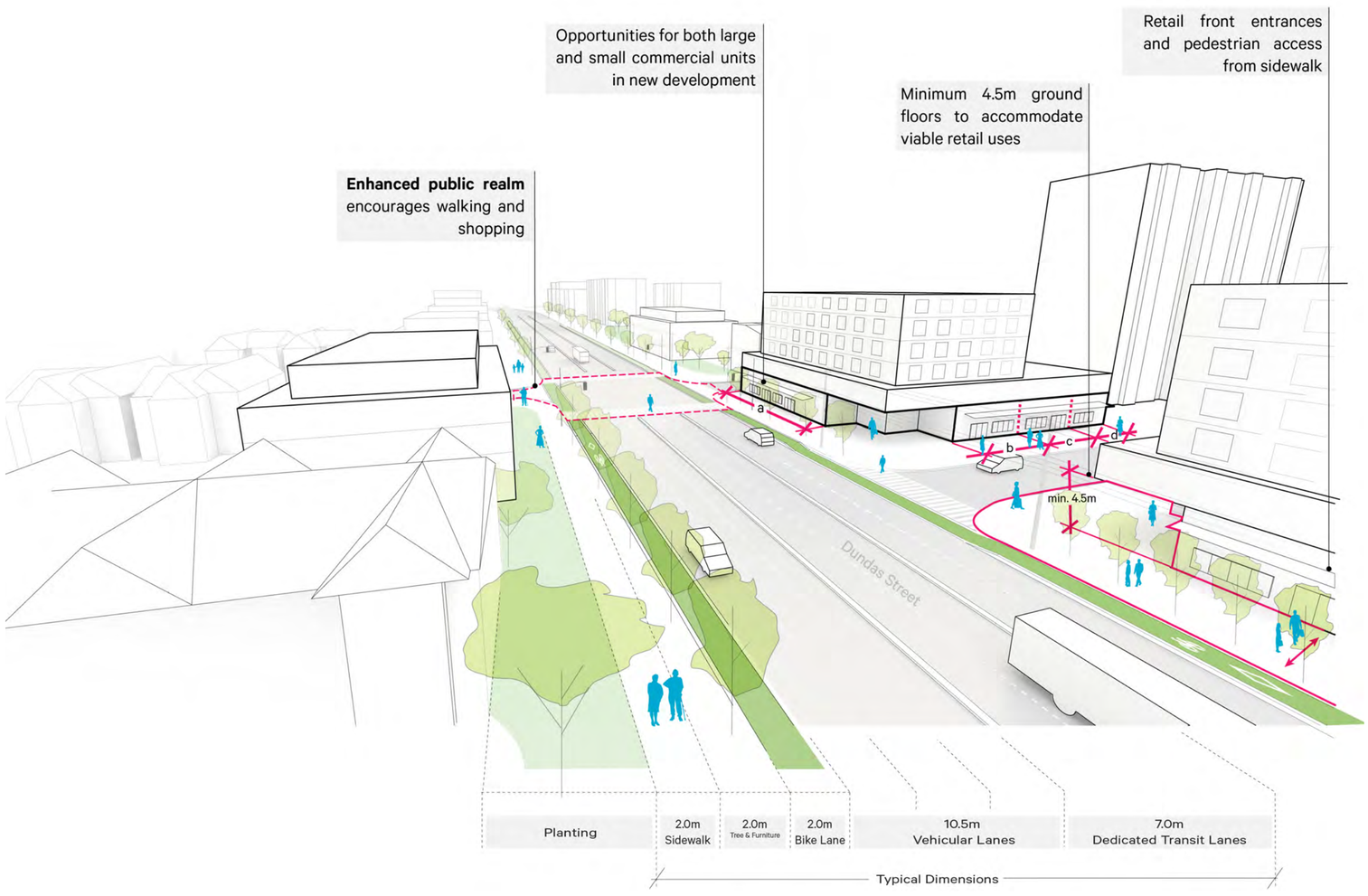


Conceptual Illustration

6 Encourage Street-Related Retail and Provide Supports To Maintain Existing Businesses

> Dundas is home to an incredible diversity of commercial and retail businesses, both large and small. Maintaining this fabric of stores and services as growth and change occurs over time will be critical for the continued socio-economic health of Dundas Street.

> There are also opportunities to provide spaces for new commercial and retail business as redevelopment occurs over time.



Conceptual Illustration

Transportation | Recommendations

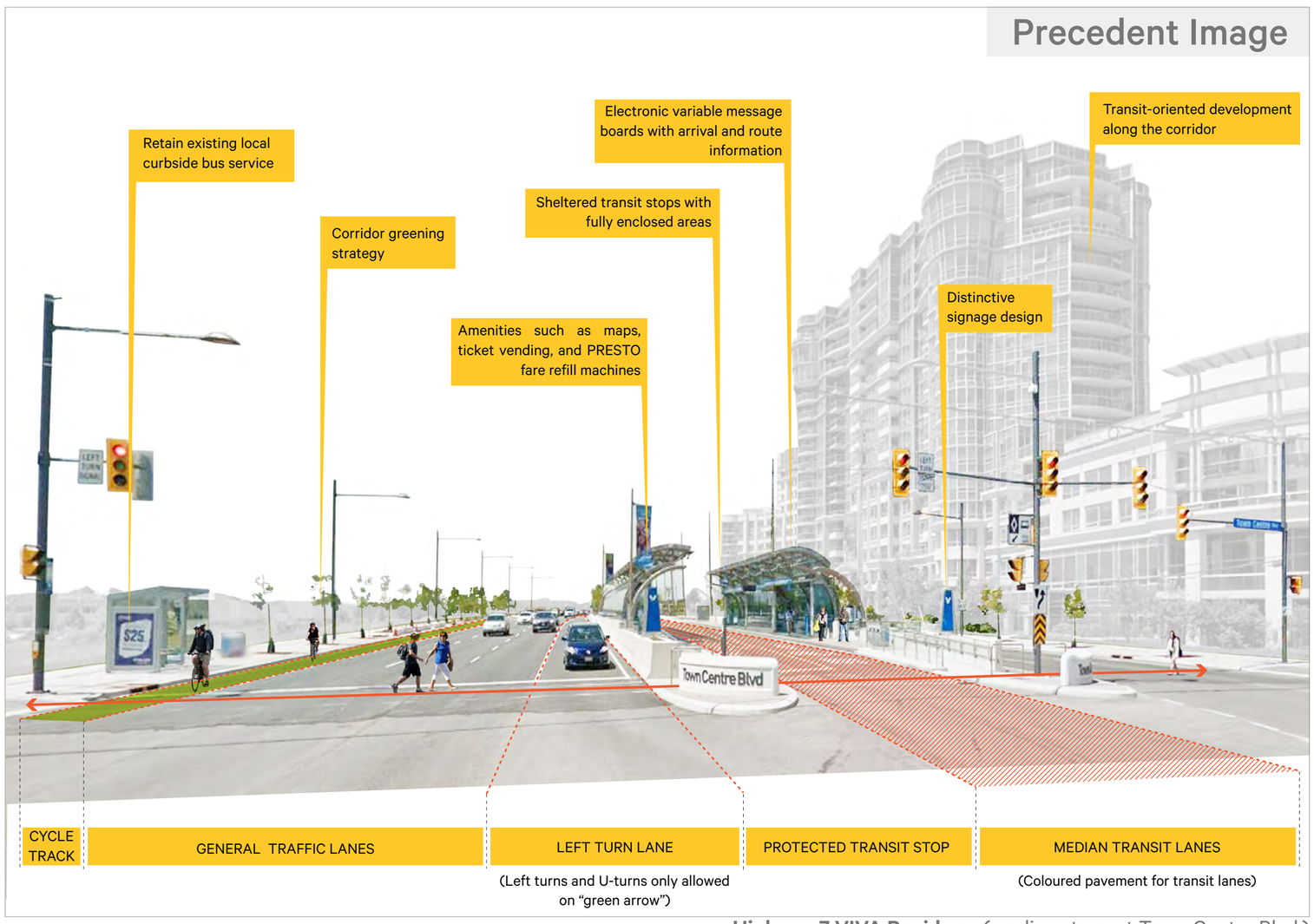
1 Implement Bus Rapid Transit (BRT) Along Dundas Street

> BRT service will use dedicated transit lanes on Dundas Street across Mississauga. 21 stops will be provided including 3 terminals.

> Potential for the portion of the guideway within the City of Toronto to be available to both MiWay and other transit providers, subject to further study

> BRT could operate up to every 3 minutes during peak periods in both directions, and every 10 minutes in both directions during non-peak periods and on weekends.

Precedent Image



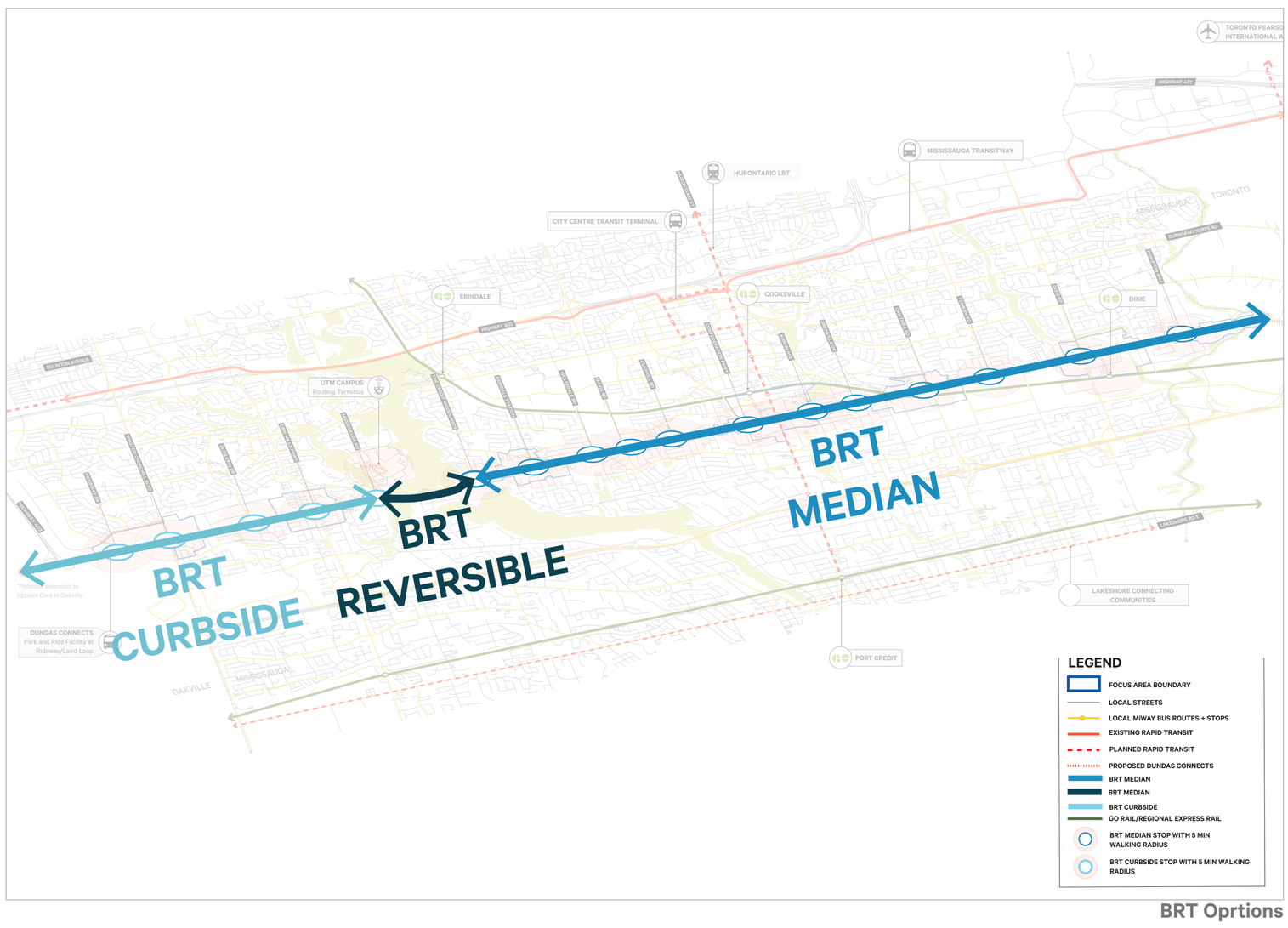
Highway 7 VIVA Rapidway (median stops at Town Centre Blvd.)

2 Accommodate BRT on Dundas Street by Respecting Corridor Characteristics

> BRT will run in a dedicated median guideway from The Credit Woodlands easterly to Kipling Station in the City of Toronto.

> Between Mississauga Road and The Credit Woodlands, BRT will be accommodated in a dedicated reversible median BRT lane during peak periods.
(ie. Eastbound in the reversible lane during AM peak period, Westbound during PM peak period)

> BRT will run as a curbside operation in dedicated transit lanes from west of Mississauga Road to Ridgeway Drive.
(Protect for connection with Dundas Street BRT plans in Halton Region. Transit Priority Measures (TPM) provided at select intersections to enhance service reliability and expedite bus movements to/from nearby UTM)



BRT Oprtions

3 Retain Local Bus Service

> A low-frequency curbside local bus service throughout Dundas Street will complement the BRT service. Stops will be frequently spaced (typically 250 to 400m spacing) in order to reduce walking distance to transit.

Existing Curbside MiWay Bus Service along Dundas Street

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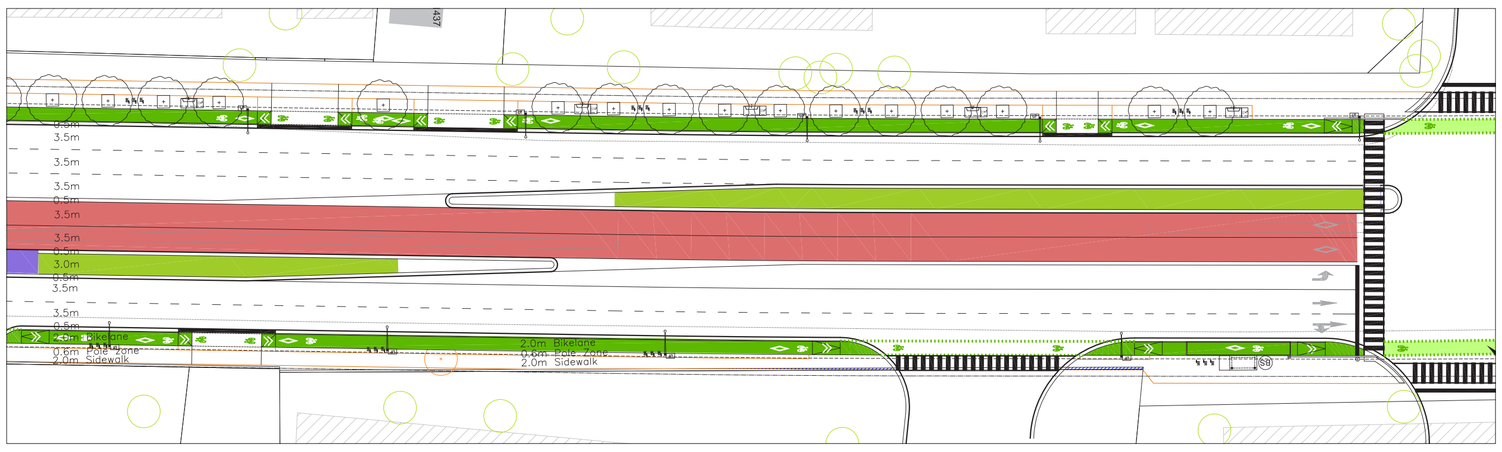
Transportation | Recommendations

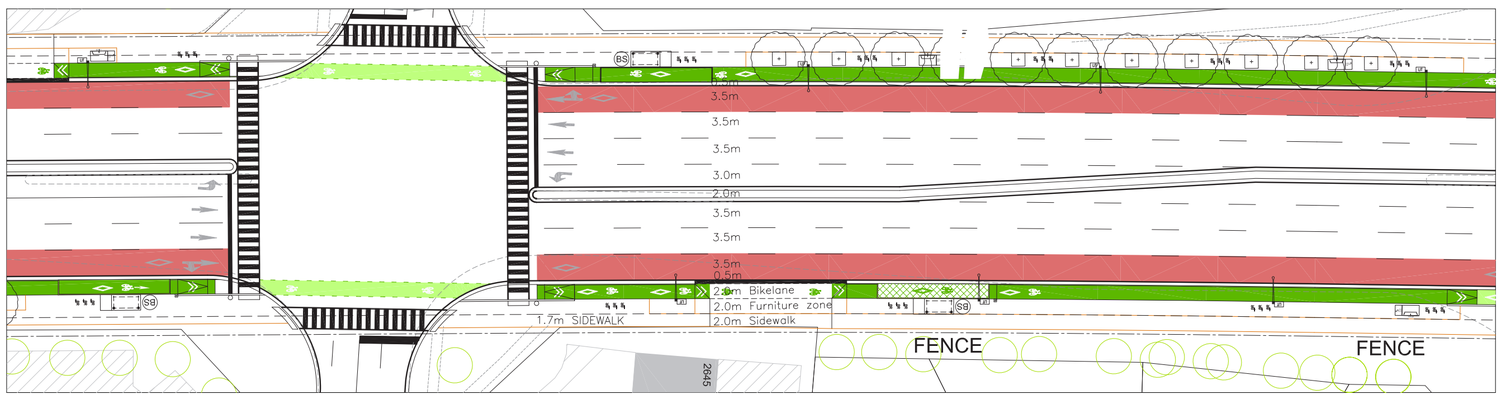
4 Maintain Minimum of 4 Through-Traffic Lanes Along Dundas Street

> Dundas will have 4 general purpose through-traffic lanes (2 eastbound, 2 westbound). West of Winston Churchill Blvd, the segment will vary between 4 and 6 lanes.

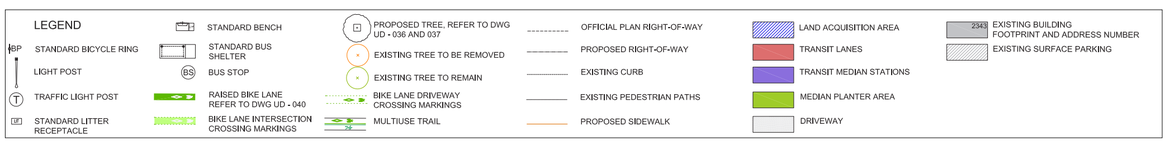
> Turn lanes will be provided at key intersections to accommodate left turns and U-turns.



Median Transit Configuration

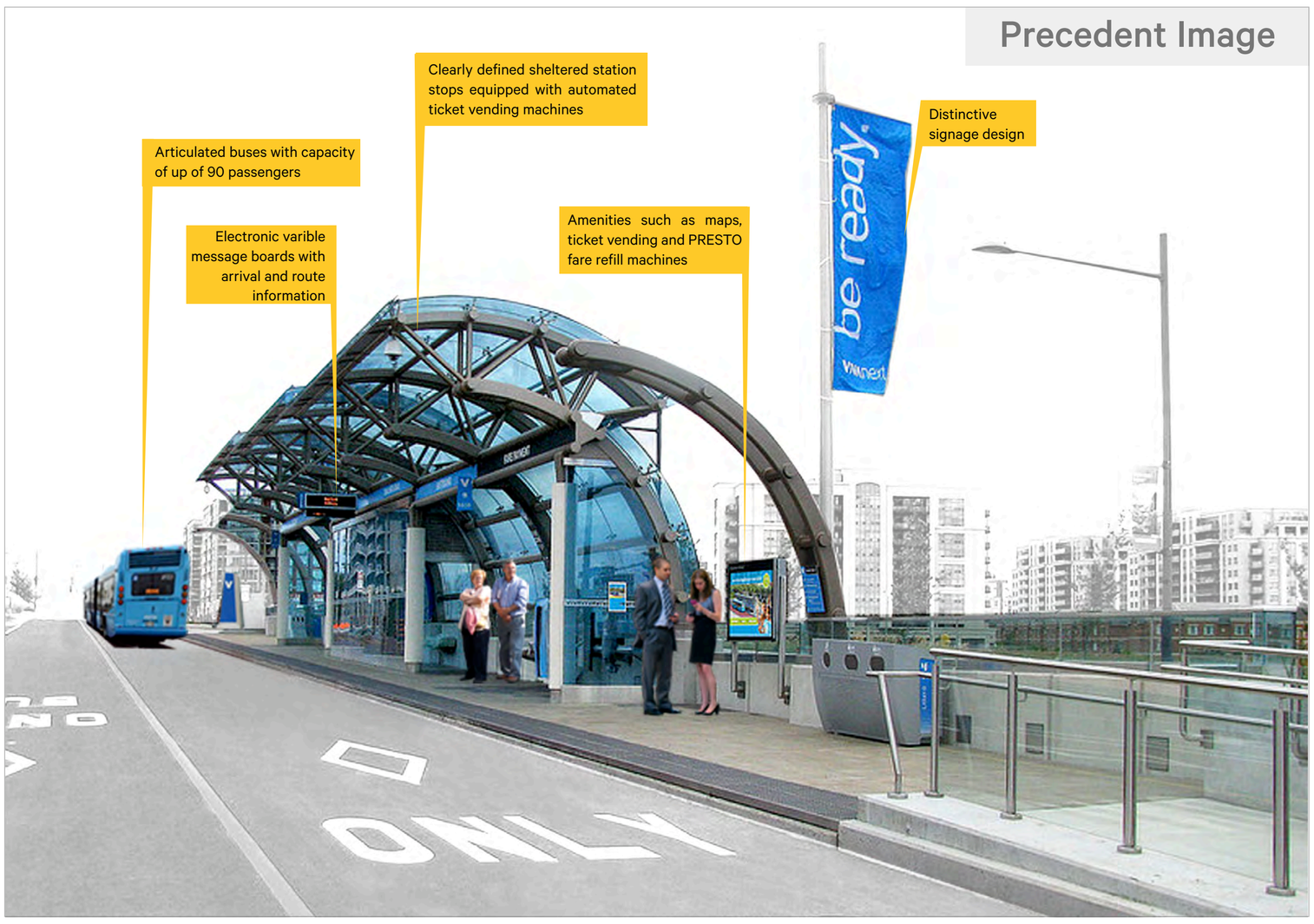


Curbside Transit Configuration



5 Introduce Branded Stops and Stations

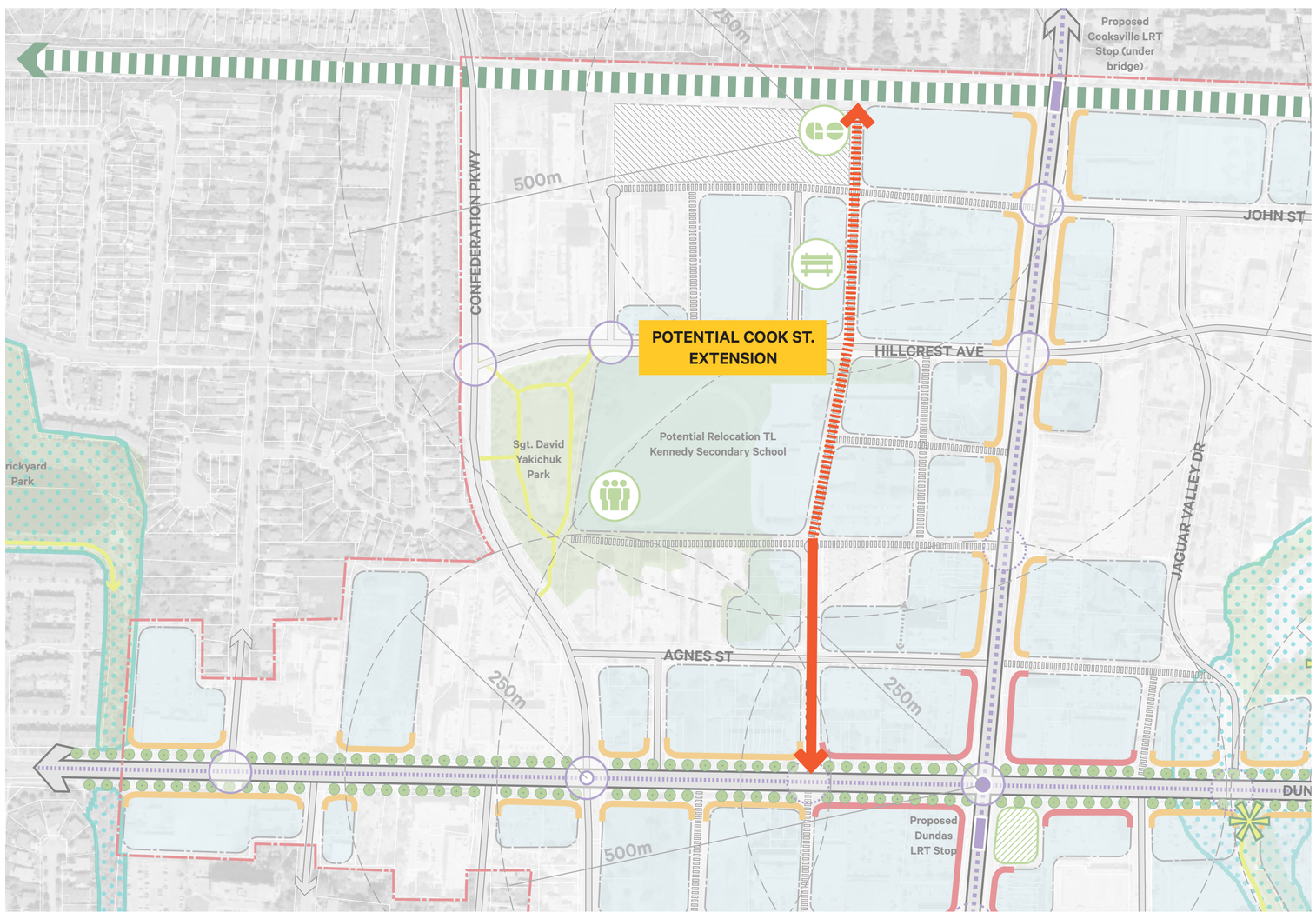
> The BRT stops and stations on Dundas Street will be clearly branded as express service to differentiate it from other local bus services.



Typical VIVA Sheltered Curbside Stop/Station

6 Allow For Potential Direct Connections to GO

> In the long-term, dedicated BRT connections from Dundas Street to the Cooksville GO Station and the Dixie GO Station could be provided by creation of new BRT lanes or a dedicated road linking Dundas Street to the GO Stations, such as a possible Cook Street extension to Cooksville GO Station or a new north-south road connecting to Dixie GO Station. Dundas BRT services will terminate at the new Kipling terminal.



Cooksville Focus Area - Demonstration Plan

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Transportation | Recommendations

7 Ensure BRT is Scalable for Future Transit Solutions

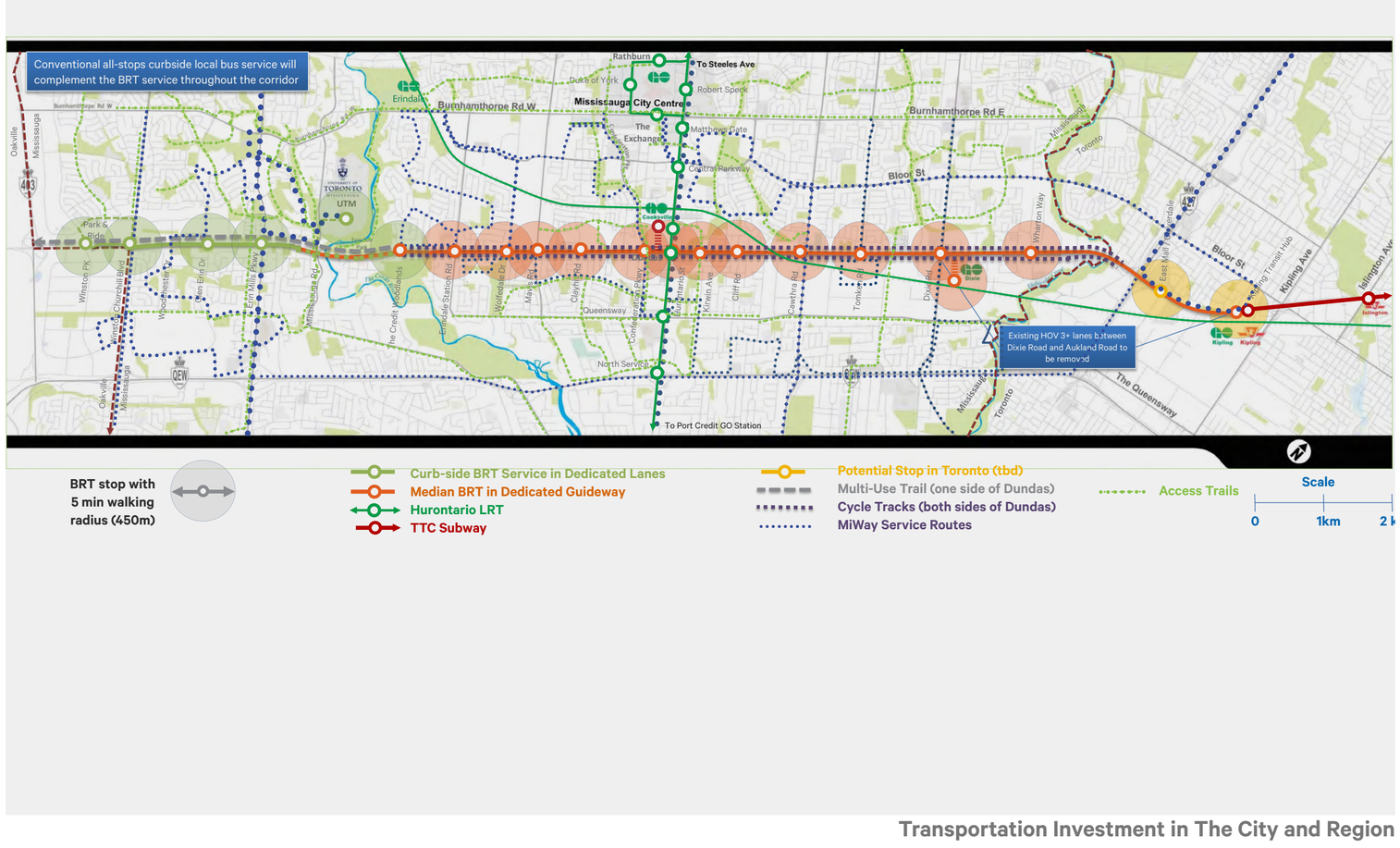
> Design median BRT with a future Light Rail Transit (LRT) line in mind to allow for possible LRT in the future.

> Where BRT is implemented in dedicated curbside transit lanes, purchase or protect for sufficient property through the development application process to allow transition to eventual median BRT or LRT if higher density is contemplated in the future.

8 Create a Street for All Users that Connects to the Broader Transportation Network

> Dundas Street connections to the broader transportation network will be implemented and strengthened by creating a complete street for all users that enhances access and connectivity for transit riders, motorists, cyclists, and pedestrians.

> Rapid transit, new local streets, cycle tracks, multi-use trails, and sidewalks will all create the connections needed to contribute and enhance the overall transportation network.

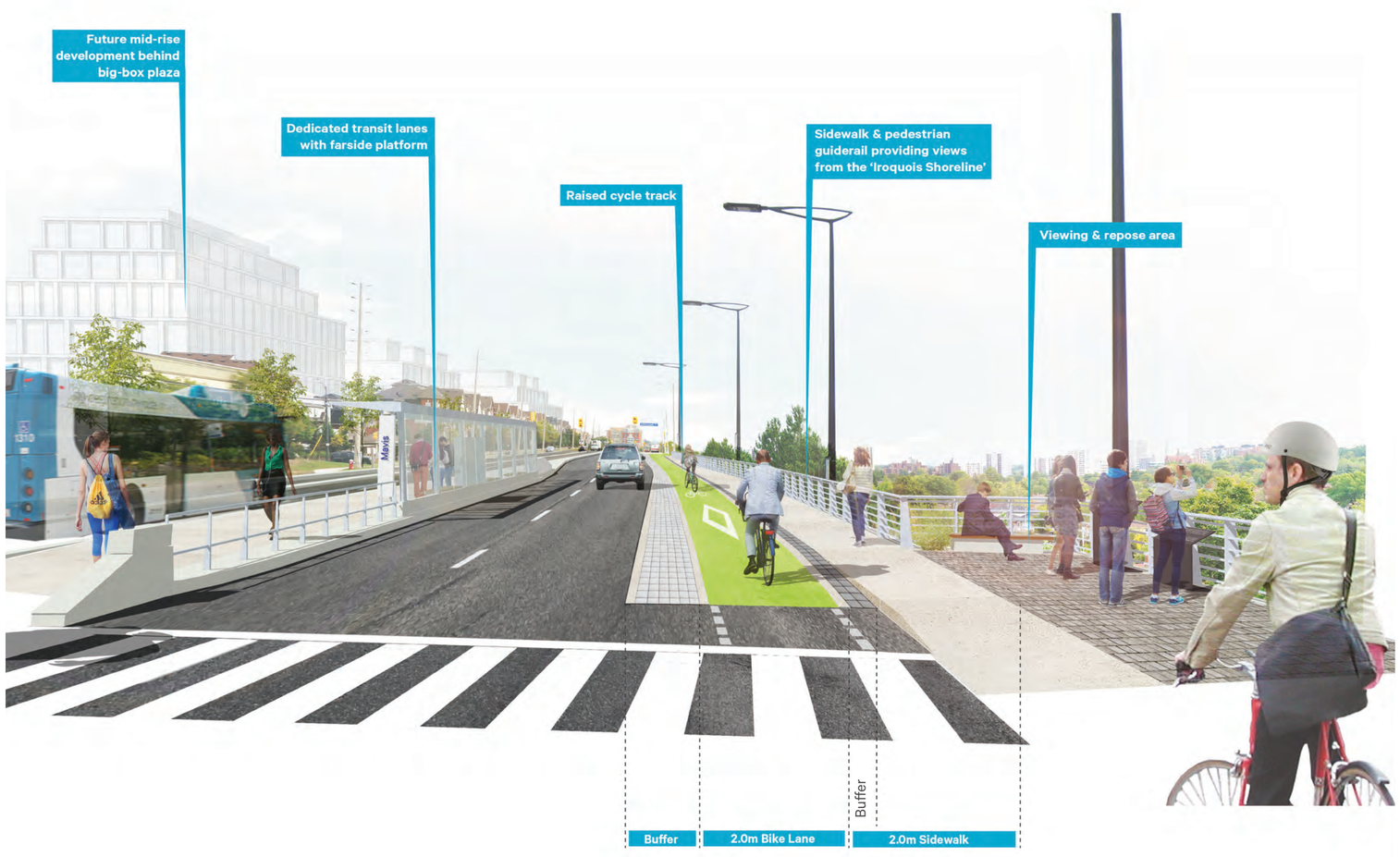


Transportation Investment in The City and Region

Corridor Design | Recommendations

1 Create a Complete Street For All Users

> Dundas Street will be a street that is designed to facilitate active transportation. The implementation of improved transit along Dundas Street will provide an opportunity to redesign and rebalance the street to achieve a mobility mix that accommodates pedestrians, cyclists, transit users, and motorists.



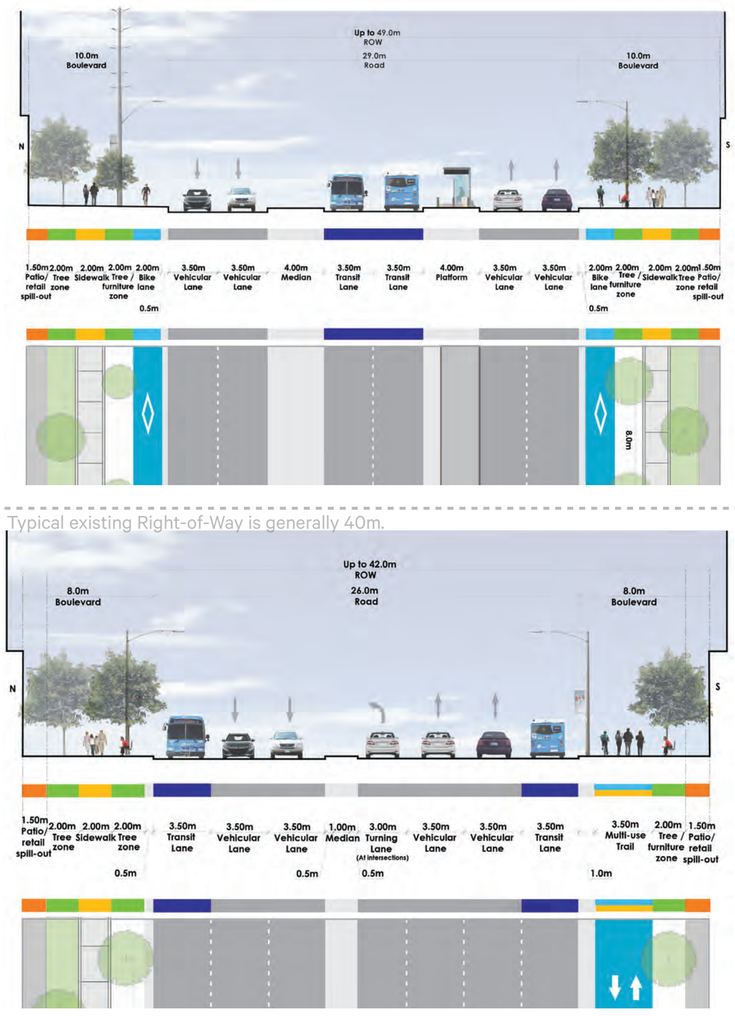
Proposed Future Condition - East of Mavis Road

2 Reallocate Road Space to Meet Projected Needs

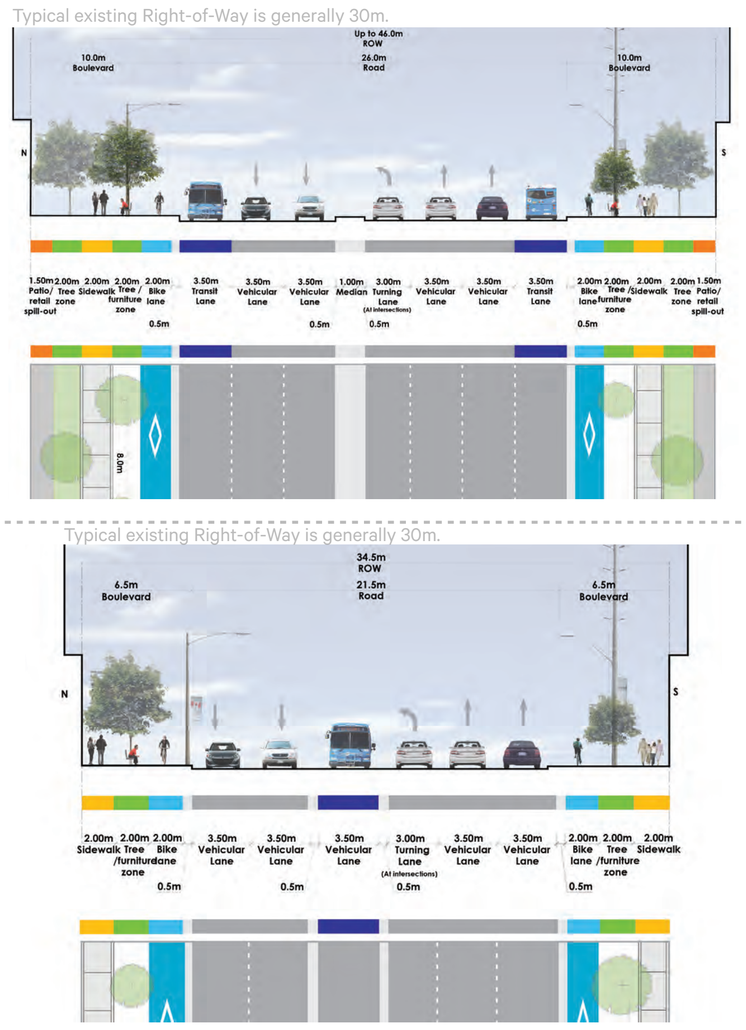
> Dundas Street will be a street that satisfies traffic capacity for vehicular movement, including emergency access, transit, and goods movement.

> A six lane cross section is proposed for the majority of the corridor. Bus Rapid Transit (BRT) will be implemented east of Credit Woodlands with 2 BRT lanes and 4 general purpose lanes. Enhanced conventional bus service will be implemented west of Credit Woodlands within a 6 lane road.

From the Credit Woodlands to the East the typical existing Right-Of-Way varies from 36m-40m. There are a few pinch points around Hurontario where it ranges from 25m-35m.



Typical existing Right-of-Way is generally 30m.



Typical existing Right-of-Way is generally 40m.

Typical existing Right-of-Way is generally 30m.

Matrix of Proposed Road Configurations

3 Enhance Pedestrian Space

> Design Dundas Street to be safe and accessible. Provide pedestrian space that includes wider sidewalks, and space for healthy trees and amenities including furniture, lighting and wayfinding infrastructure. Provide more frequent, safe crossing points across the corridor.

Proposed Future Condition - West of Dixie Road

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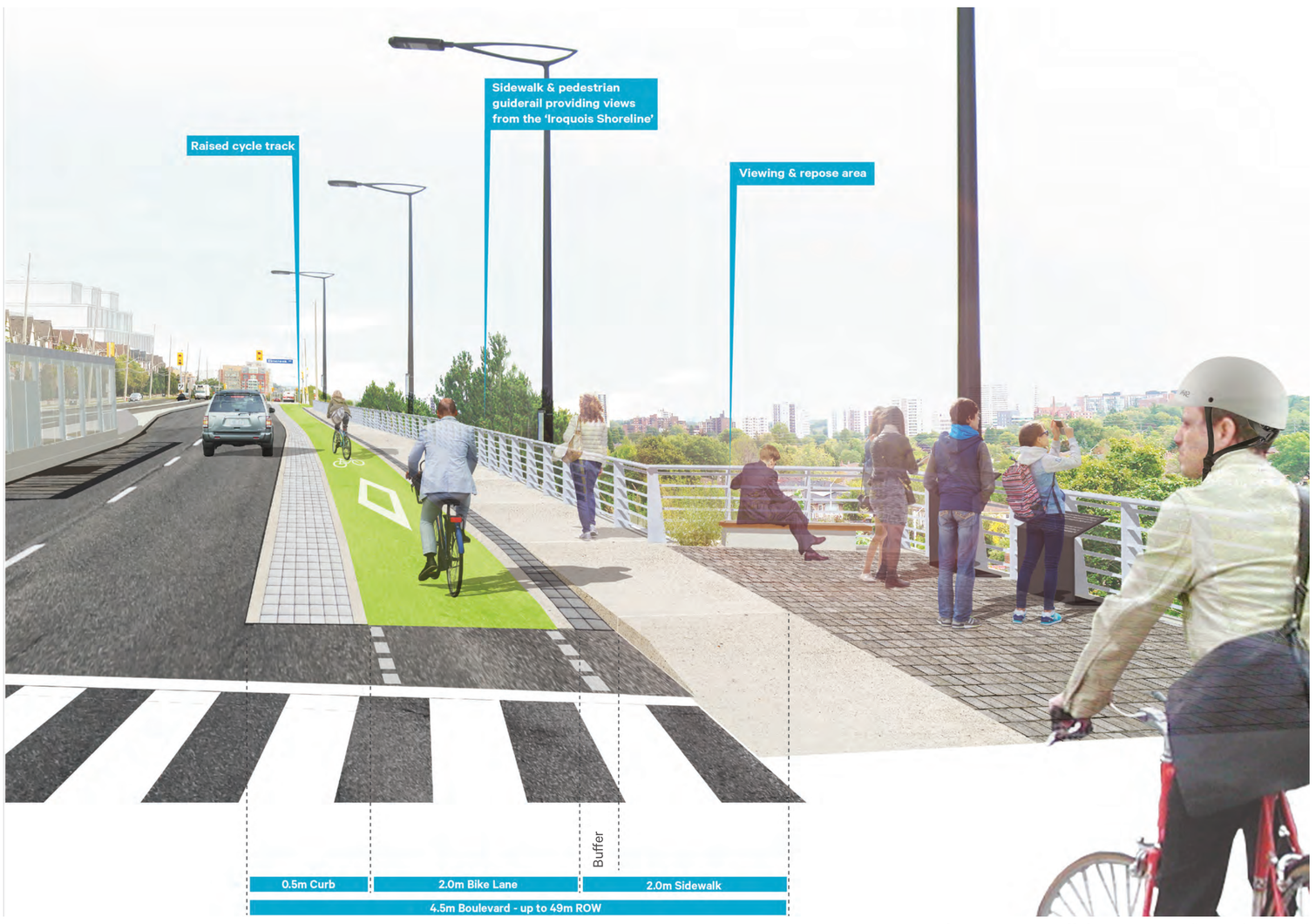
Corridor Design | Recommendations

4 Provide Safe Cycling Infrastructure

> Continuous, protected cycle lanes that are designed to reduce conflicts with vehicles and pedestrians, and connect to transit facilities and the broader cycling network, will be provided for the majority of the corridor.

> Where there are space constraints such as the 403 Highway interchange and the Credit River bridge crossing, an alternative cycling infrastructure such as a multi-use trail will be provided.

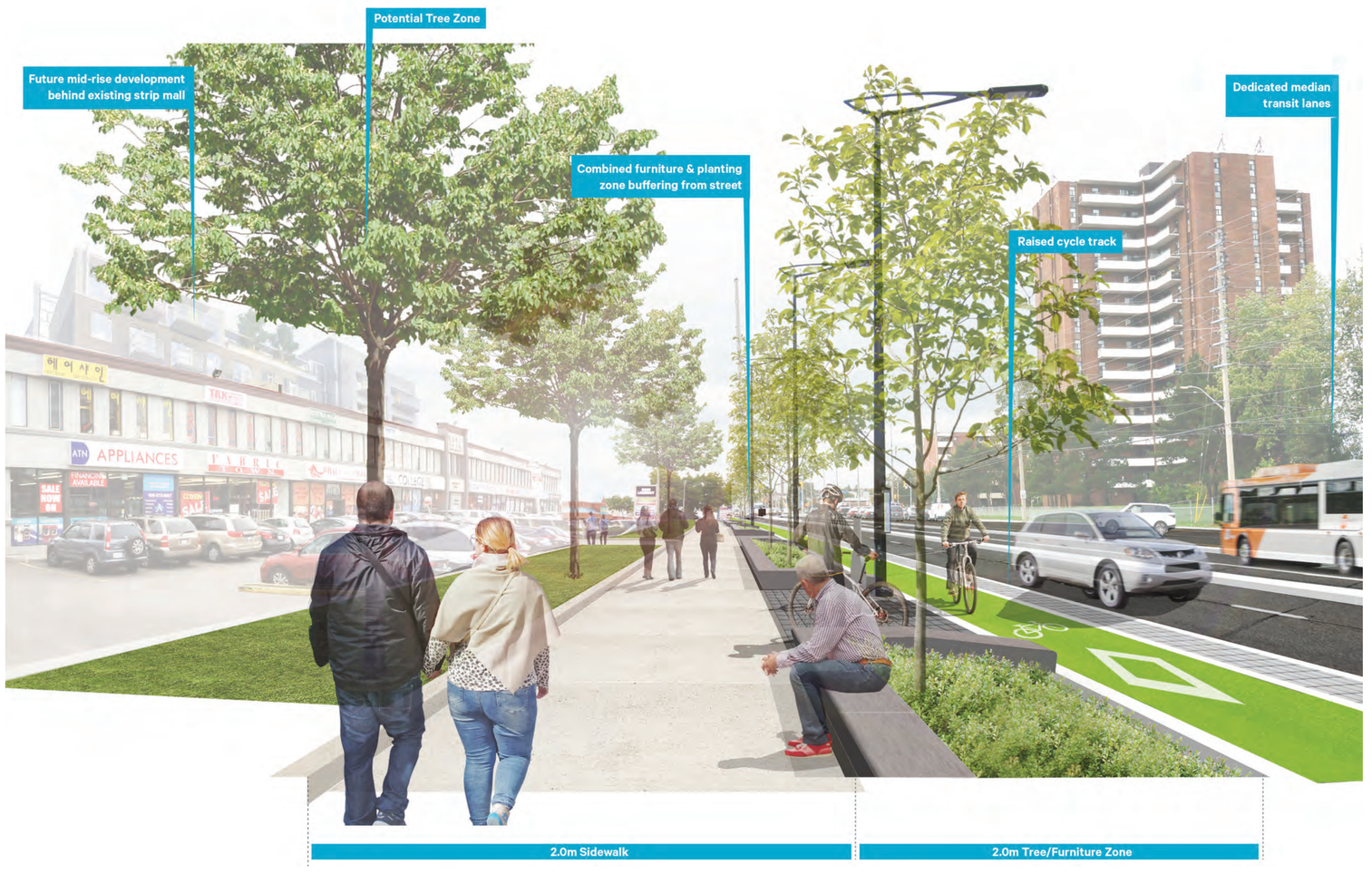


Proposed Future Condition - East of Mavis Road

5 Enhance Access

> Provide intersections for left turns, and U-turns, to maintain access to properties along Dundas Street. A dedicated, central transit guideway is implemented east of Credit Woodlands.

> Secure key local street connections to serve development sites, provide additional frontage conditions, and improve connections to Dundas Street, transit facilities, and key destinations.



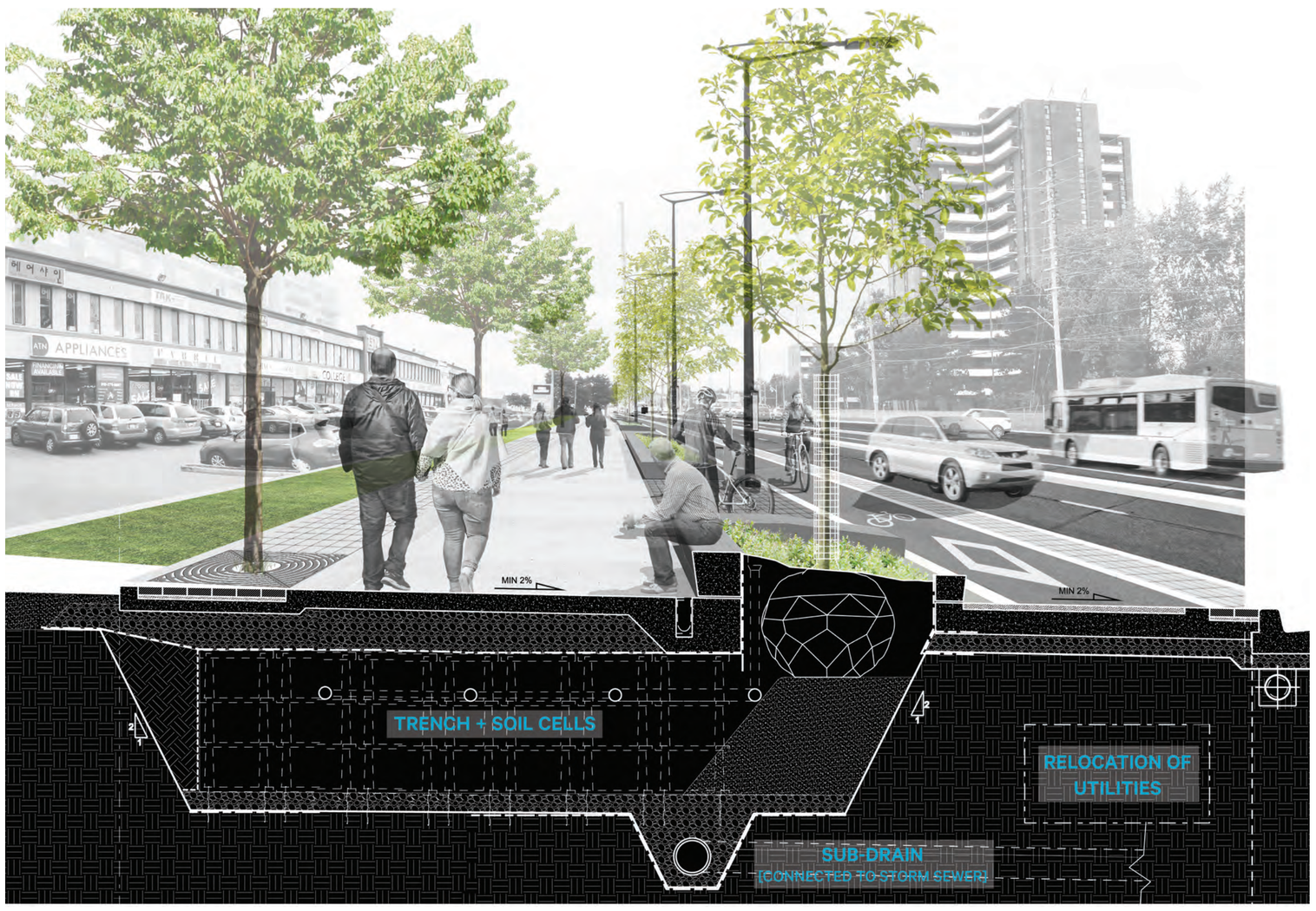
Proposed Future Condition - West of Dixie Road

6 Coordination with Utilities to Realize Streetscape Plan

> Work with public and private utilities to coordinate the timing of capital improvements in the street to ensure that any relocations or new infrastructure is located outside of both the proposed soil trenches for trees and the primary paths of travel.

> Address the need for improved utility coordination in tandem with development.

> Address funding for hydro line burial throughout Dundas Street in tandem with reconstruction of the street.



Proposed Future Condition - Below Grade Boulevard Infrastructure