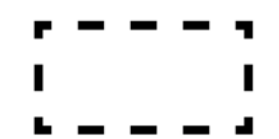






The Dundas Corridor is 17km long, connecting from Oakville in the west to Toronto in the east.



-  **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



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

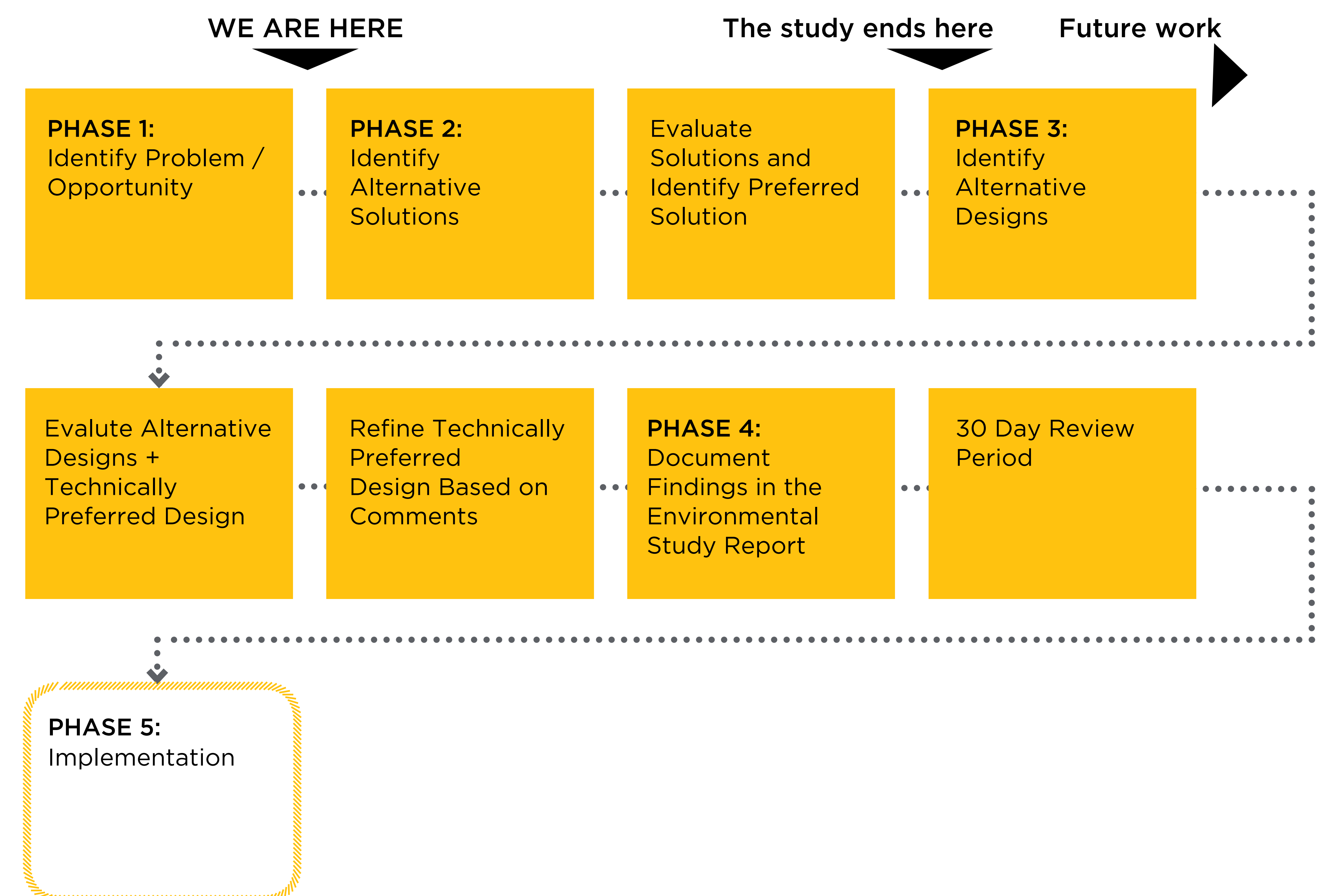
A Three-Part Approach

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

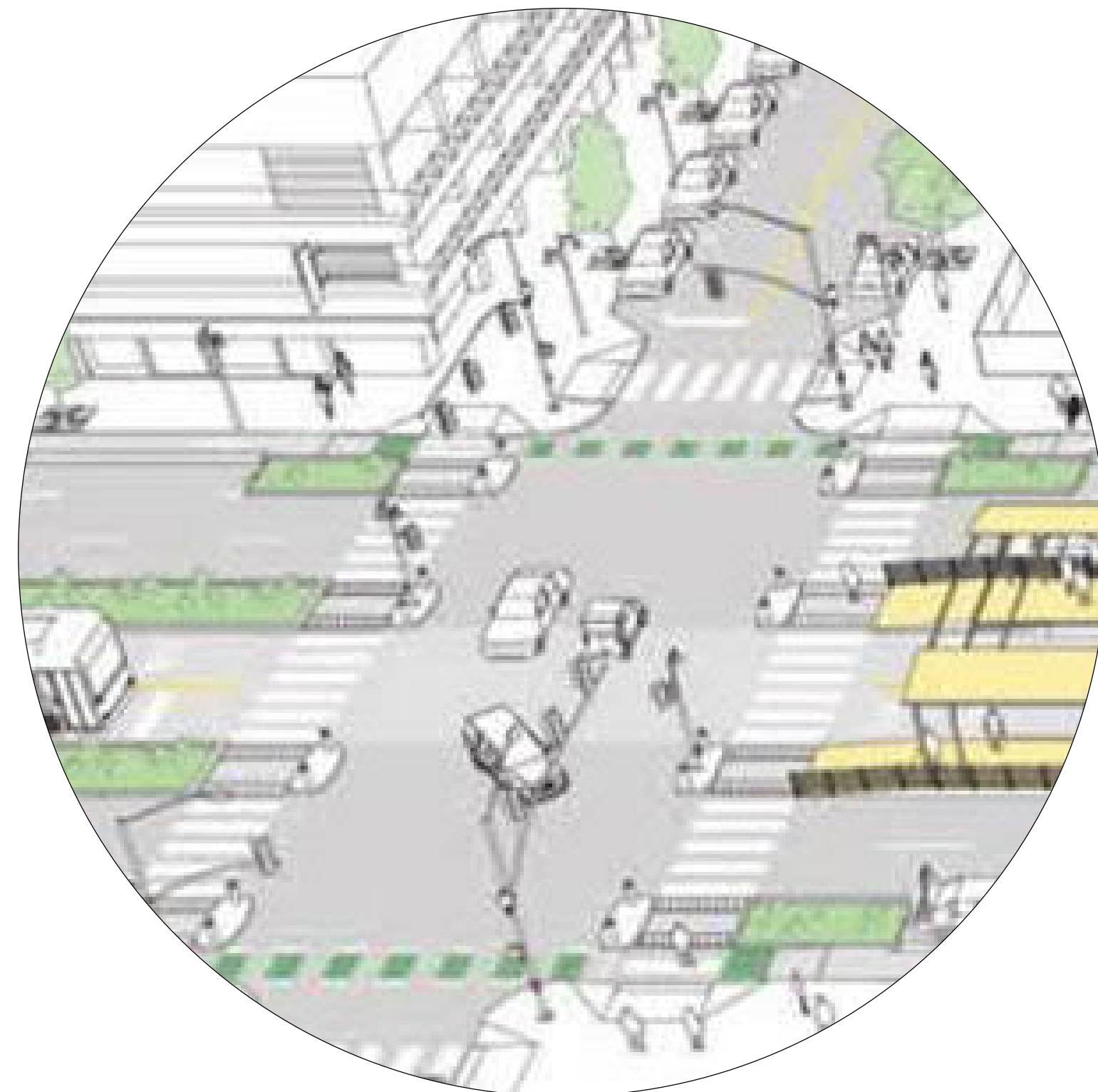
The Master Plan will be prepared in a manner that conforms to the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment (EA) approval process.



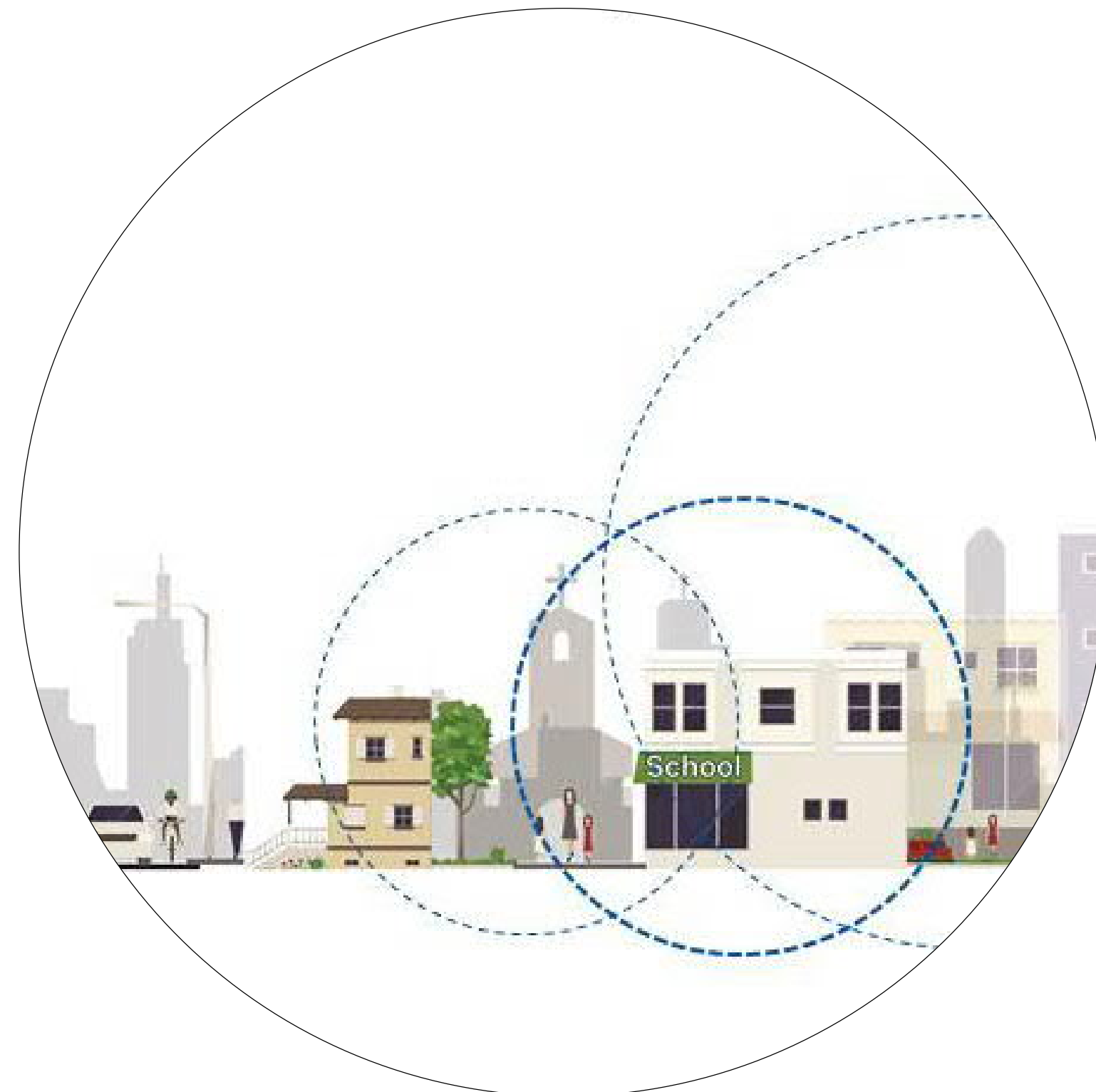


What is the Emerging Vision for the Dundas Corridor?

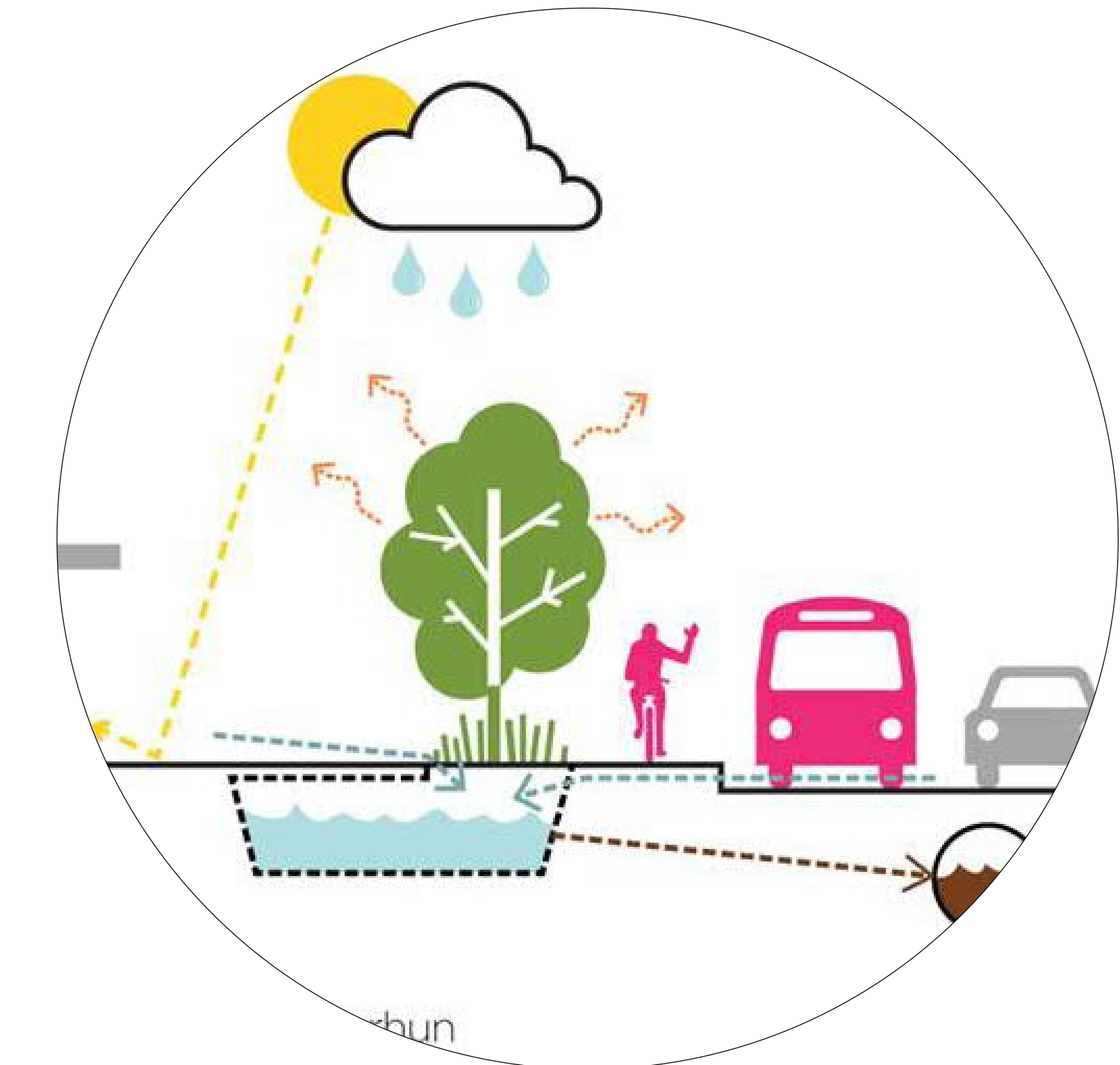
Dundas street will be:



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.



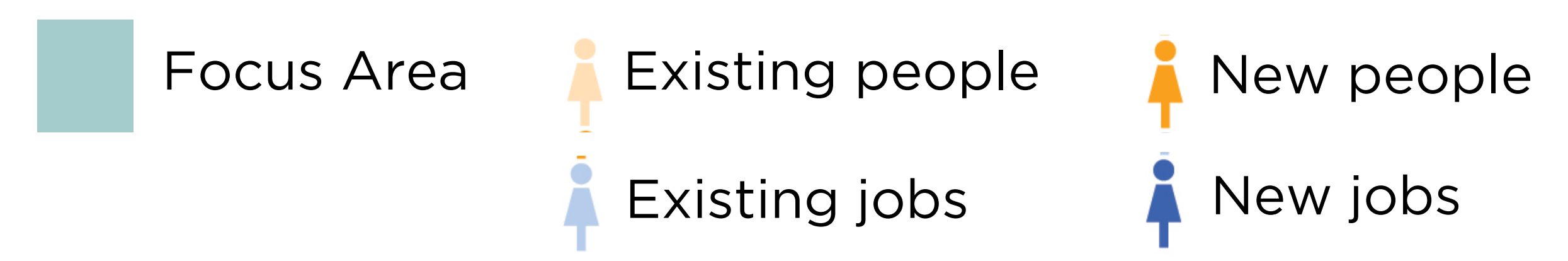
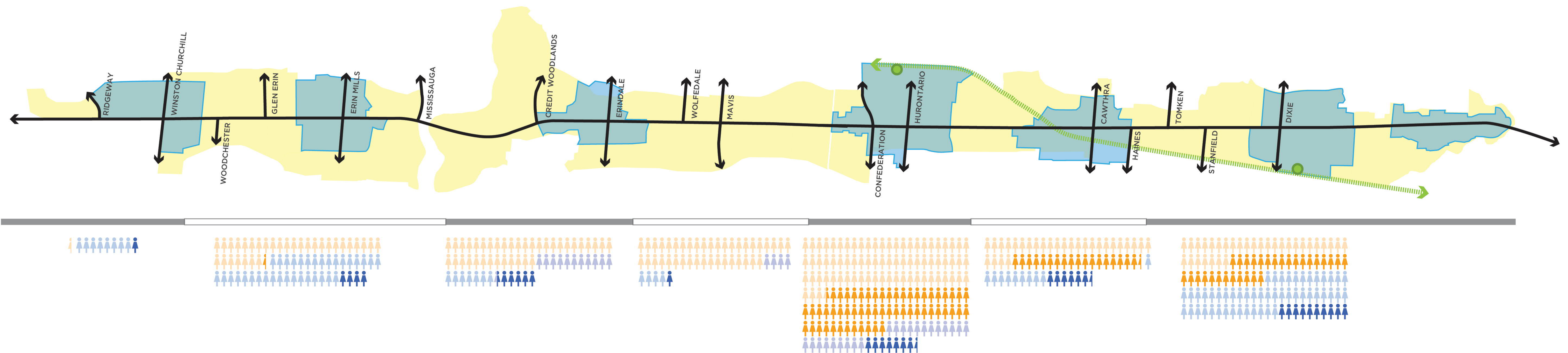
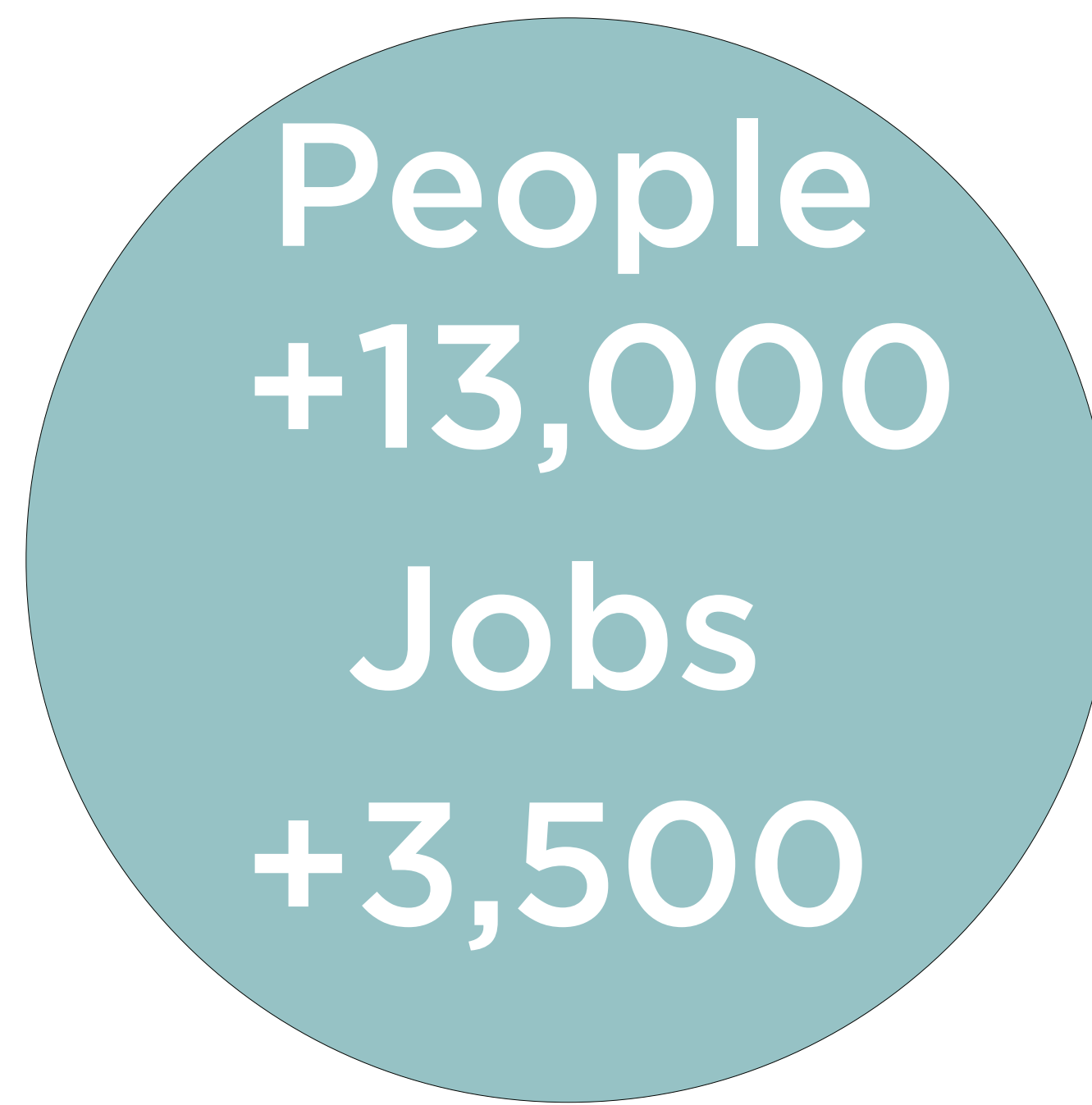
Dundas Growth

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



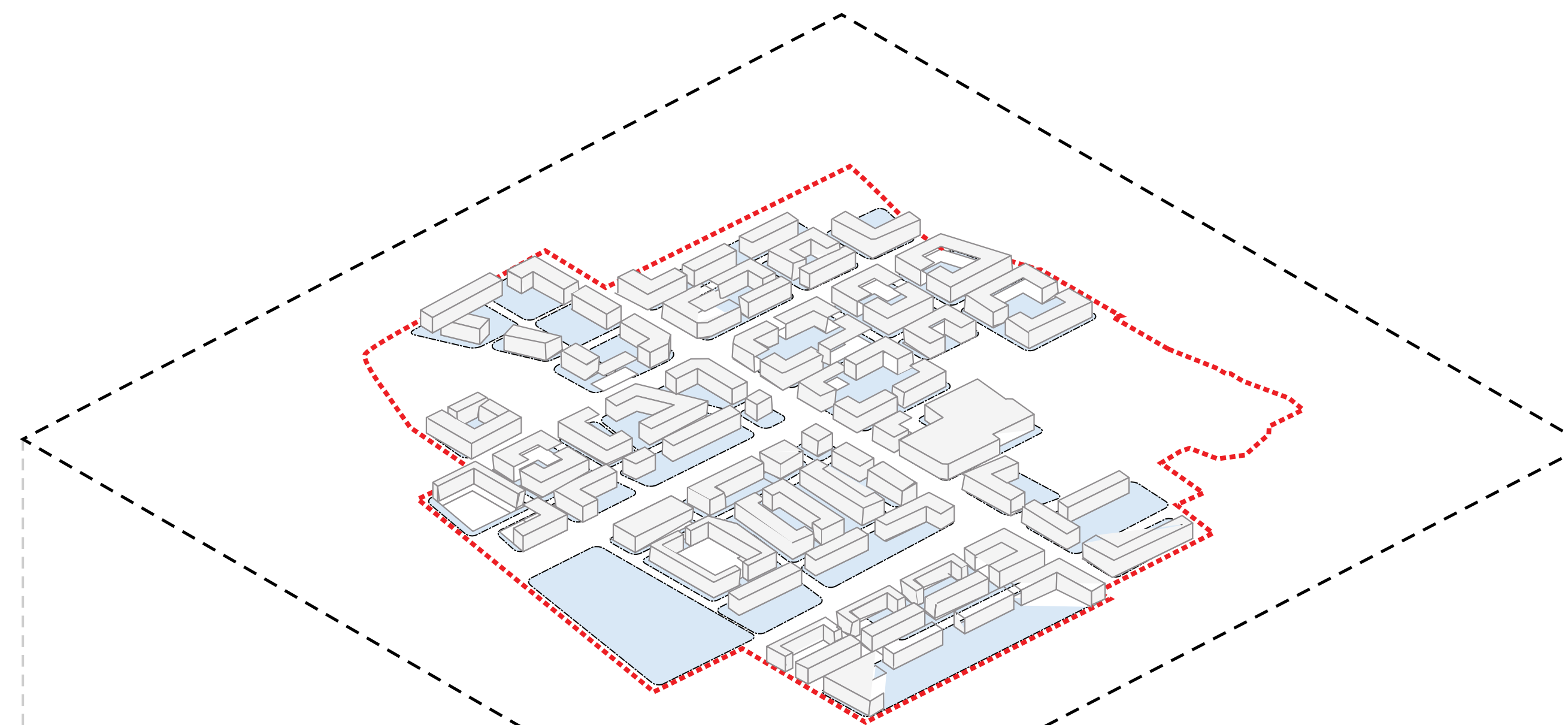
2041





Design Components

Built Form



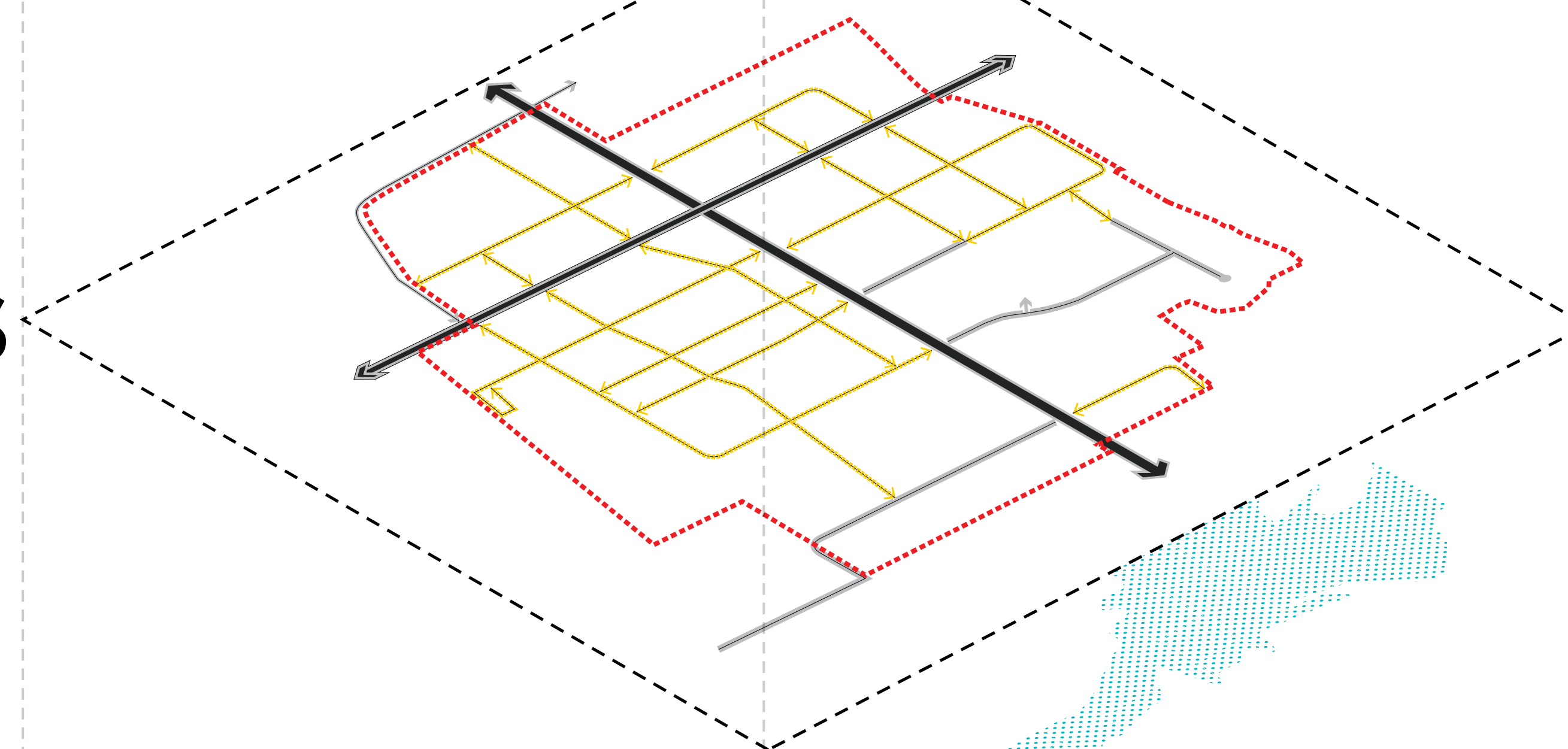
Provide new recreational and community facilities to support growing communities



Promote active at-grade uses

Mix of uses and building types

Streets + Blocks



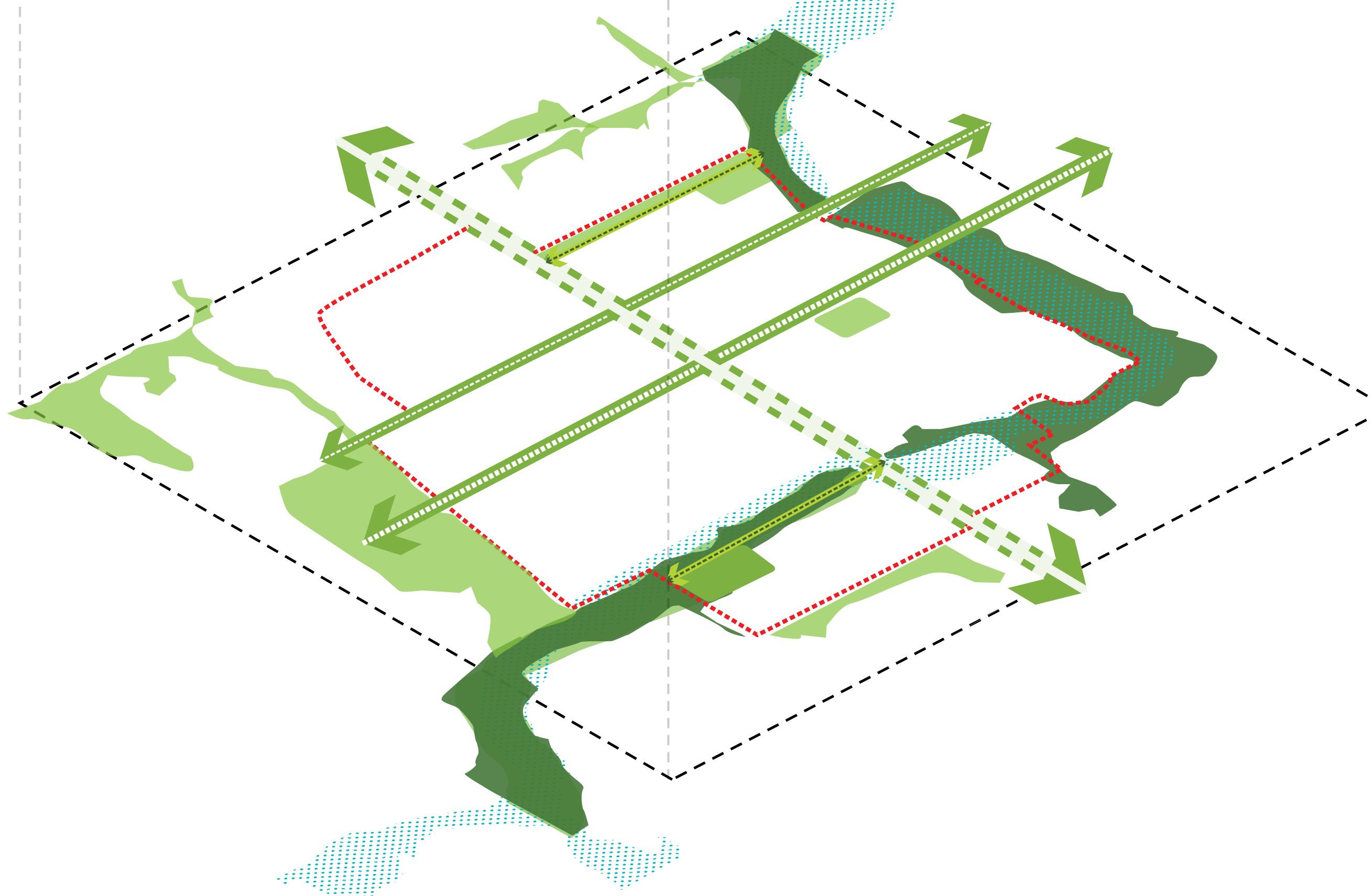
Create permeable street and block network



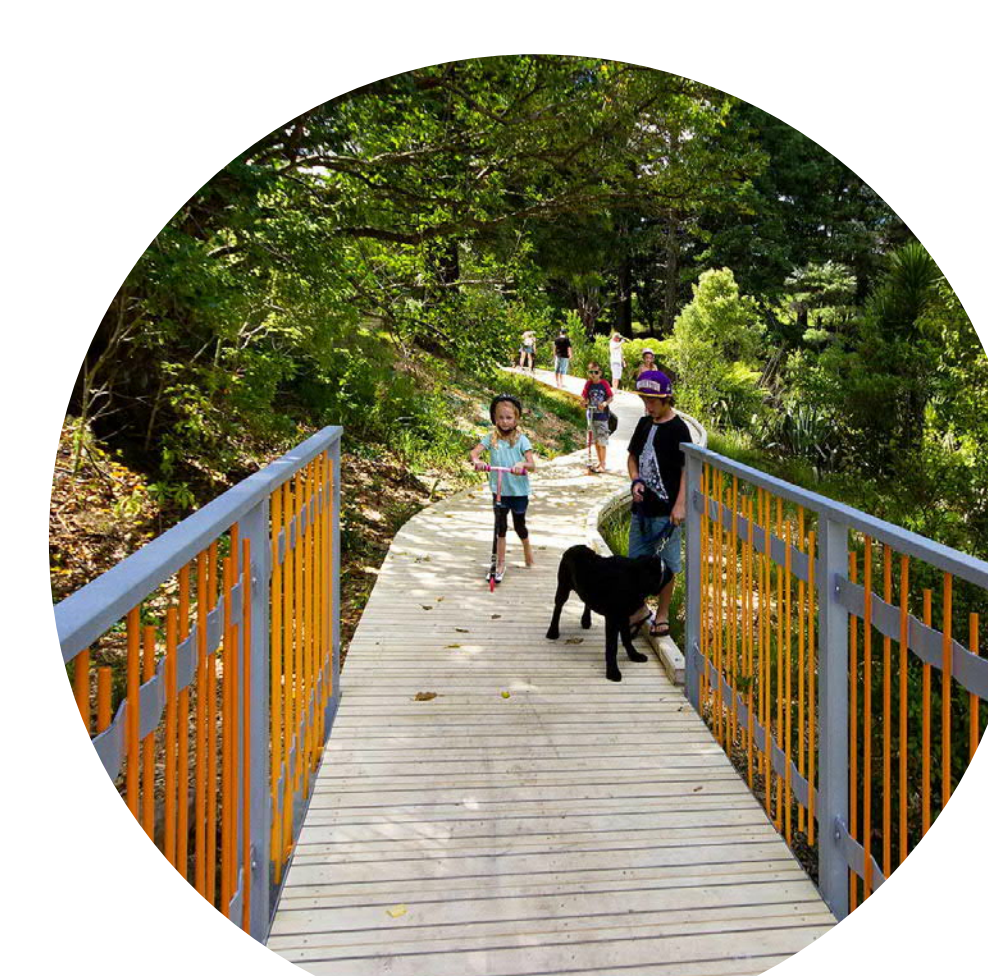
New frontage for development

Improve connections to transit

Landscape



Connect to and enhance existing open and natural spaces



Provide new recreational and community facilities to support growing communities

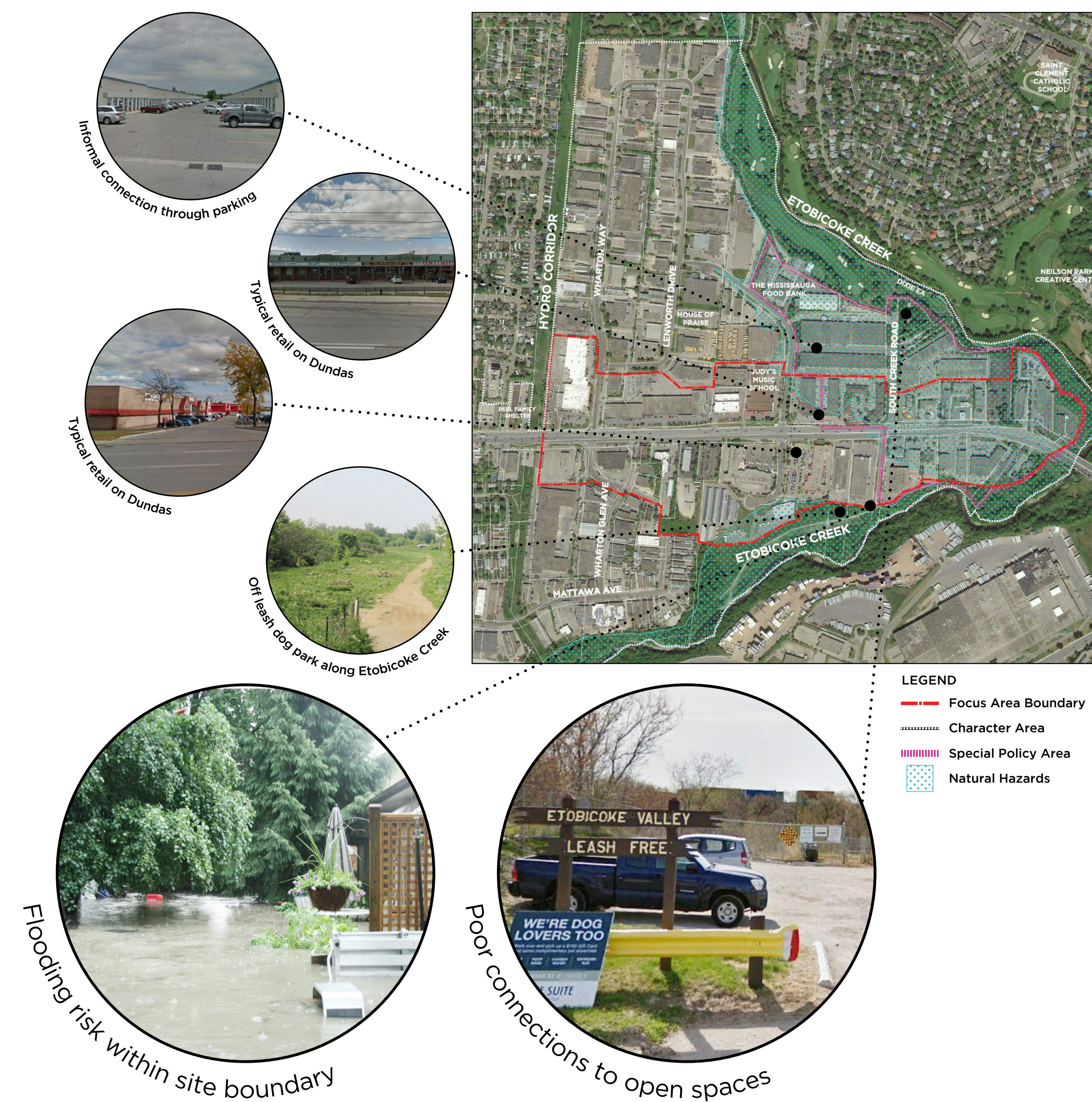


Focus Area Issues and Opportunities: Etobicoke Creek

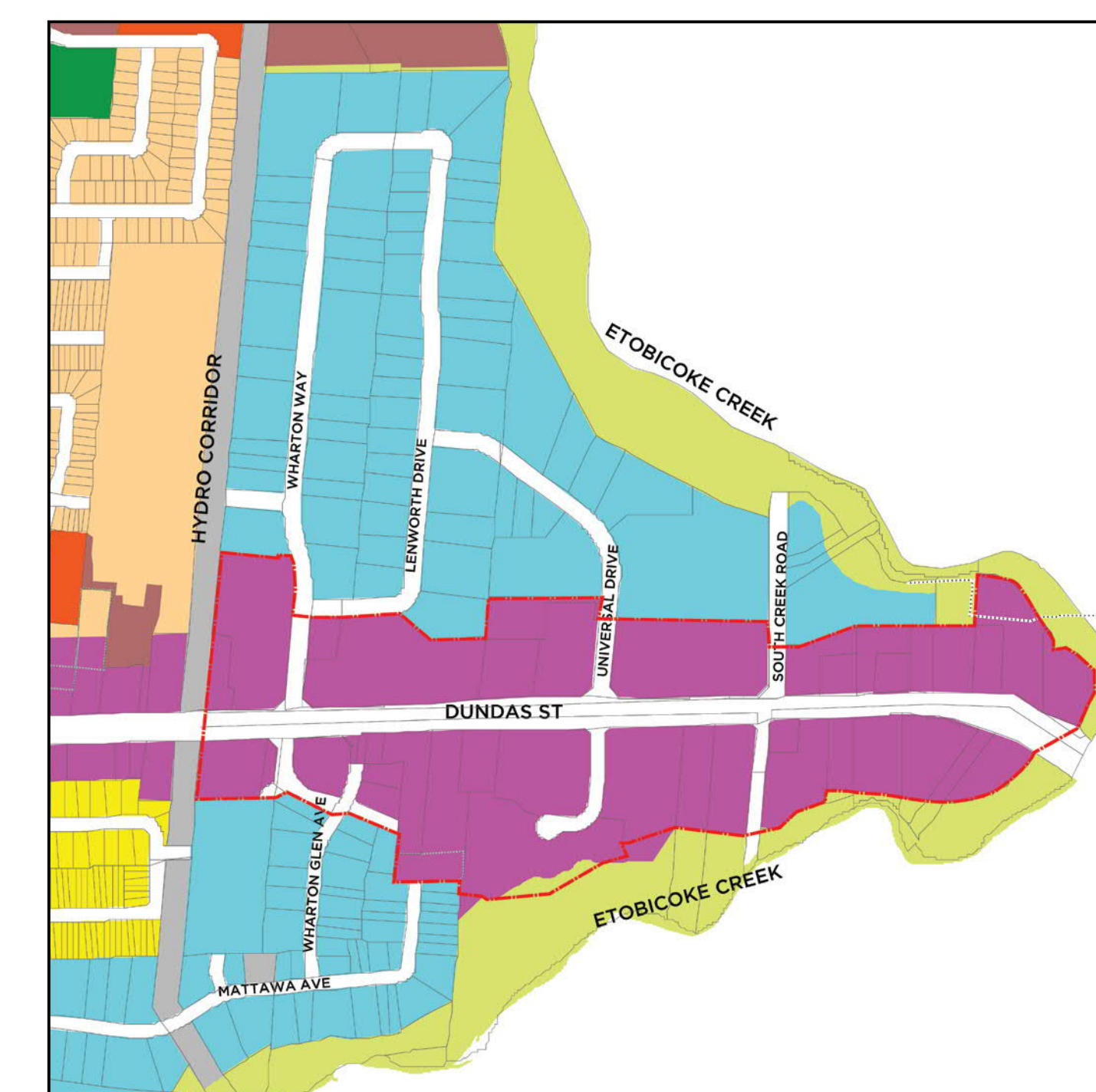
Context

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.”

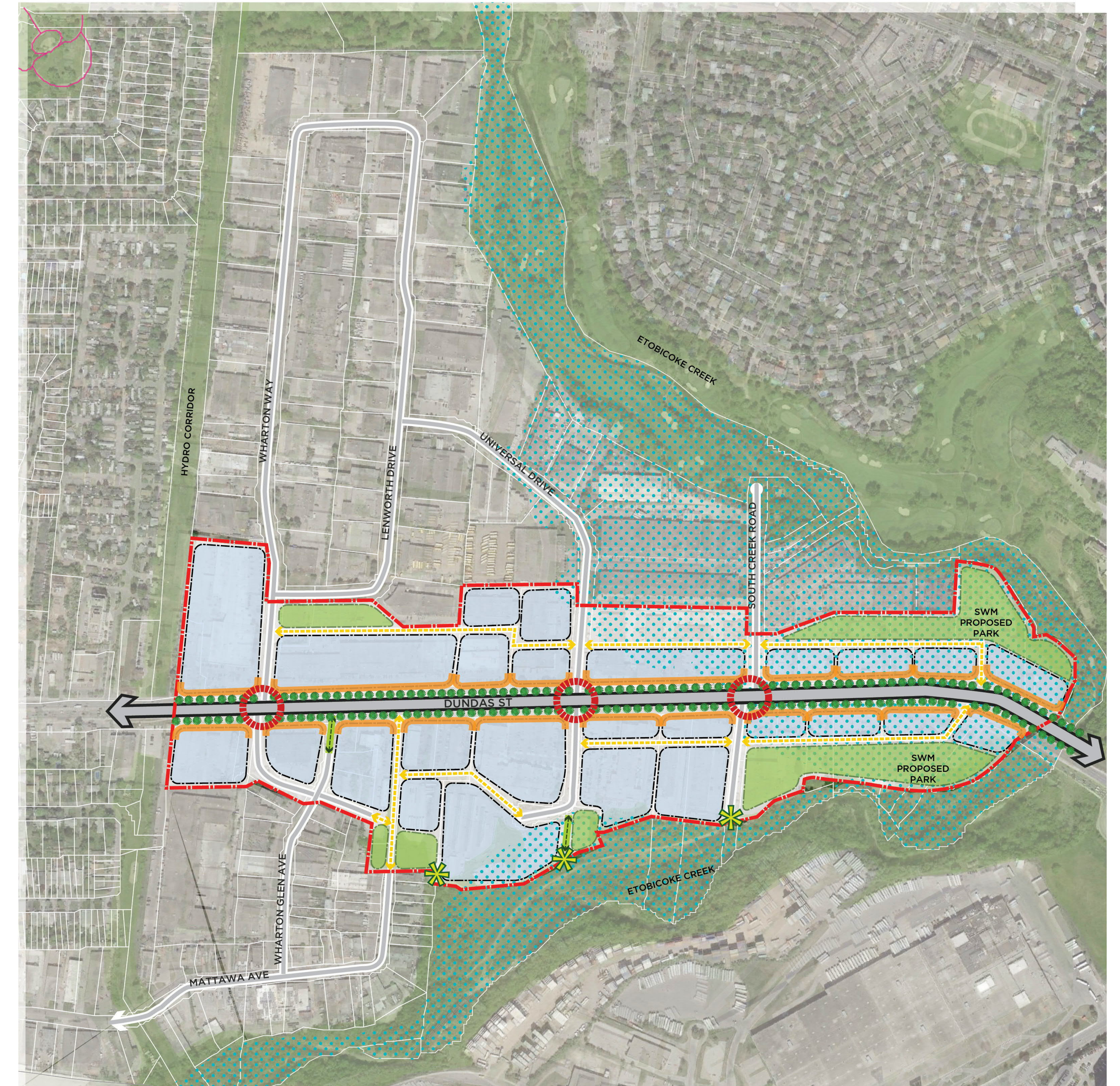


Land Use Designations



LEGEND	
	Focus Area Boundary
	Character Area
	Special Policy Area
	Natural Hazards
	Residential Low Density I
	Residential Low Density II
	Residential Medium Density
	Residential High Density
	Mixed Use
	Business Employment
	Public Open Space
	Greenlands
	Utility

Draft Framework Plan



Legend			
	Focus area boundary		Signalized intersection
	Potential development parcel		Main road
	Hazard areas after mitigation		Existing road
	Consistent street wall with animated frontages		New road
	Potential pedestrian path		Existing connection to park trail

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.

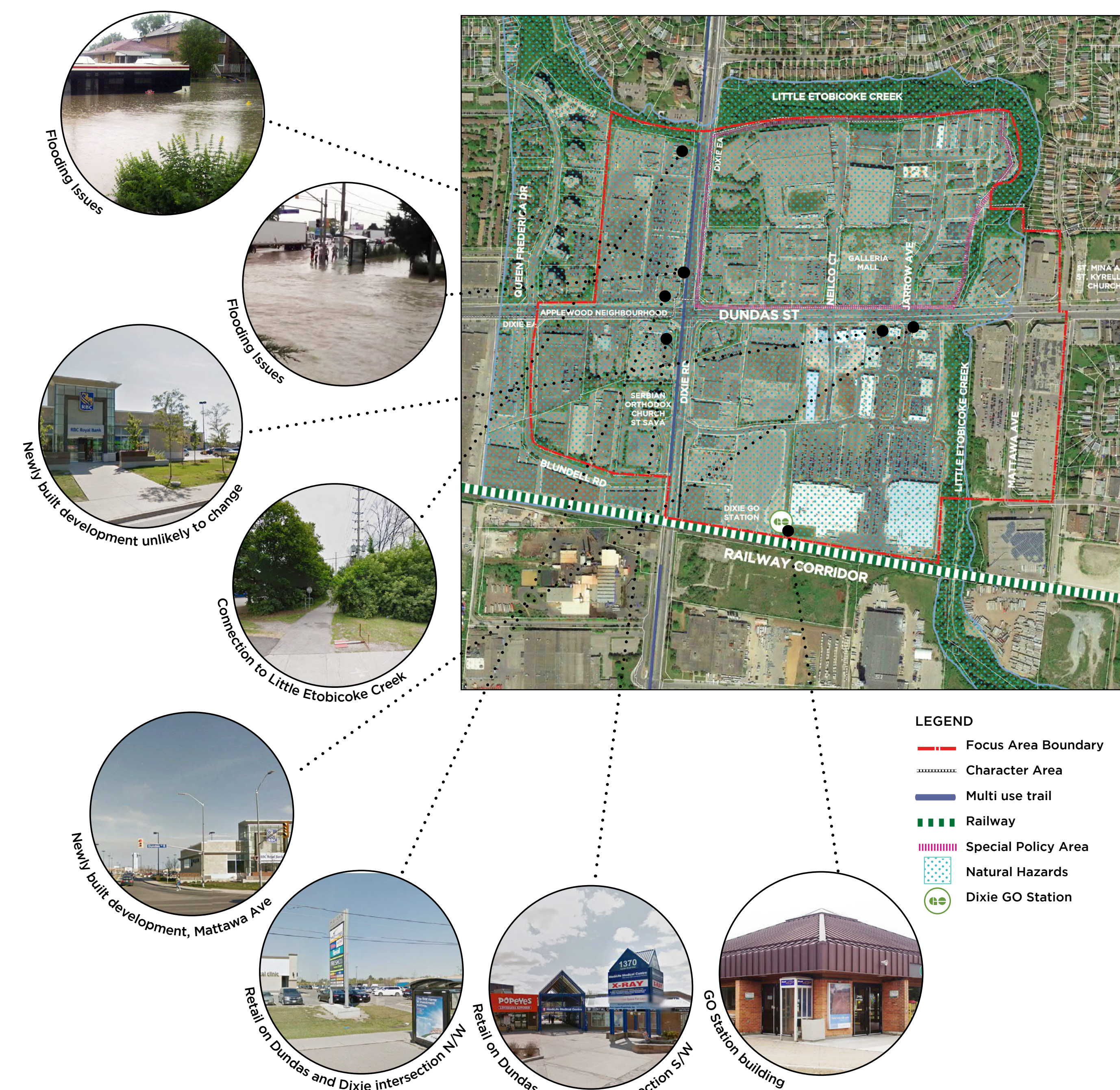


Focus Area Issues and Opportunities: Dixie

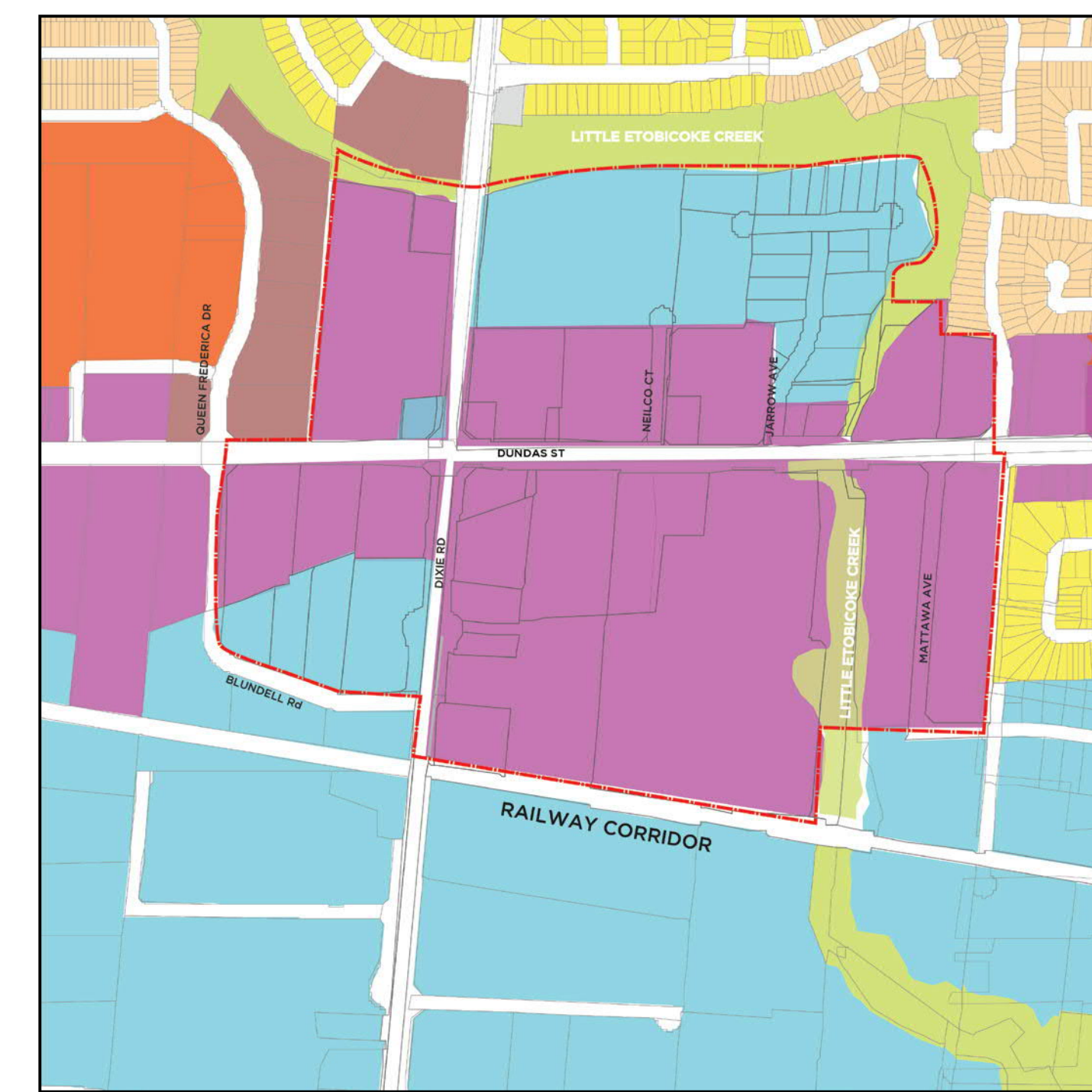
Context

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.

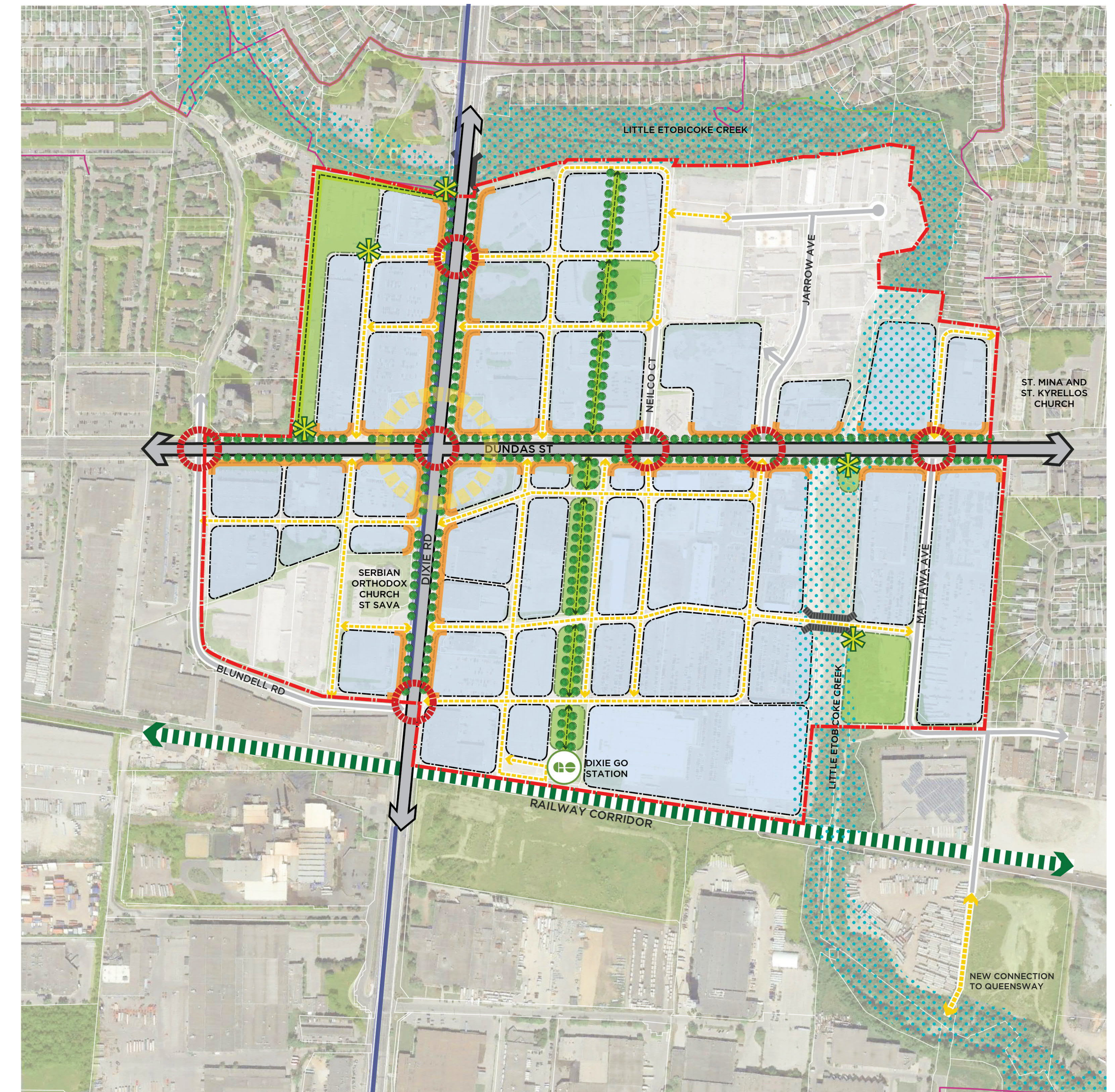


Land Use Designations



LEGEND	
	Focus Area Boundary
	Character Area
	Multi use trail
	Railway
	Special Policy Area
	Natural Hazards
	Dixie GO Station
	Residential Low Density I
	Residential Low Density II
	Residential Medium Density
	Residential High Density
	Mixed Use
	Business Employment
	Greenlands
	Utility

Draft Framework Plan *Development potential contingent on flood mitigation.



Legend			
	Focus area boundary		Main road
	Railway		Existing road
	Potential development parcel		New road
	Hazard areas after mitigation		Potential pedestrian path
	Consistent street wall with animated frontages		3m wide multi-use trail
	Park trail		Existing connection to park trail
	Dixie GO station		Signaled intersection
	Enhanced streetscape by the punctuation of built form with architectural interest through height as per OP.		

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.

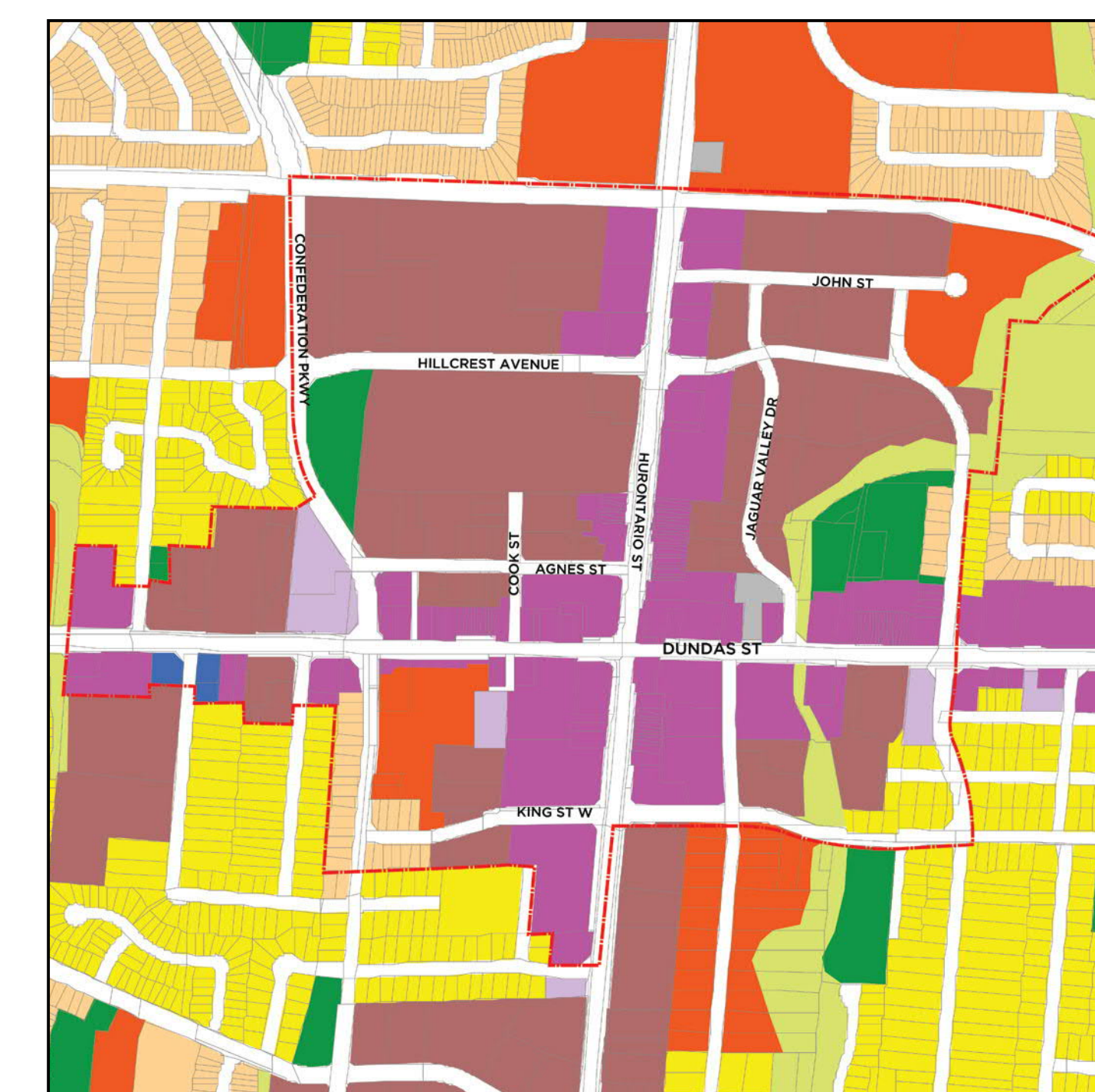


Focus Area Issues and Opportunities: Cooksville

Context

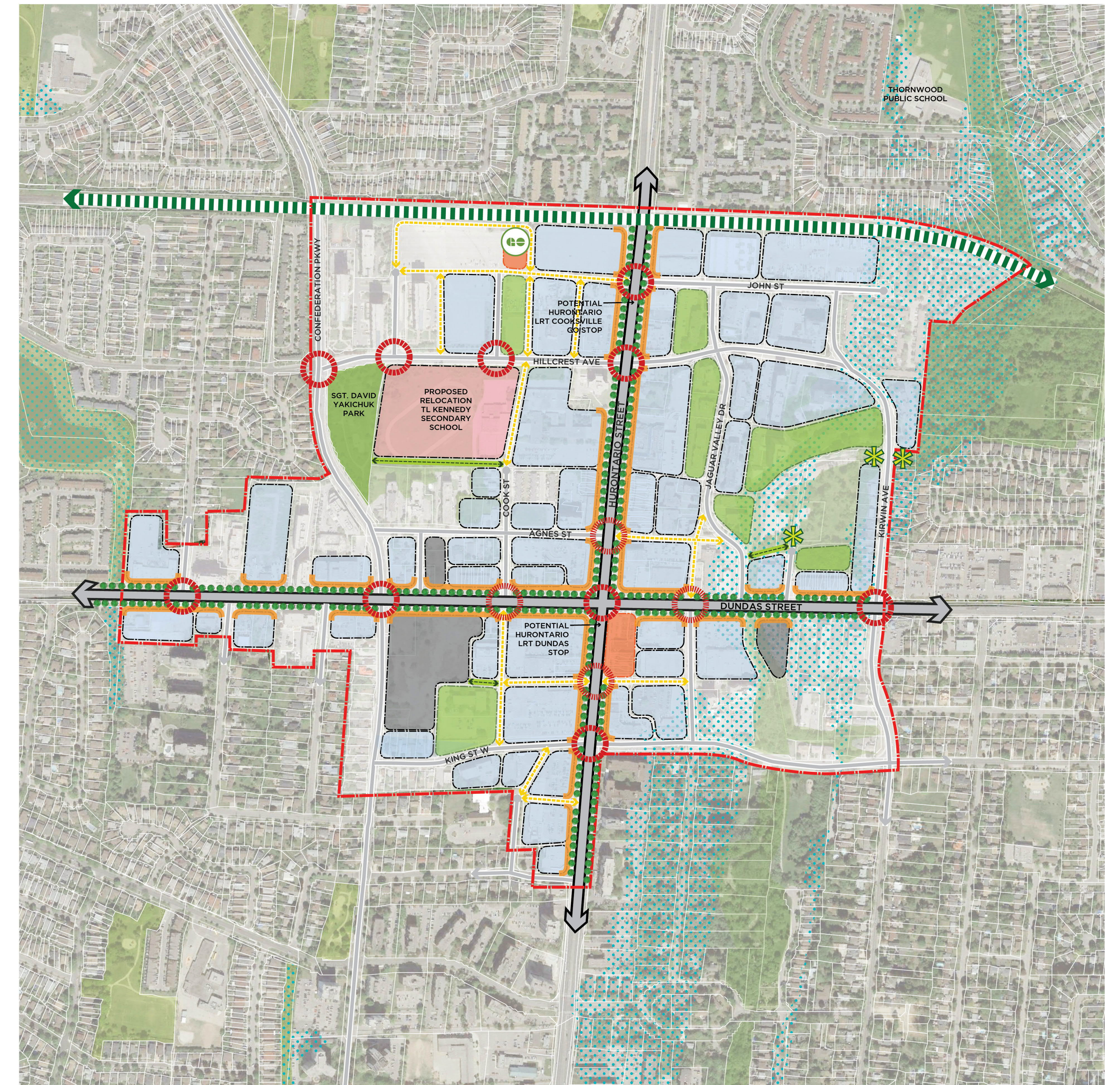
Site Area: 1.03 km²
 The Cooksville Focus Area is part of the Downtown Cooksville Character Area. Cooksville is a key transit interchange area that includes the The Horontario LRT, Milton GO Line, and future Dundas RT. The new Hurontario LRT is one of three high-order transit lines within the focus area. 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



LEGEND	
	Focus Area Boundary
	Character Area
	Multi use trail
	Railway
	Special Policy Area
	Natural Hazards
	Dixie GO Station
	Residential Low Density I
	Residential Low Density II
	Residential Medium Density
	Residential High Density
	Mixed Use
	Motor Vehicle Commercial
	Office
	Public Open Space
	Greenlands
	Utility

Draft Framework Plan



Legend	
	Focus area boundary
	Railway
	Potential development parcel
	Hazard areas after mitigation
	Consistent street wall with animated frontages
	Main road
	Existing road
	New road
	Potential pedestrian path
	Existing connection to park trail
	Dixie GO station
	Signalized intersection

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.

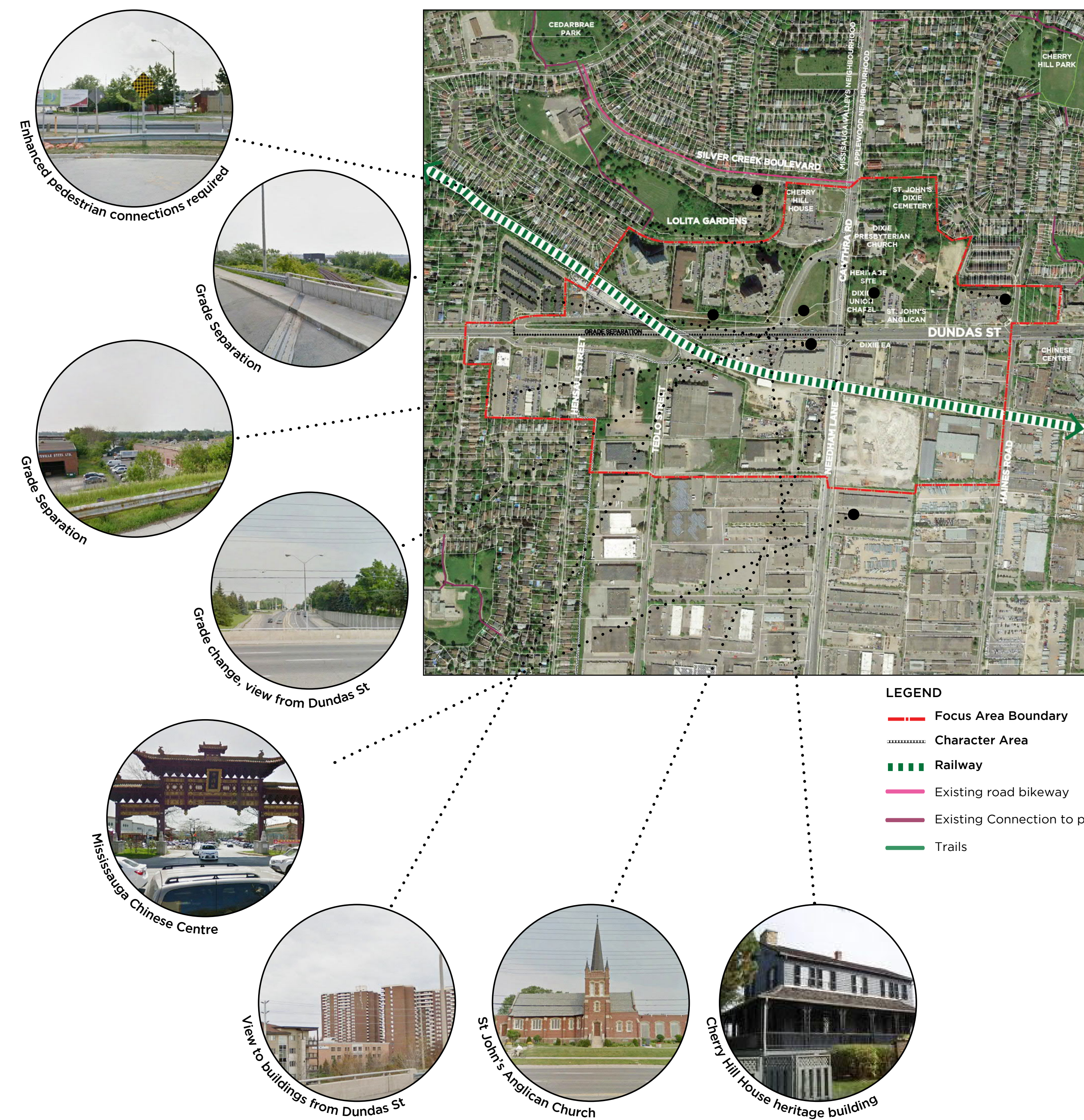


Focus Area Issues and Opportunities: Cawthra

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.

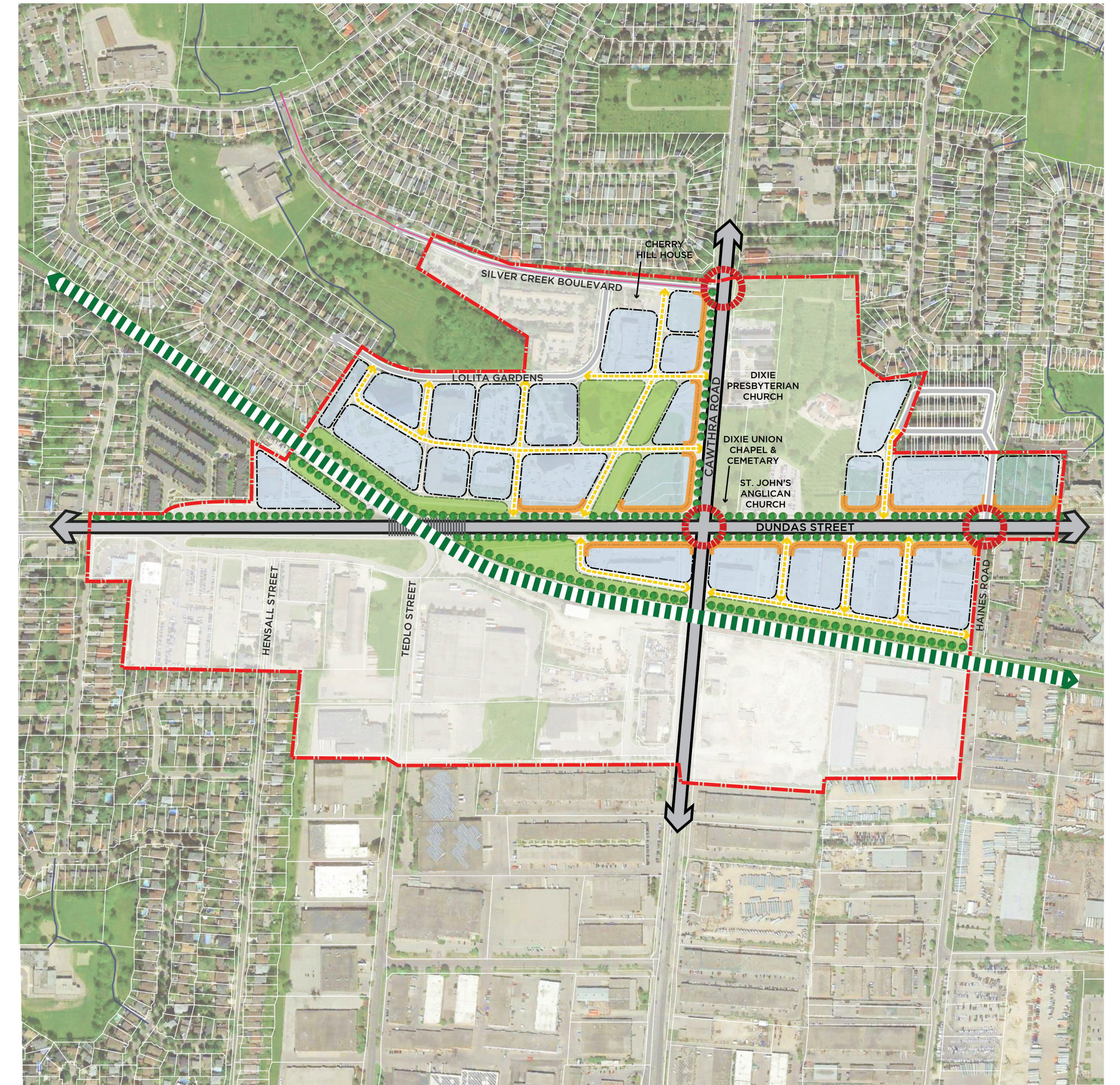


Land Use Designations



LEGEND							
- - -	Focus Area Boundary	■	Residential Low Density I	■	Motor Vehicle Commercial	■	Utility
- - -	Character Area	■	Residential Low Density II	■	Office		
- - -	Railway	■	Residential Medium Density	■	Business Employment	■	Public Open Space
- - -	Existing road bikeway	■	Residential High Density	■	Mixed Use	■	Private Open Space
- - -	Existing Connection to park	■					
- - -	Trails						

Draft Framework Plan



Legend	
- - -	Focus area boundary
- - -	Railway
 	Potential development parcel
- - -	Consistent street wall with animated frontages
- - -	Main road
- - -	Existing road
- - -	New road
- - -	Potential pedestrian path
*	Existing connection to park trail
 	Signalized intersection

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

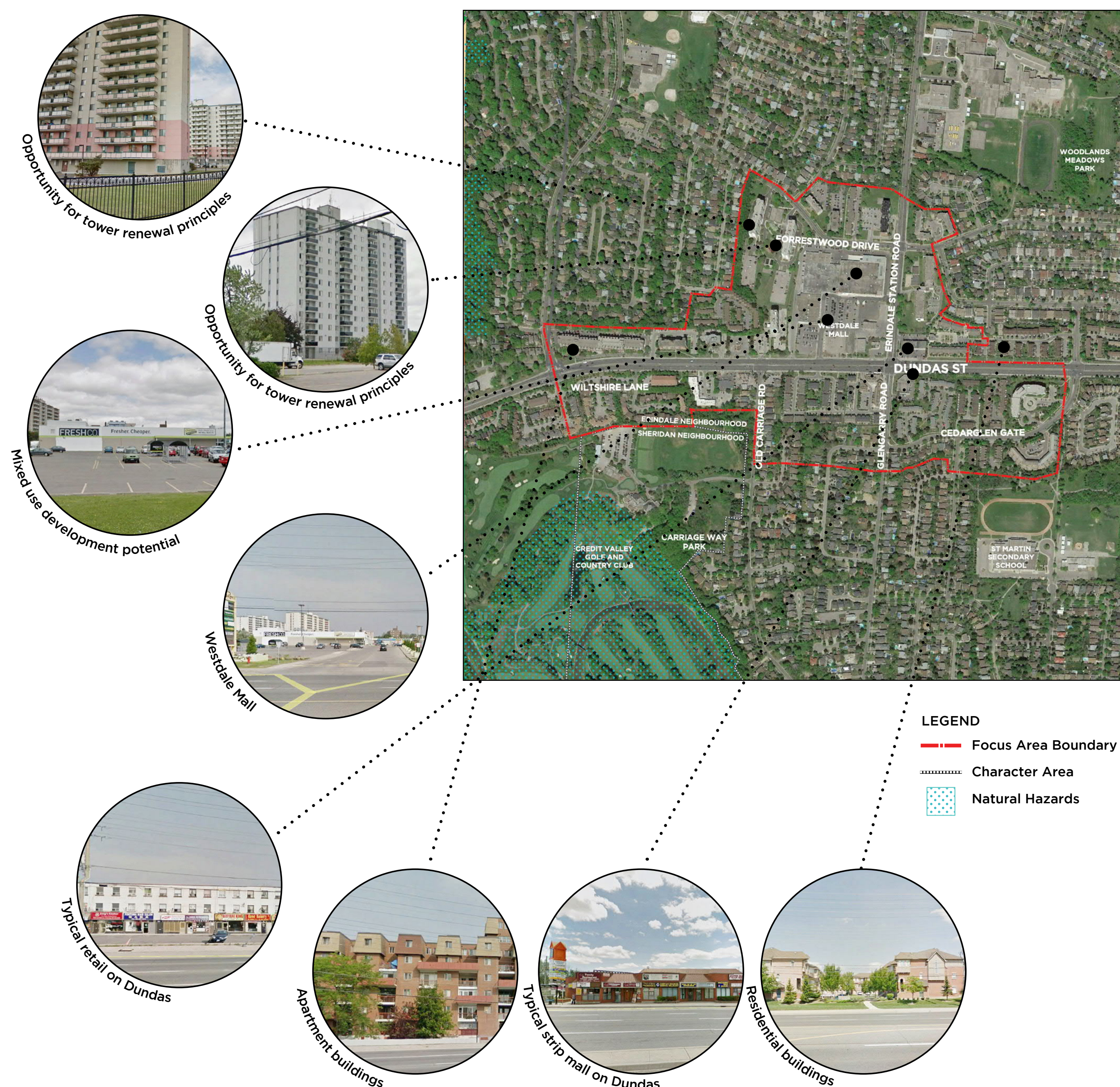


Focus Area Issues and Opportunities: Erindale

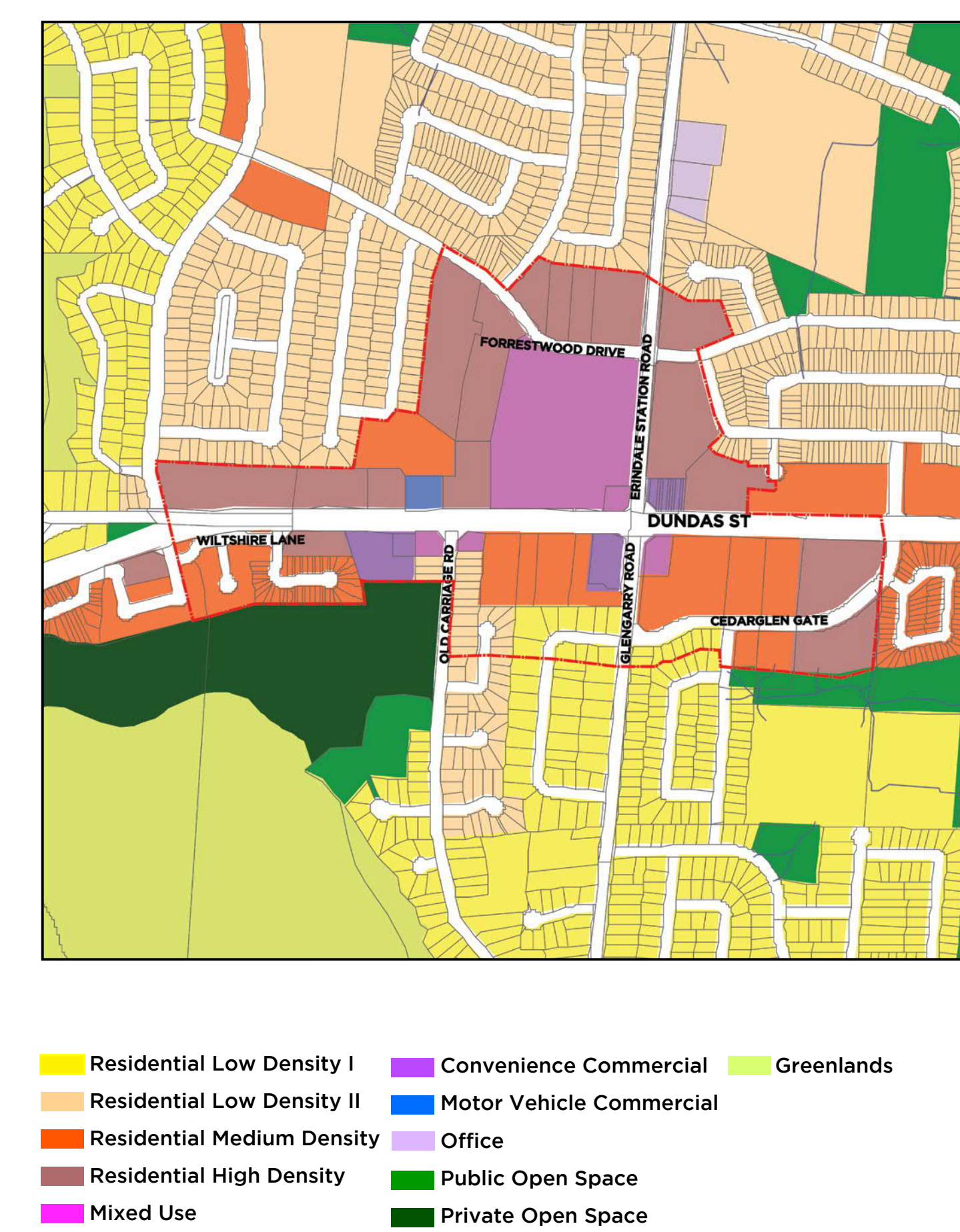
Context

Site Area: 1.21k²

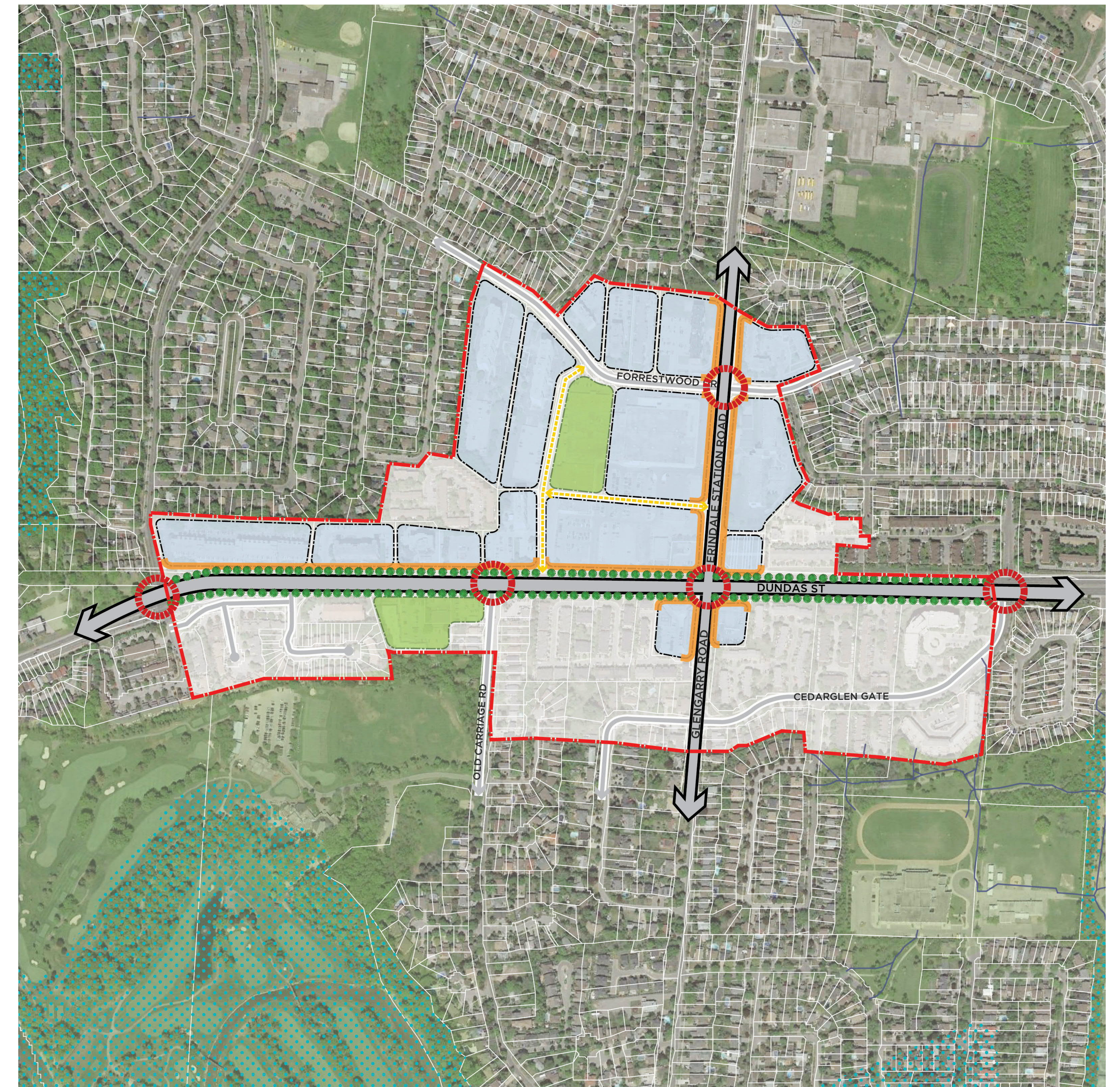
The Erindale Focus Area is part of the Erindale neighbourhood character area. The site is mostly residential with opportunity for application of tower renewal principles in some aging high rise rental stock. There is opportunity for mixed use development potential on the Westdale mall site located at 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



Draft Framework Plan

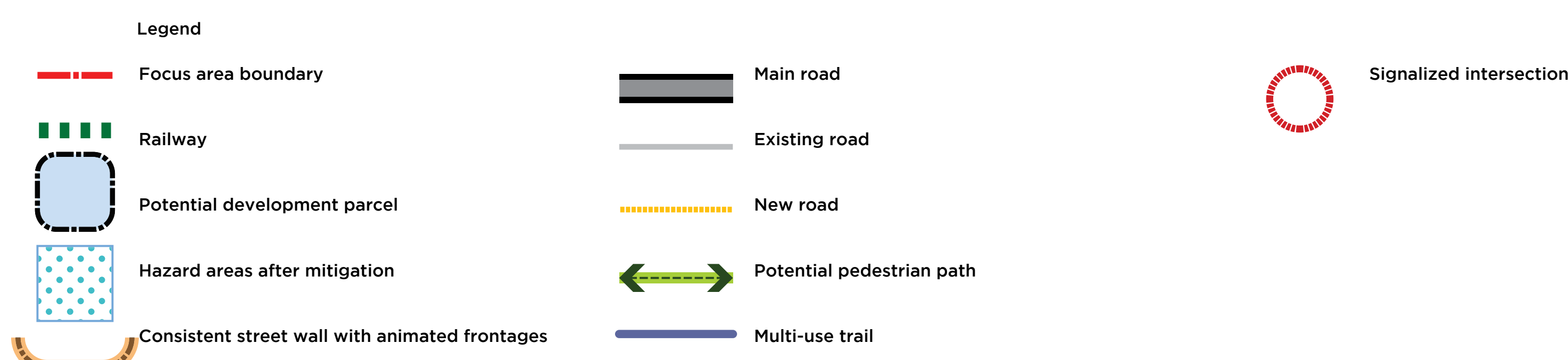


Opportunities:

- 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.



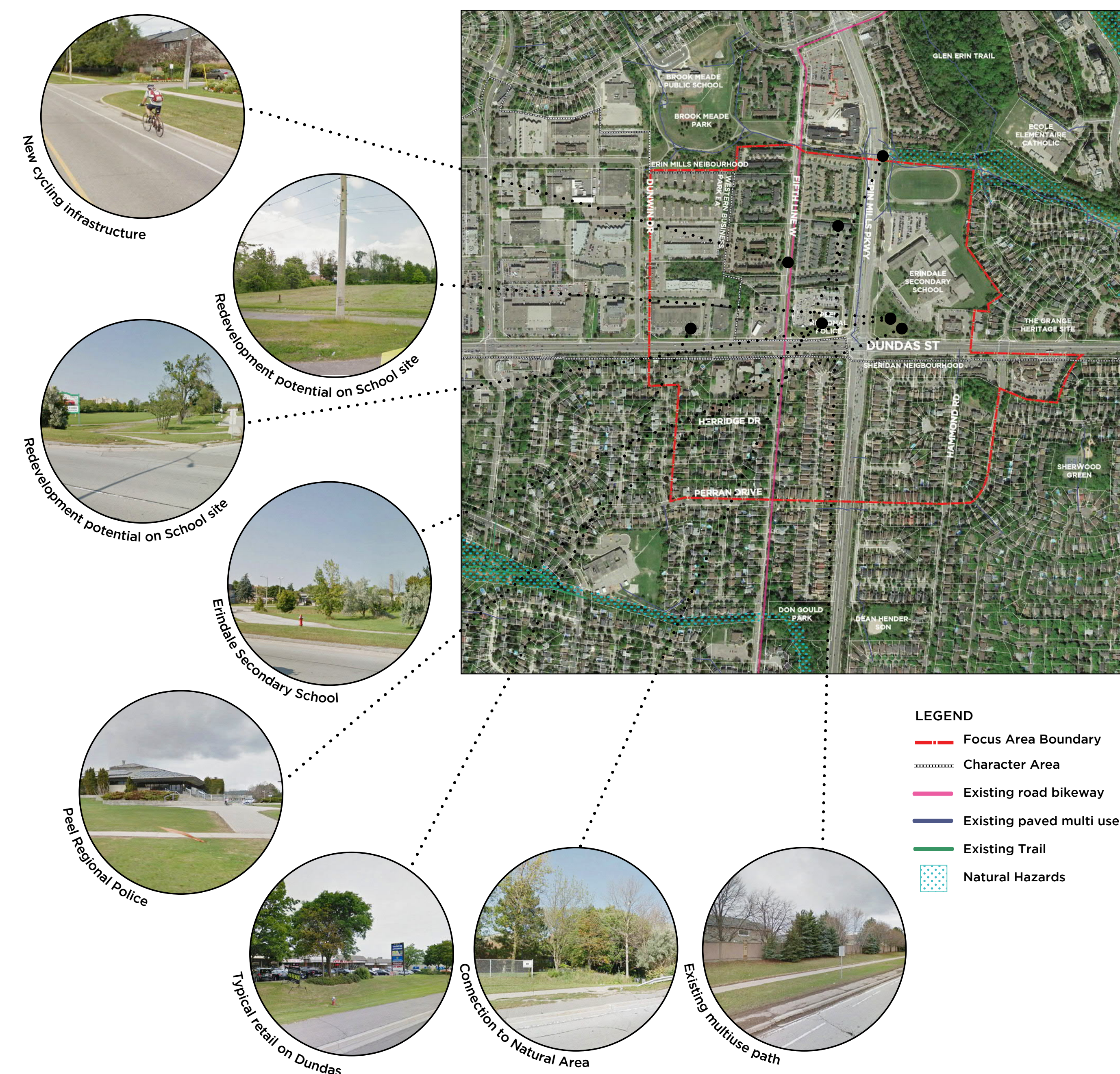


Focus Area Issues and Opportunities: Erin Mills

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.



Land Use Designations



LEGEND							
	Focus Area Boundary		Residential Low Density I		Convenience Commercial		Greenlands
	Character Area		Residential Low Density II		Motor Vehicle Commercial		Utility
	Existing road bikeway		Residential Medium Density		Office		
	Existing paved multi use		Residential High Density		Business Employment		
	Existing Trail		Mixed Use		Public Open Space		
	Natural Hazards						

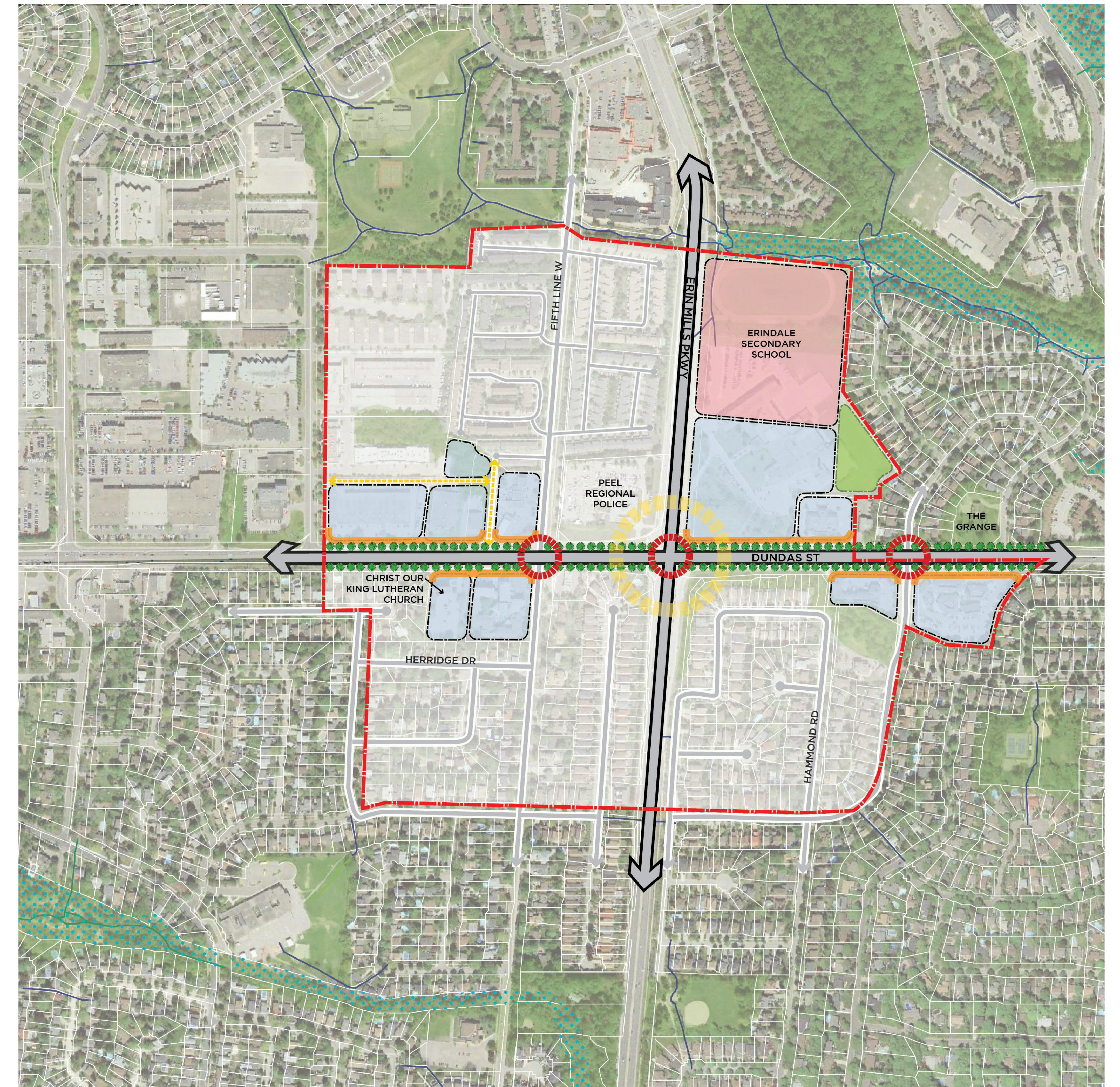
Opportunities:

- 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



Legend					
	Focus area boundary		Main road		Signalized intersection
	Railway		Existing road		Potential pedestrian path
	Potential development parcel		New road		Multi-use trail
	Hazard areas after mitigation		Consistent street wall with animated frontages		

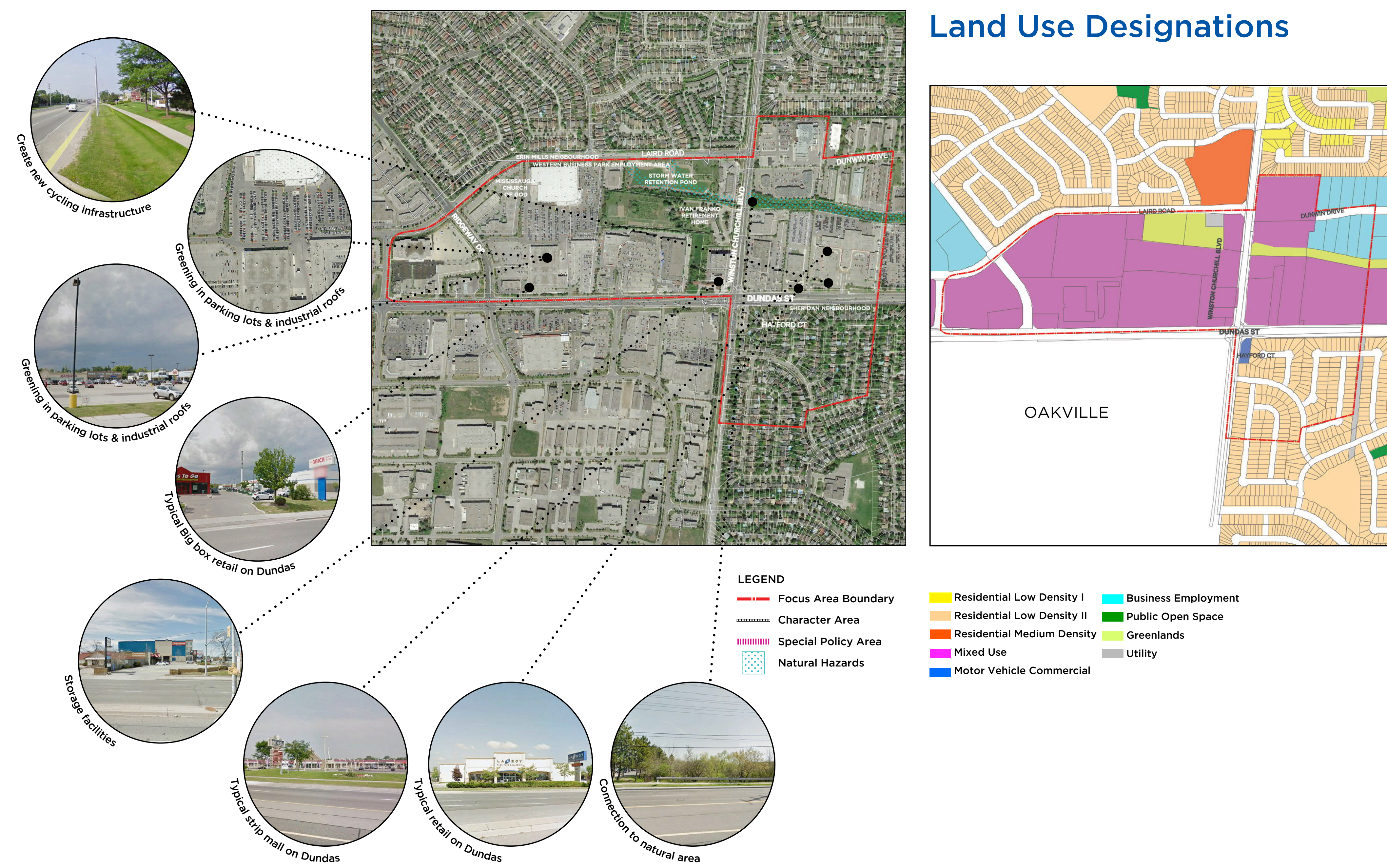


Focus Area Issues and Opportunities: Winston Churchill

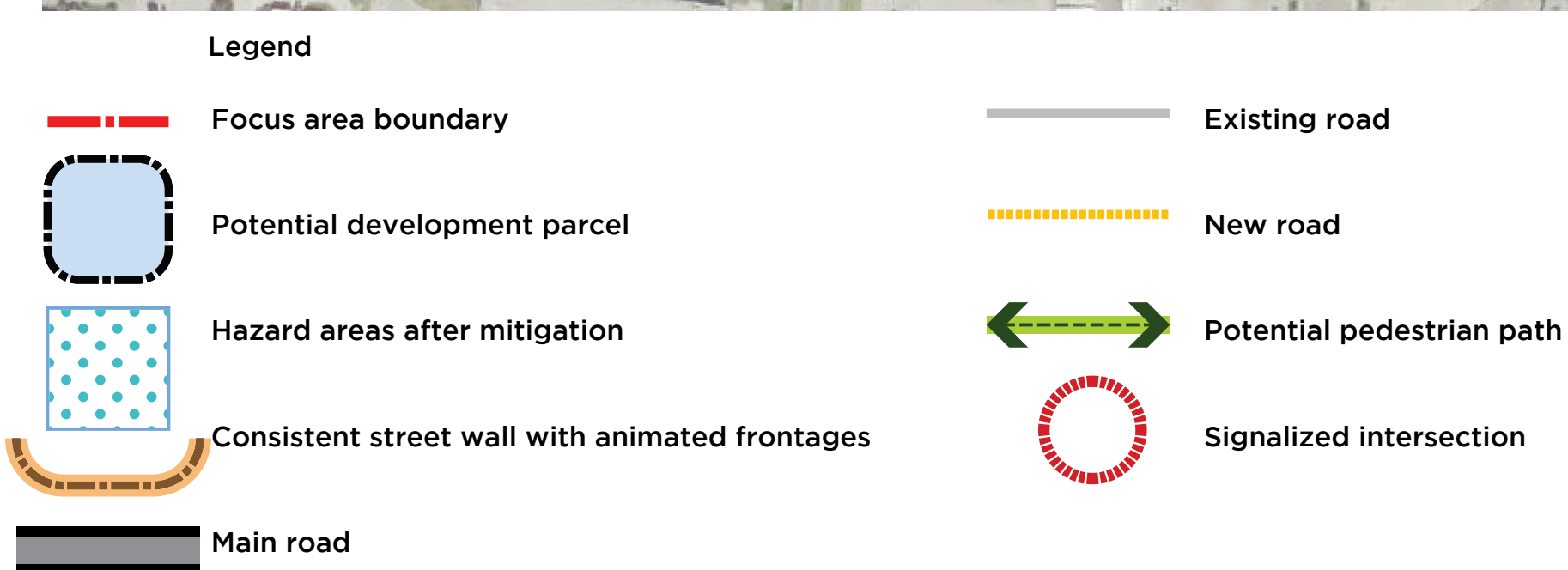
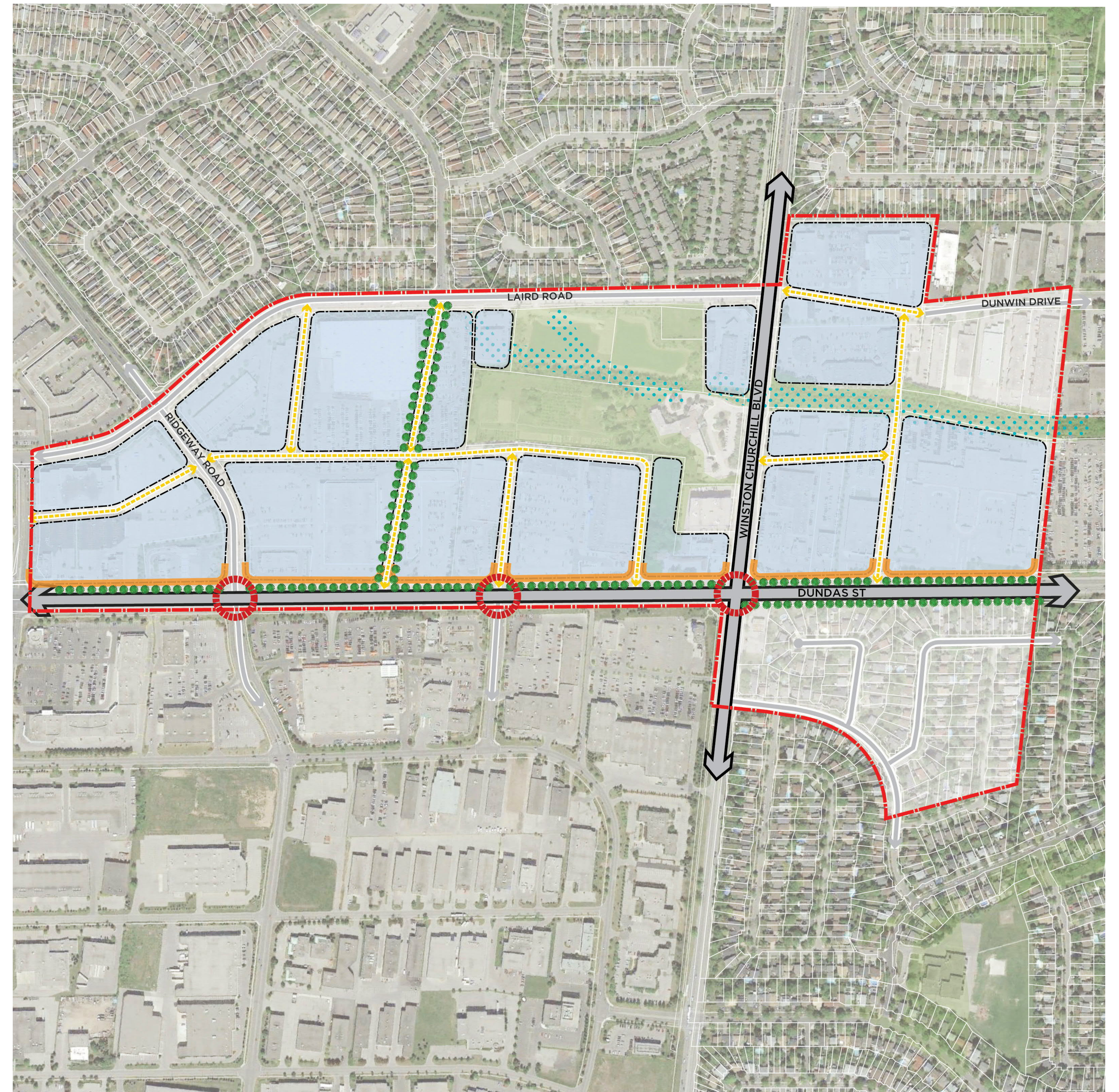
Context

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.



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.



What We Heard

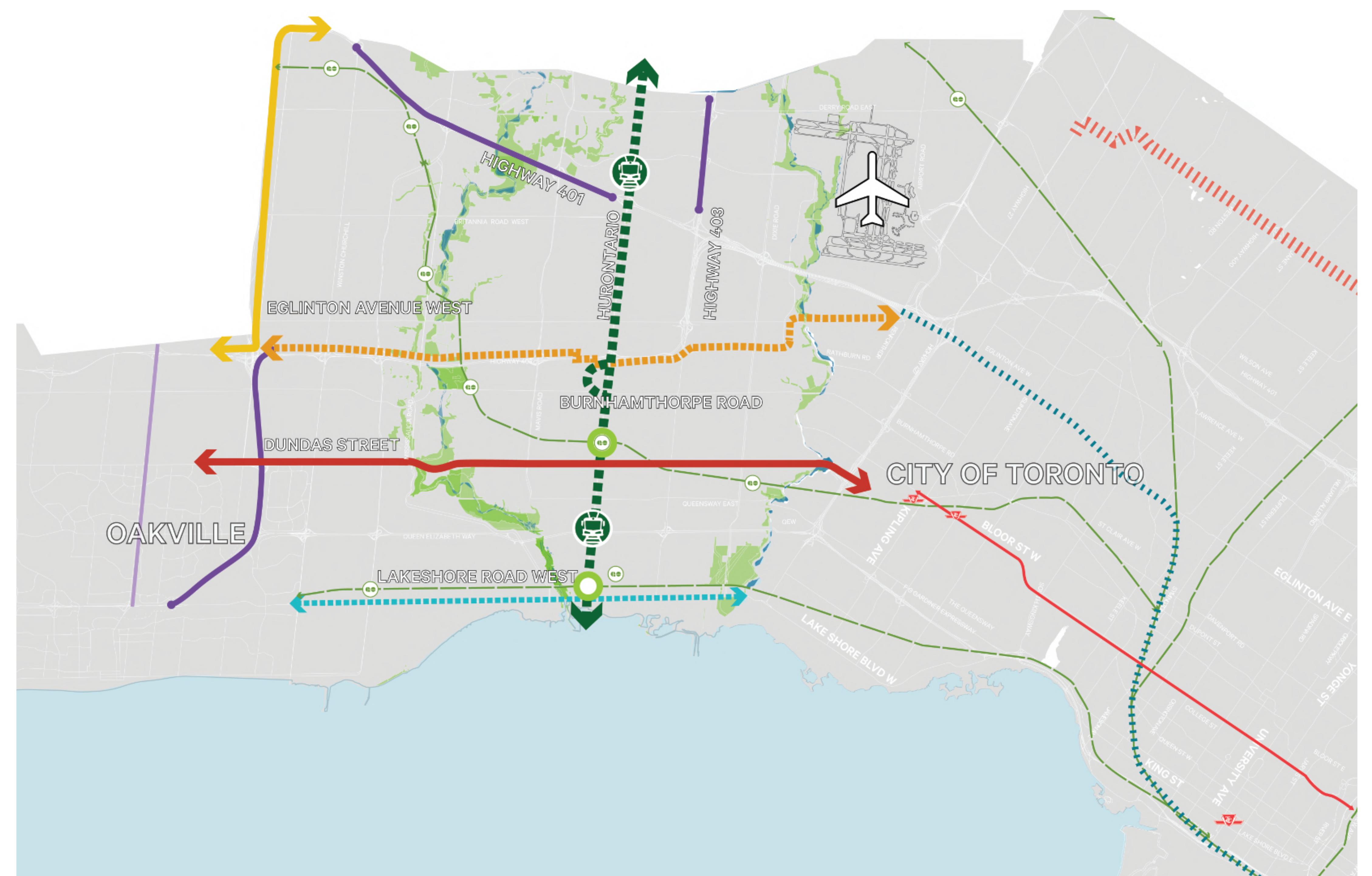
Transit – Express and local bus routes, specifically in the east, provide a good level of service to transit users.

Congestion – Parts of Dundas are plagued with traffic congestion, particularly during rush hour.

Cycling and walking – Feels uncomfortable and unsafe along much of Dundas.



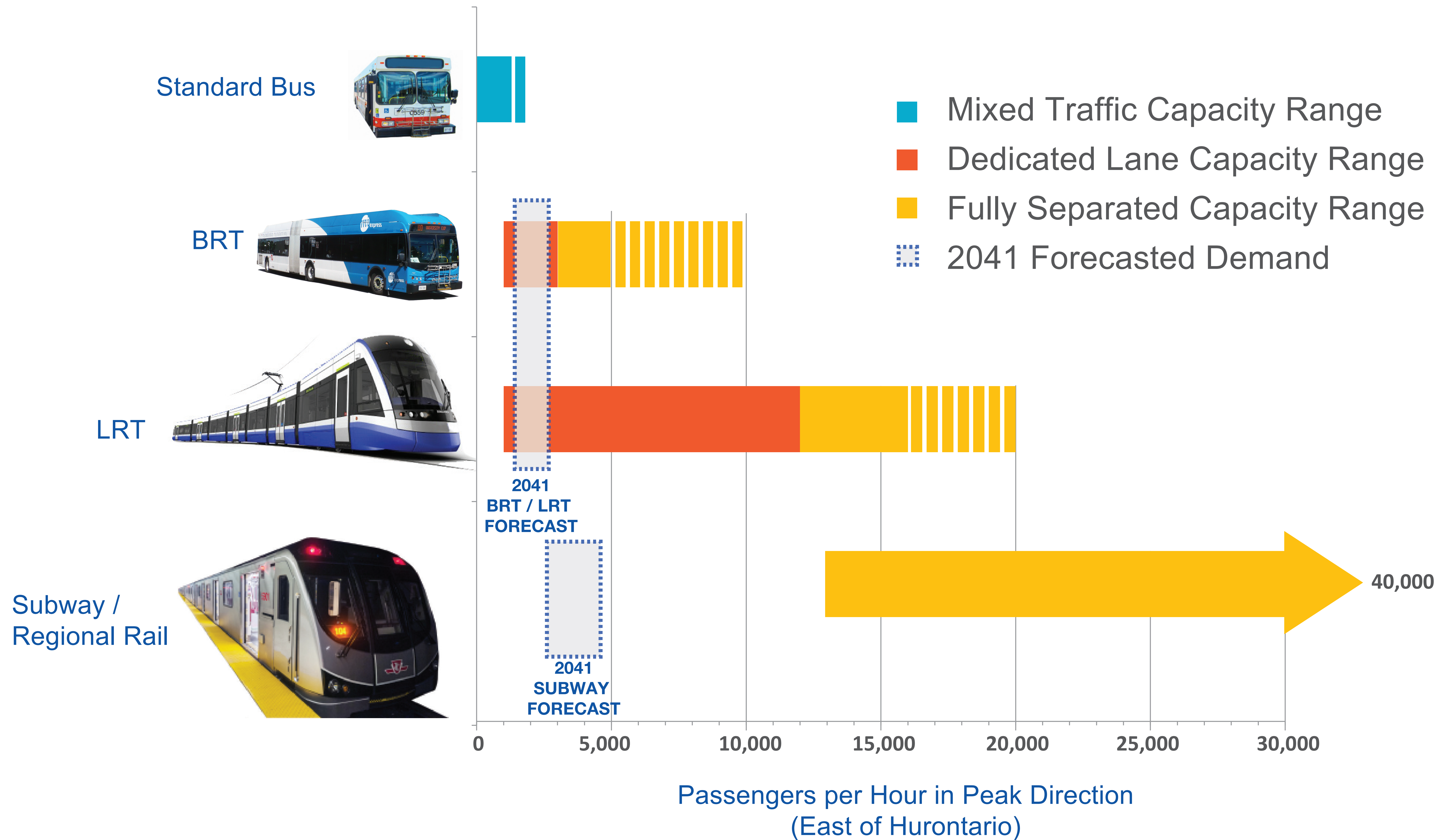
The City has identified Dundas as a rapid transit and land use intensification corridor.



- Highway Expansion
- Hurontario Light Rail Transit
- Finch West LRT
- 407 Transitway Ninth Line Study
- Dundas Connects
- Smart Track
- Road Widening
- Lakeshore Road Transportation Master Plan
- Subway
- Mississauga Transitway
- Regional Express Rail
- Mobility Hub



Capacity Range and 2041 Demand for Transit Mode Alternatives



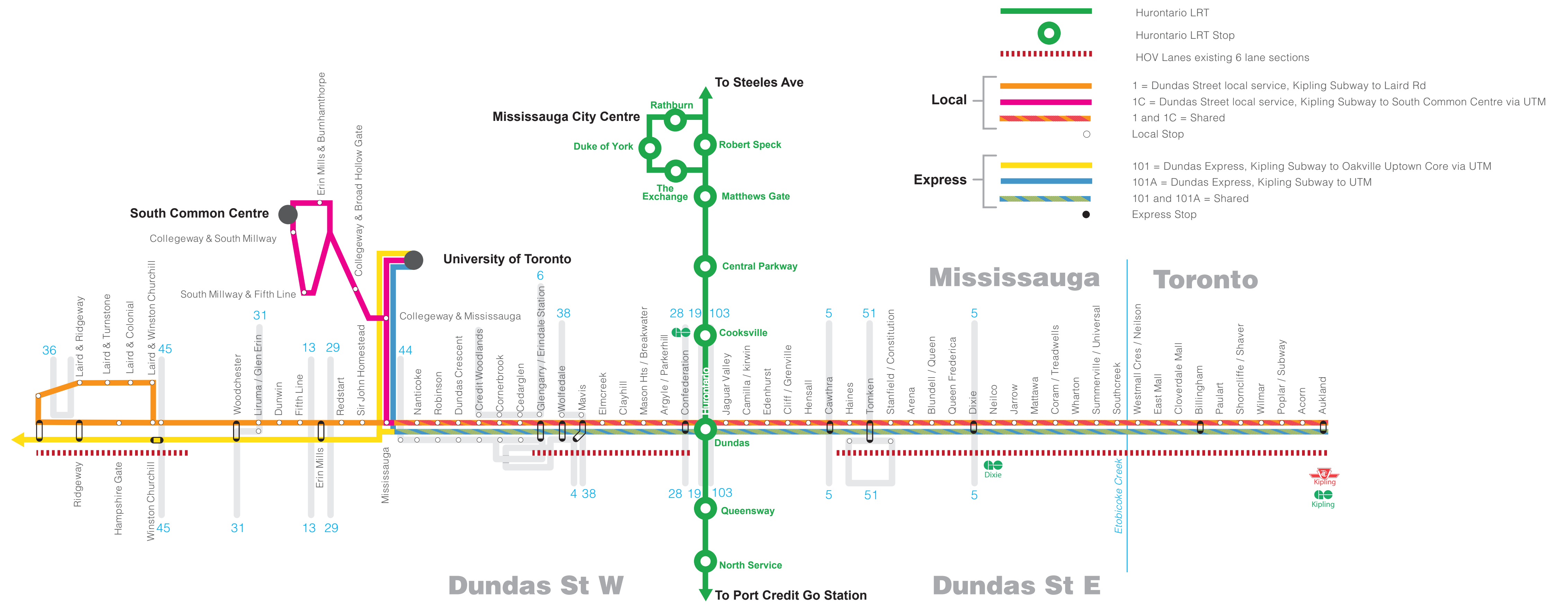


Potential Transit Alternatives and Stop Locations



Improved Conventional Bus Service

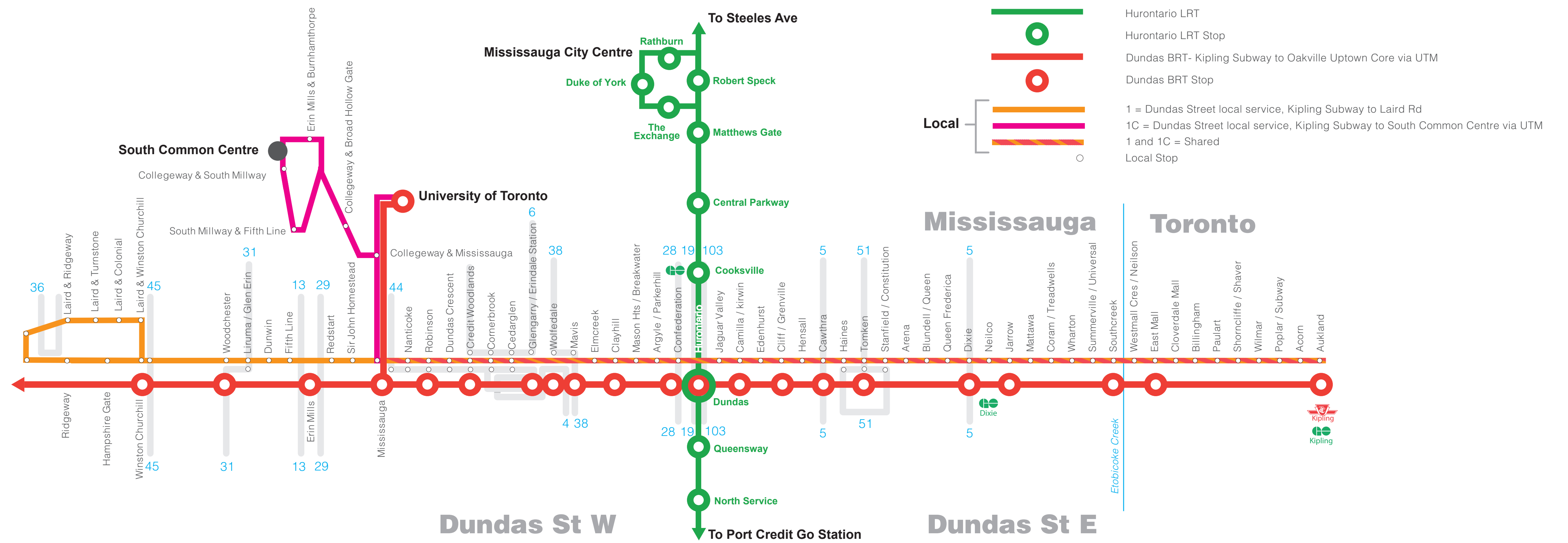
- Current mix of express and local service
- Extended HOV Lanes or Bus Lanes
- Queue Jumps at busy intersections
- Transit Signal Priority
- Passenger Information Systems
- Higher Frequency and Longer Service Hours
- Updated low-floor vehicles
- Improved stop amenities



Dundas BRT

Bus Rapid Transit (BRT)

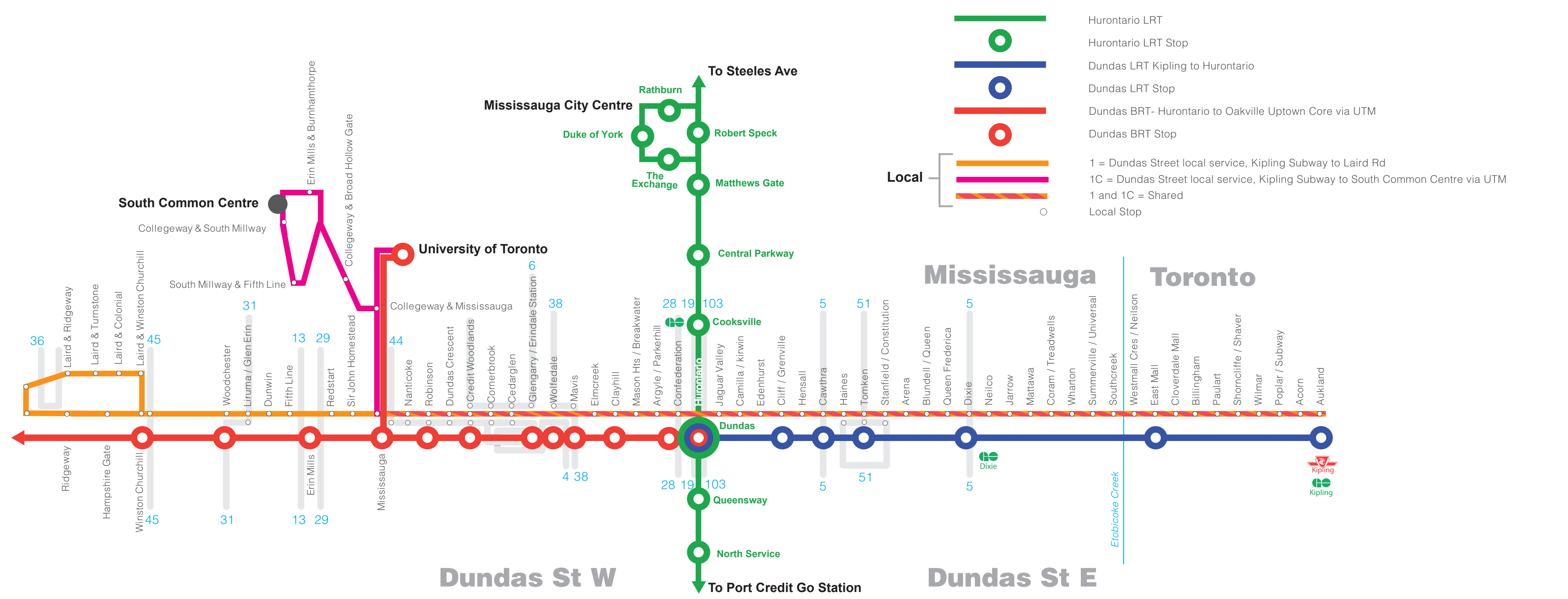
- Buses, stops, guideway, and technology combine to provide a higher quality of service than standard bus routes
- Operates in dedicated bus lanes, either in the median or curbside
- Average speeds 15 – 45 km/h



Hurontario LRT
Dundas LRT

Light Rail Transit (LRT)

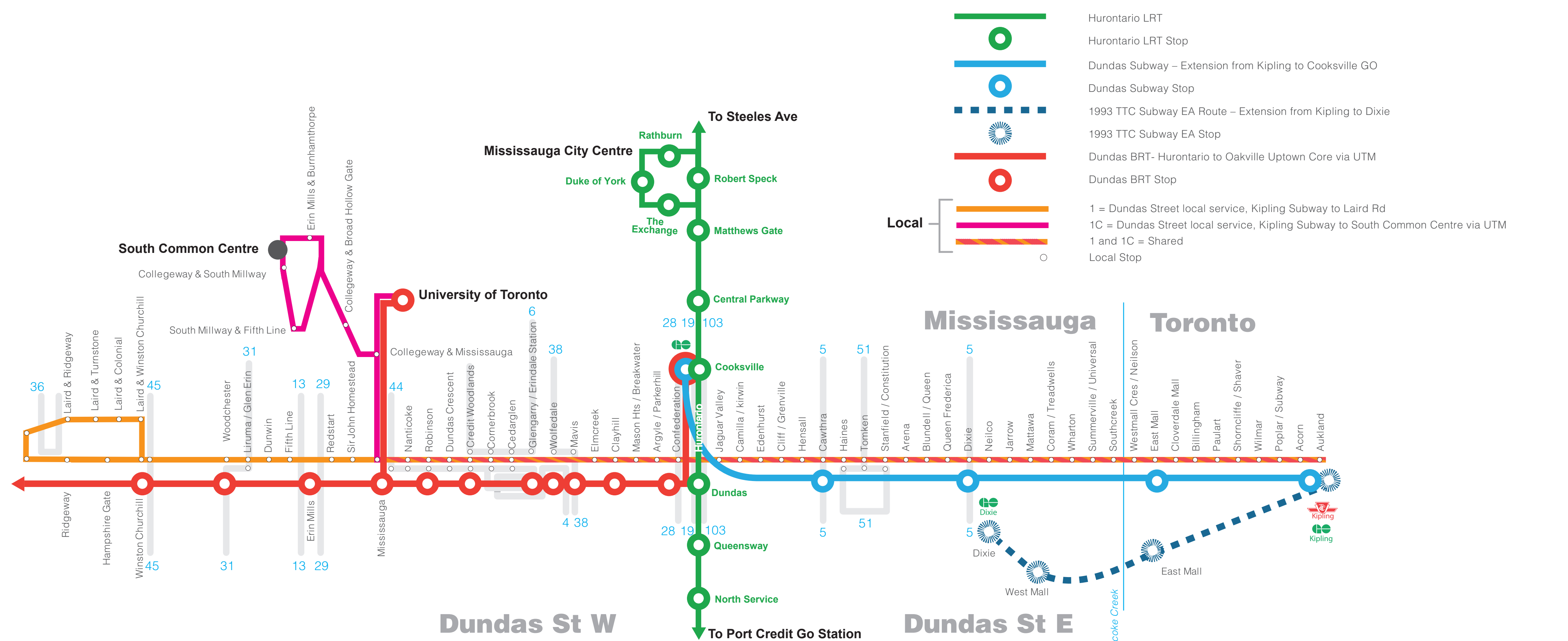
- Moderate size, medium speed trains (one, two, or three cars)
- Operates in dedicated median lanes
- Average speeds 15 - 35 km/h



1993 TTC EA Route – Extension from Kipling to East Mall, West Mall, and Dixie
Dundas Route – Extension from Kipling to Cooksville GO

Subway (TTC Line 2 Extension)

- Accommodates high passenger volumes
- Entirely separate right-of-way / tunnel
- Average speeds 25 – 50 km/h
- Higher capital and operating costs





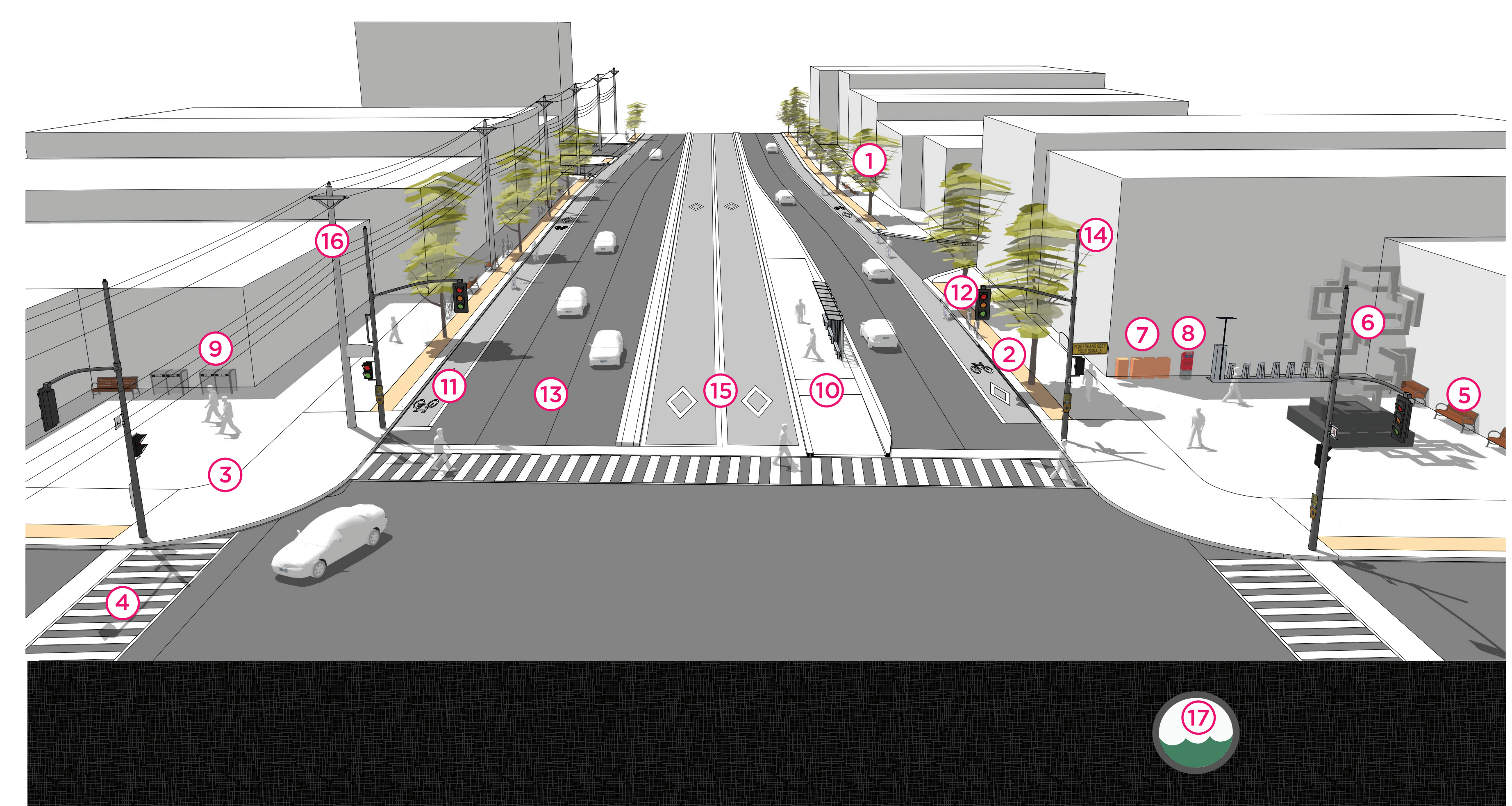
Corridor Design

Dundas Street Today



- Traffic congestion in some areas prevents reliable bus service
- Limited connections to transit hubs (e.g. Cooksville, Dixie)
- Discontinuous sidewalk
- Few trees and open spaces
- Lack of facilities to support safe walking and cycling
- Implement dedicated transit lanes
- Green streets with trees and planting
- Add parks, plazas and social gathering spaces
- Widen sidewalks and add safe pedestrian crossings
- Provide bike infrastructure

Elements of the Street



- GREEN**
 - 1. Street Trees
 - 2. Landscaping
- PEDESTRIAN SPACE**
 - 3. Accessible Sidewalk
 - 4. Crosswalk
 - 5. Bench
 - 6. Public Art
 - 7. Newspaper Boxes
 - 8. Mailboxes
 - 9. Waste/Recycling Receptacle
 - 10. Transit Platform
- SAFE CYCLING**
 - 11. Bike Lanes
 - 12. Bike Racks
- MOVING VEHICLES**
 - 13. Vehicular Lane
 - 14. Traffic Signals
 - 15. Dedicated Transit Lanes
- MAINTAINING ACCESS + SERVICING**
 - 16. Hydro Poles
 - 17. Underground Utilities

Street Elements Standards

SIDWALK

STANDARD	WITH FURNITURE	WITH TRANSIT STOP	WITH PATIO
<ul style="list-style-type: none"> • 2m Minimum • 3+m Recommended 	<ul style="list-style-type: none"> • Benches set back from back curb edge minimum 0.6m 	<ul style="list-style-type: none"> • Bus stop must be a minimum of 0.60m from face of curb 	<ul style="list-style-type: none"> • Patio dimension between 2-3 Minimum pedestrian clearway of 2m

TREE ZONE

OPEN TRENCH	TREE GRATE
<ul style="list-style-type: none"> • Tree a minimum of 1.75 m from the back of curb to the centre of the tree 	<ul style="list-style-type: none"> • Tree a minimum of 1.75 m from the back of curb to the centre of the tree • Soil cell system may need to extend beyond tree zone • Space between trees can be paved and used for other uses

TRANSIT LANES

CURBSIDE	MEDIAN	UNDERGROUND
<ul style="list-style-type: none"> • Buffer required • Refer to cross section analysis 	<ul style="list-style-type: none"> • Buffer required • Refer to cross section analysis 	<ul style="list-style-type: none"> • Refer to cross section analysis

CYCLING

RAISED CYCLE TRACK	PROTECTED CYCLE TRACK	SHARROW	PAINTED	MULTIUSE TRAIL	ALTERNATE ROUTE OFF-ROAD TRAIL (NOT IN DUNDAS)

VEHICULAR LANES

THROUGH TRAFFIC	LEFT TURN	RIGHT TURN
	<ul style="list-style-type: none"> • Potential conflicts with central transit lanes 	<ul style="list-style-type: none"> • Potential conflicts with cycling infrastructure



Preliminary Concept Alternatives at Focus Areas

Erindale Community and Credit River Area:

Do Nothing: Maintain existing lanes

1: Widen Dundas Street to seven lanes

2: Widen Dundas Street to six lanes

3: Retain five lanes (convert TWLTL to reversible transit lane)

Sub-alternative: New bridge to UTM, and retain existing Dundas Street bridges



Cooksville Area:

1: Widen Dundas Street to six lanes (without transit to Cooksville GO)

2: Widen Dundas Street to six lanes (with diversion to Cooksville GO)

3: Retain five lanes including BRT lanes

4: Retain four lanes including BRT lanes, and no vehicle turns at Hurontario Street intersection (movements via ring road network)

5: Retain two lanes plus LRT, and no vehicle turns at Hurontario Street intersection (movements via ring road network)



Dundas Street / Cawthra Road Area:

1: Widen Dundas Street to six lanes at rail overpass structure

2: Widen Dundas Street to six lanes, adding new two-lane rail overpass structure for transit

3: Widen Dundas Street to six lanes, adding new two-lane rail overpass structure for auto vehicles

4: Widen Dundas Street to six lanes, with new rail underpass and new at-grade Dundas Street / Cawthra Road intersection



Dundas Street / Dixie Road Area

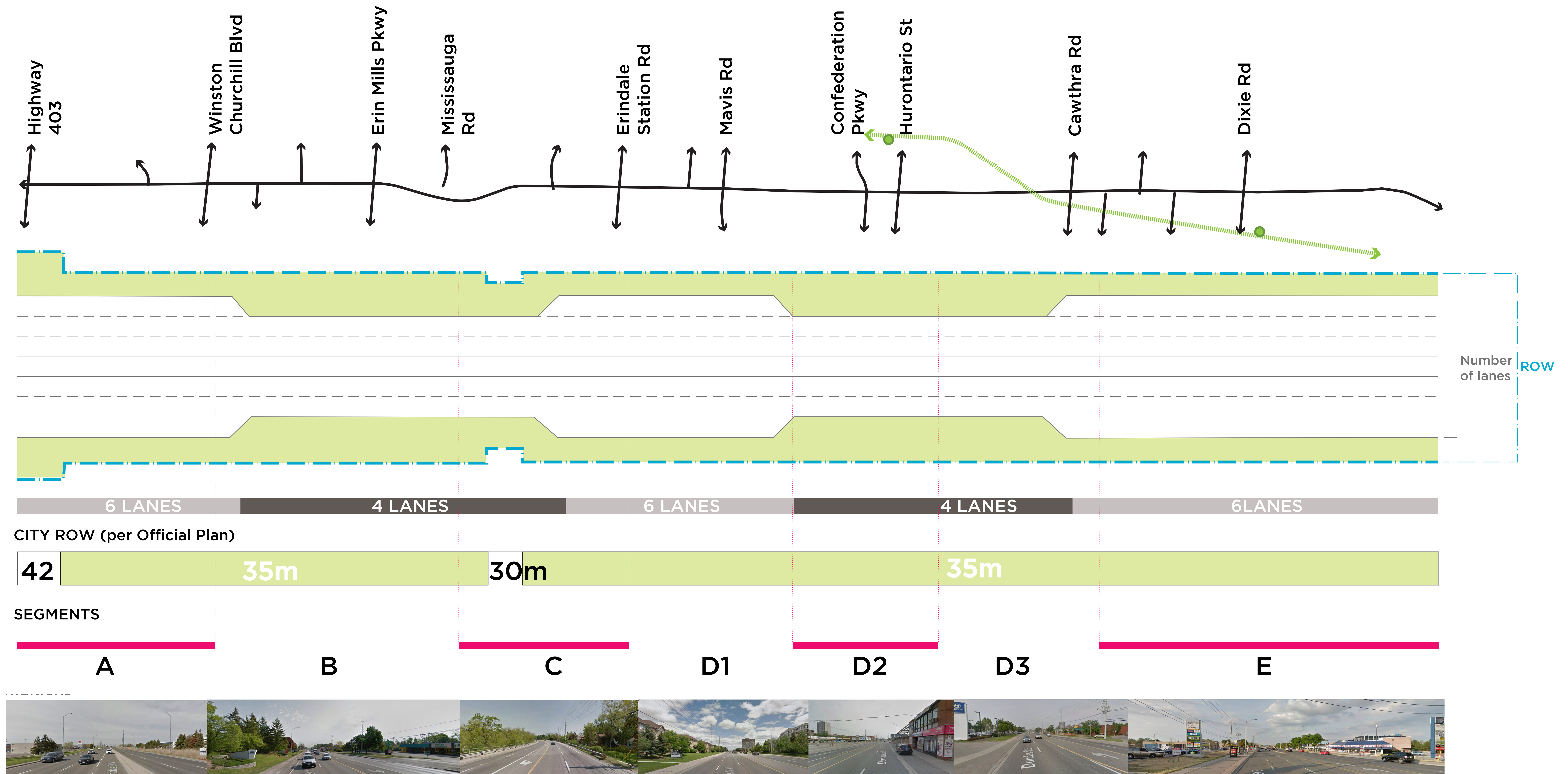
1: Retain Dundas Street at six lanes (without transit diversion to Dixie GO)

2: Retain Dundas Street at six lanes (with diversion to Dixie GO)





Segment Map



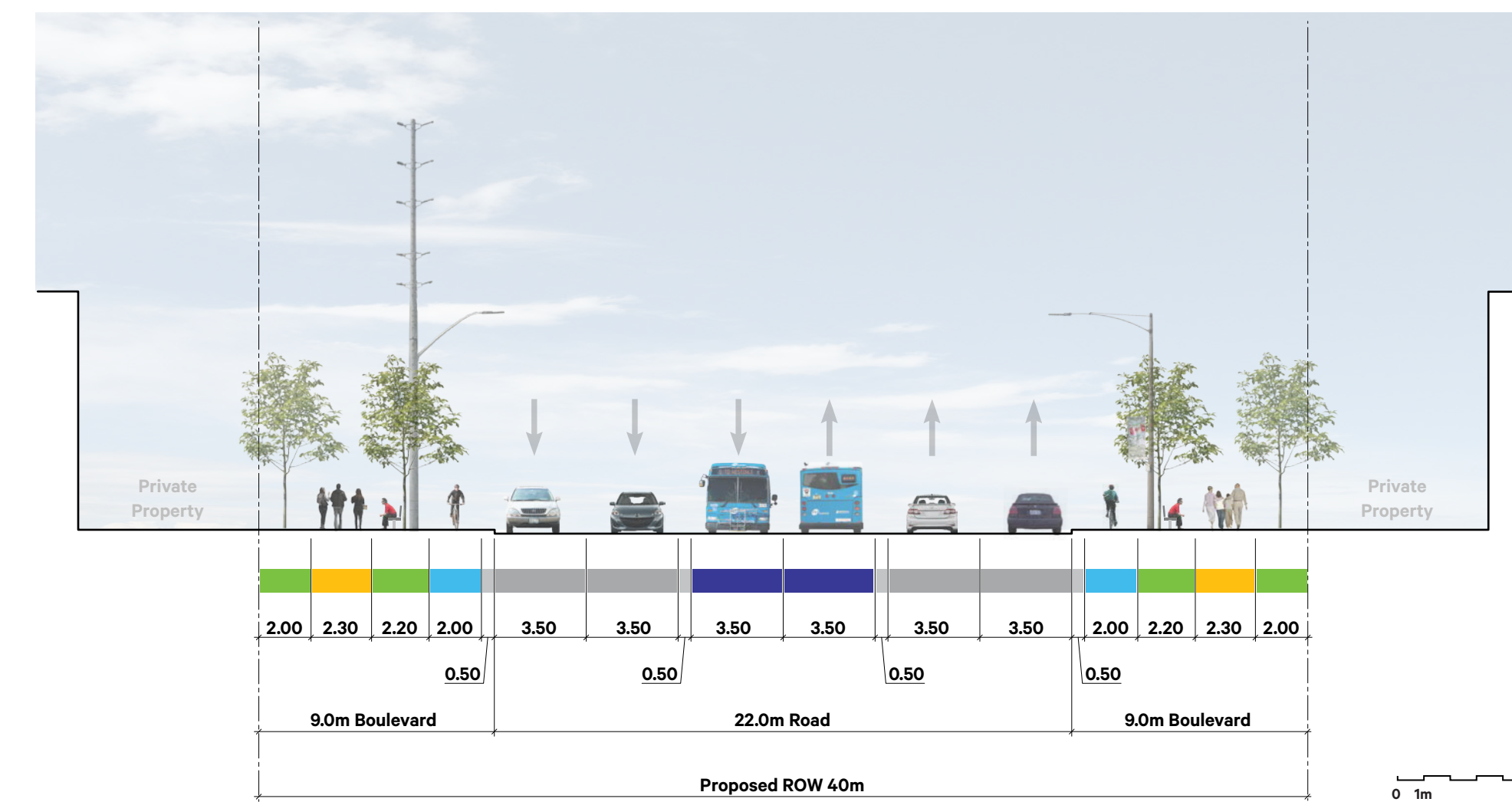


Alternative Options

Median Transit Lanes

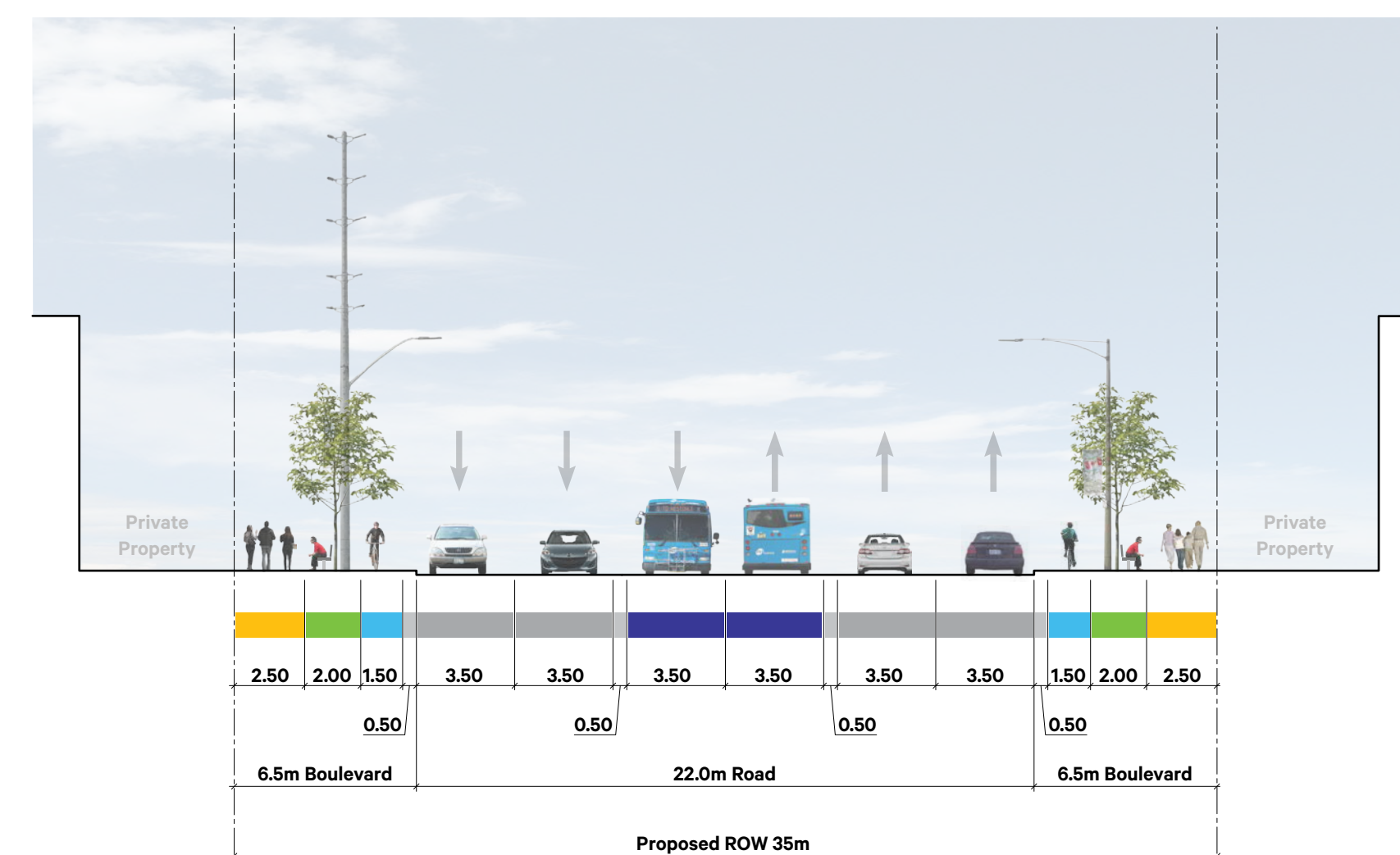
Option 1

- Right of way: 40m
- Number of lanes: 6 lanes
- Transit Location: Median
- Applies to Segments: A,B,C,D1,D3,E



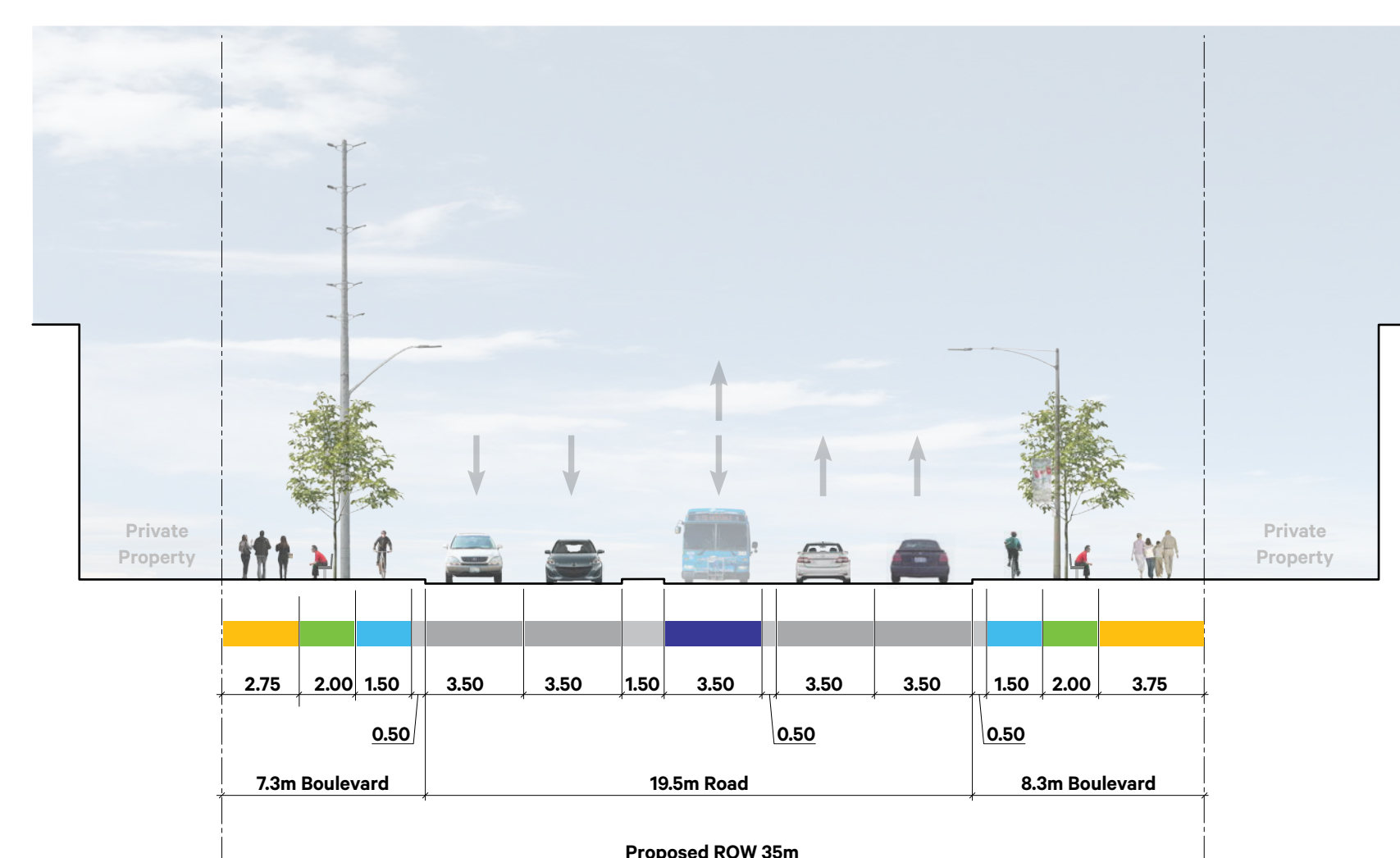
Option 2

- Right of way: 35m
- Number of lanes: 6 lanes
- Transit Location: Median
- Applies to Segments: C,D1,D2,D3,E



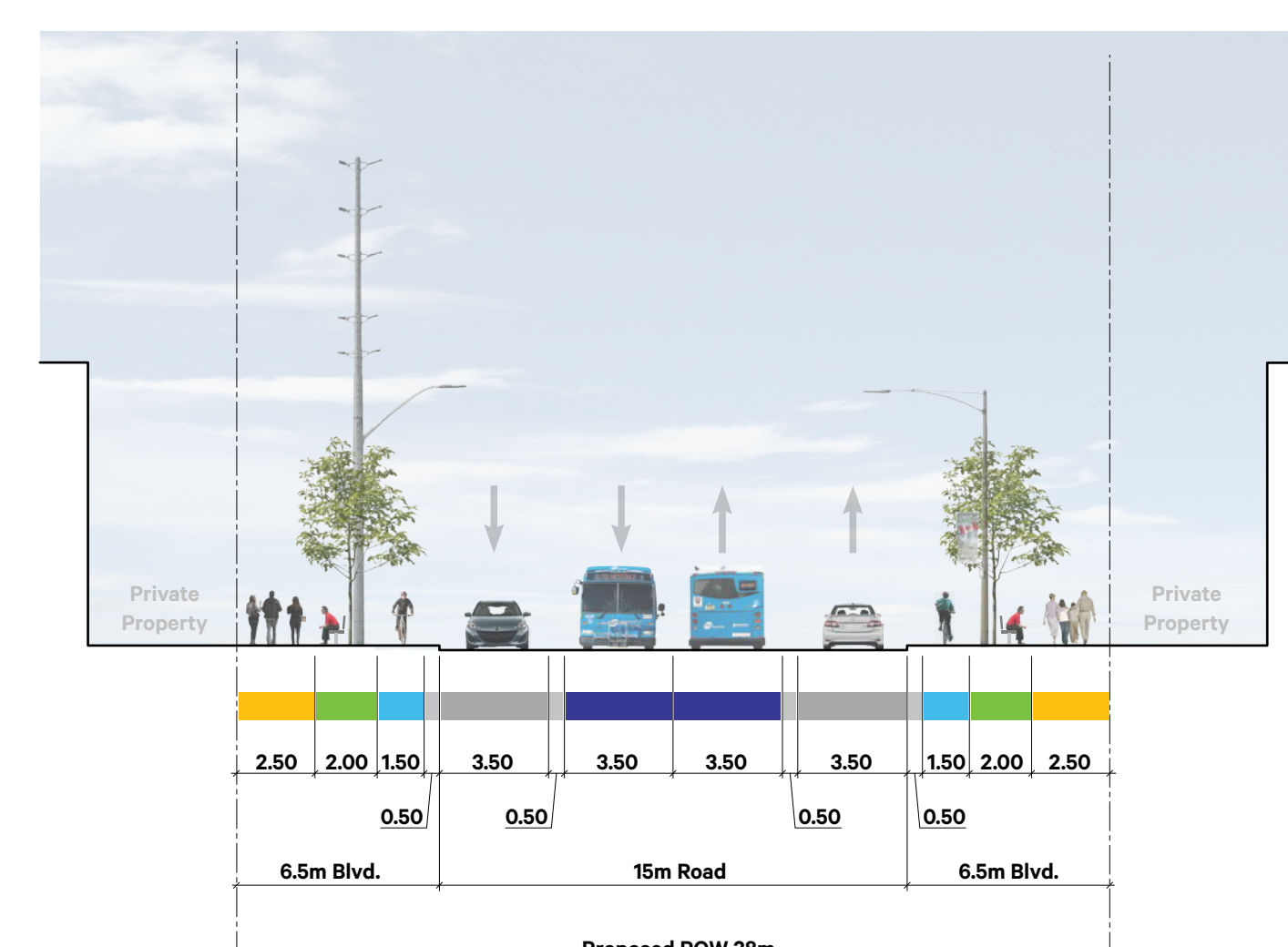
Option 3

- Right of way: 35m
- Number of lanes: 5 lanes lane
- Transit Location: Reversible centre lane
- Applies to Segments: C



Option 4

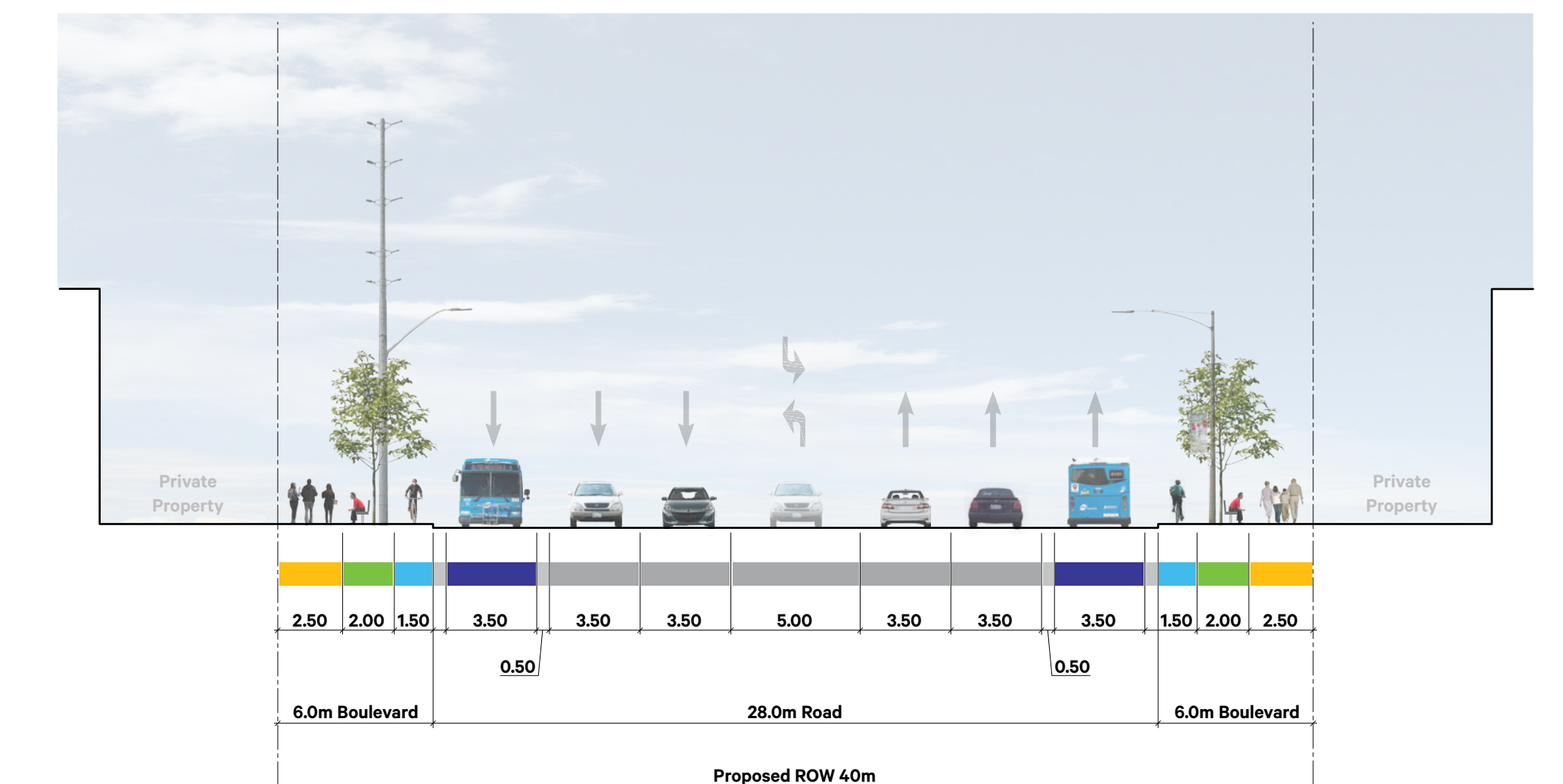
- Right of way: 28m
- Number of lanes: 5 lanes without turning lane
- Transit Location: Median
- Applies to Segments: D2



Curbside Transit Lanes

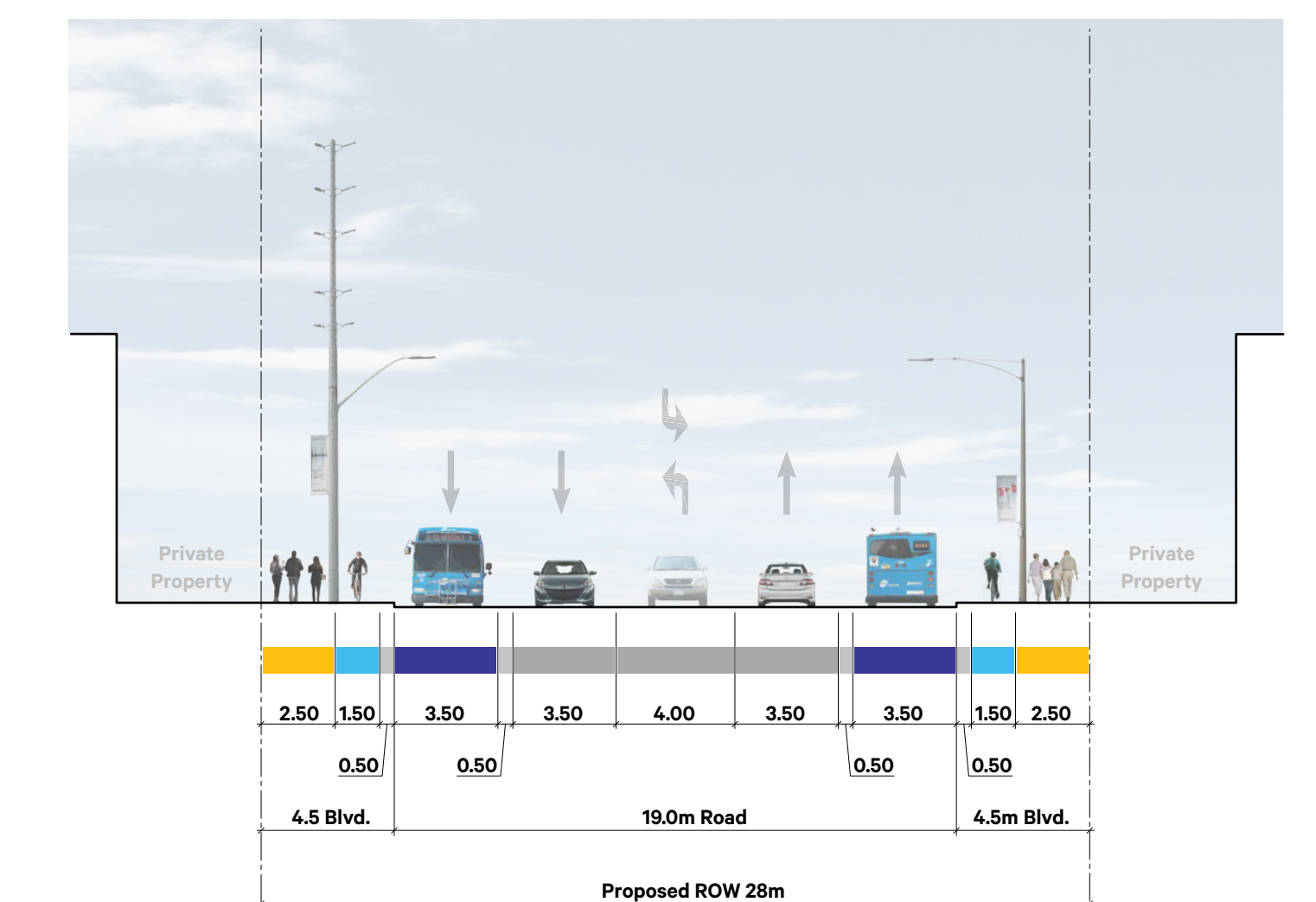
Option 5

- Right of way: 40m
- Number of lanes: 7 lanes
- Transit Location: Curbside
- Applies to Segments: A,B,C,D1,D3,E



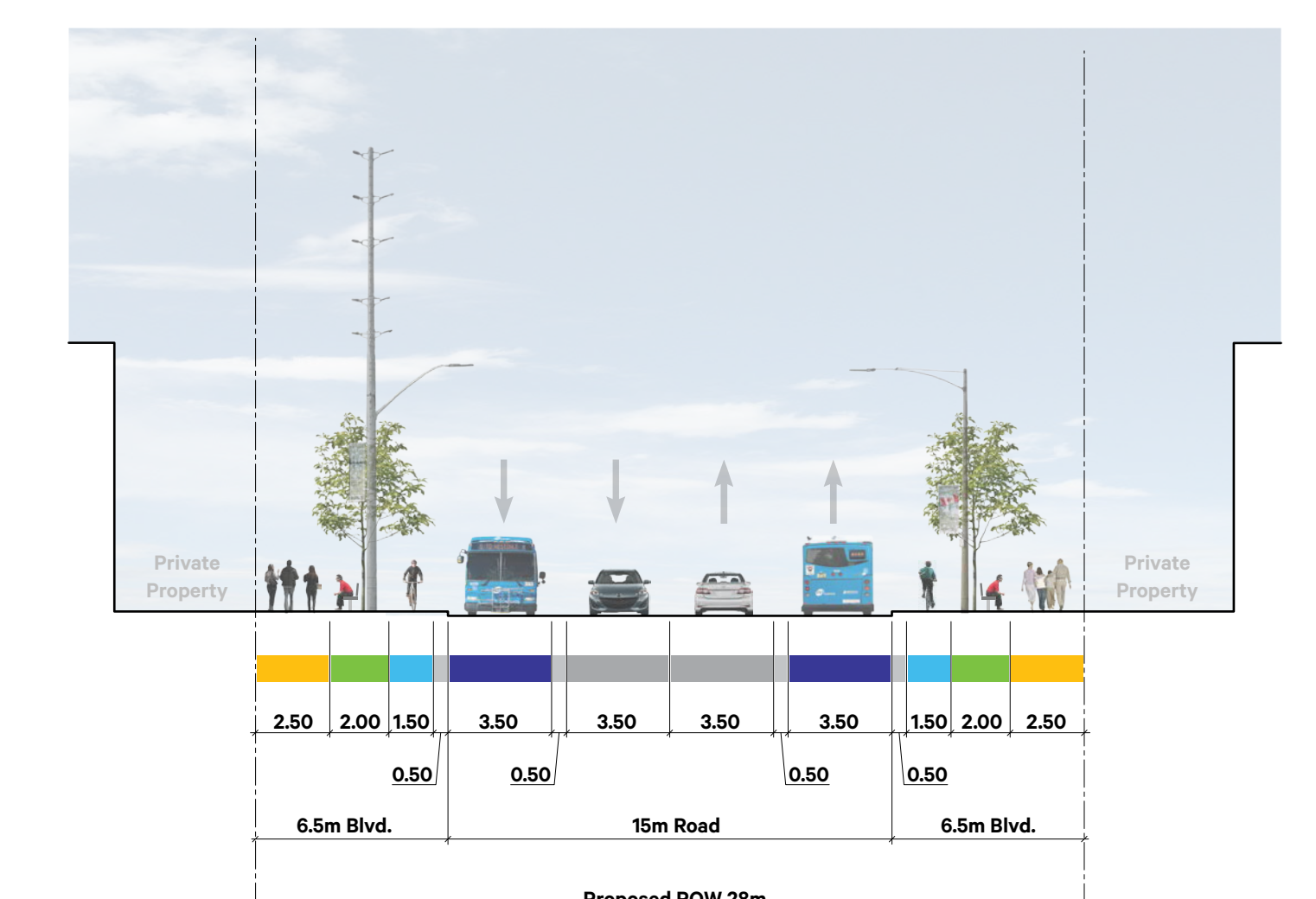
Option 6

- Right of way: 28m
- Number of lanes: 5 lanes with two way left turn lane
- Transit Location: Curbside
- Applies to Segments: D2



Option 7

- Right of way: 28m
- Number of lanes: 5 lanes without turning lane
- Transit Location: Curbside
- Applies to Segments: D2

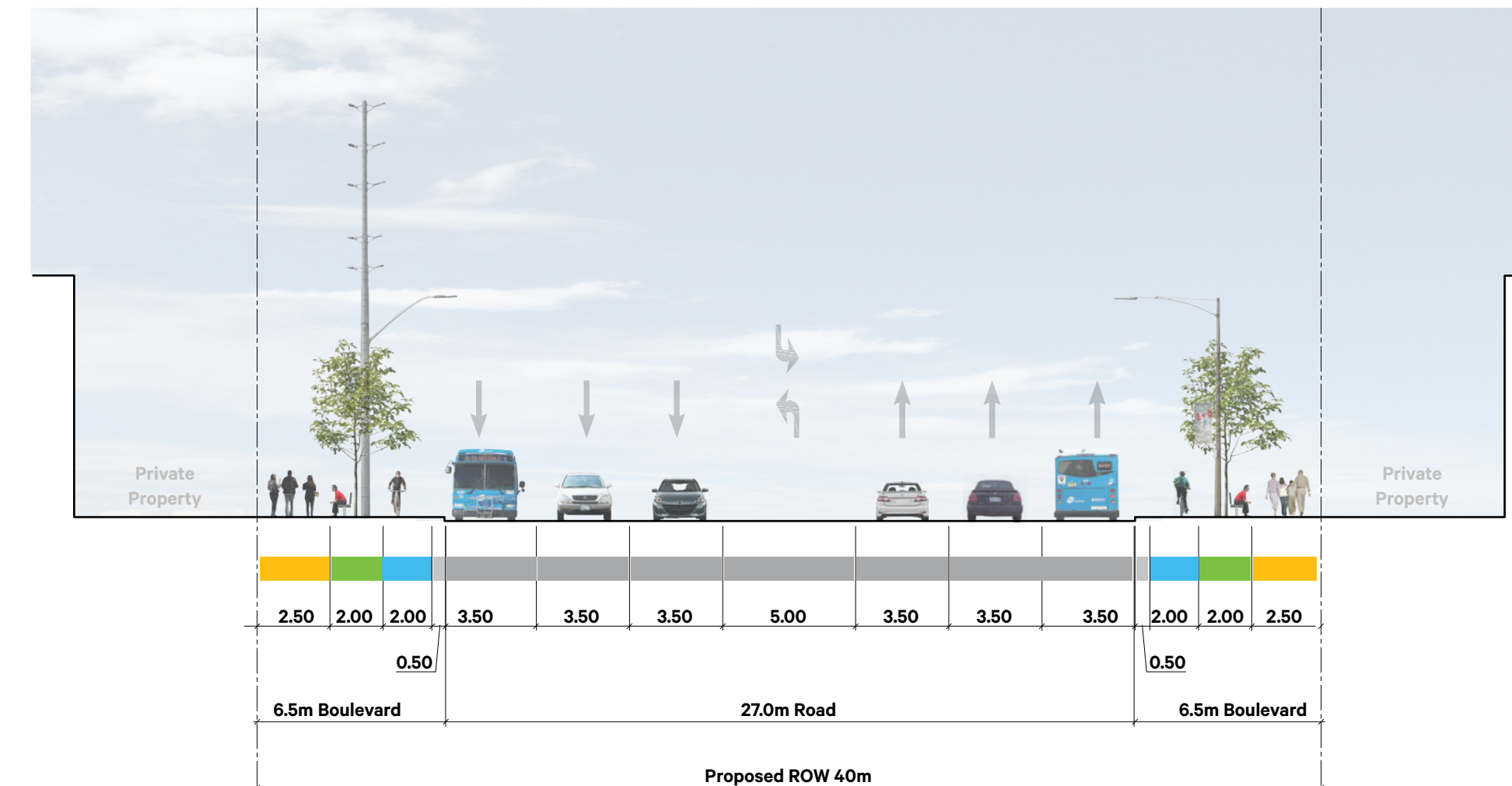




Improved Conventional Bus Service

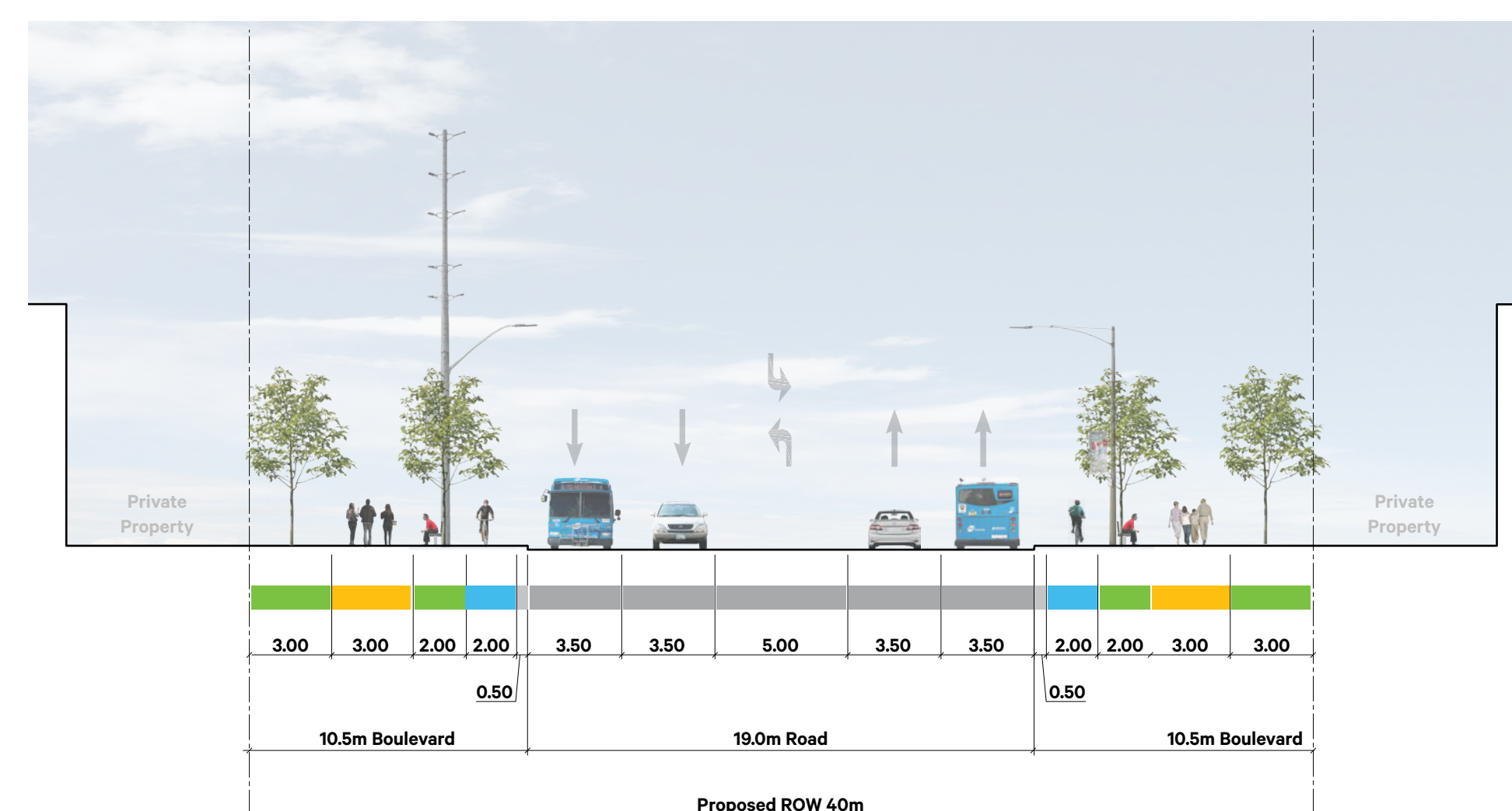
Option 8

- Right of way: 40m
- Number of lanes: 7 lanes
- Transit Location: Mixed with traffic
- Applies to Segments: A,B,C,D1



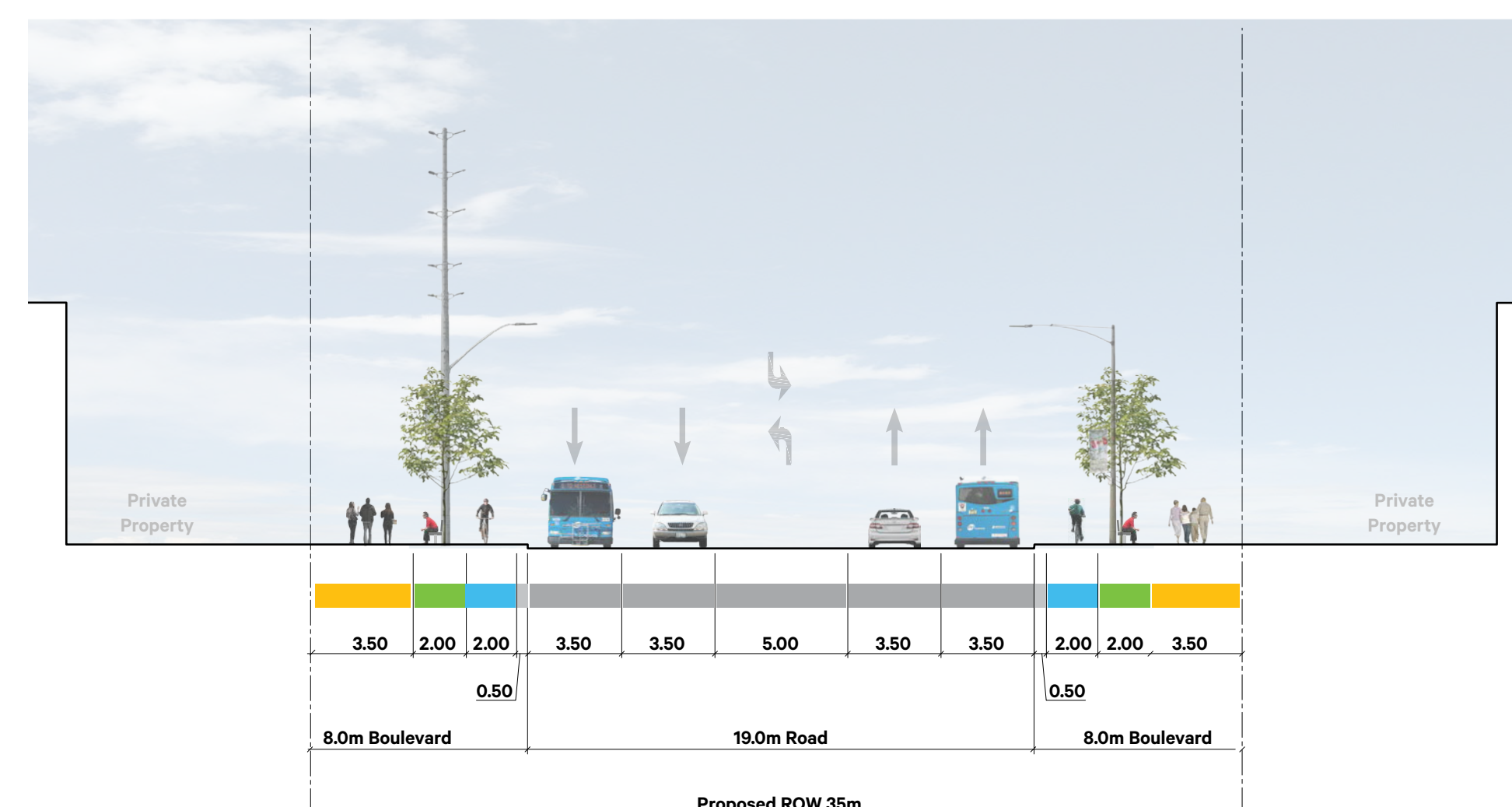
Option 9

- Right of way: 40m
- Number of lanes: 5 lanes
- Transit Location: Mixed with traffic
- Applies to Segments: B,C,D1



Option 10

- Right of way: 35m
- Number of lanes: 5
- Transit Location: Mixed with traffic
- Applies to Segments: B,C,D2





Alternative Option 1

Existing Conditions



Future mid-rise development behind existing commercial development

Parking lot may double as temporary market space/retail spillover

Combined furniture & planting zone buffering from street

Plaza along pedestrian boulevard

Raised cycle track

Dedicated median transit lanes



Private

Public

4.3m Sidewalk

9.0m Boulevard - 40m ROW

2.2m Tree/Furniture Zone

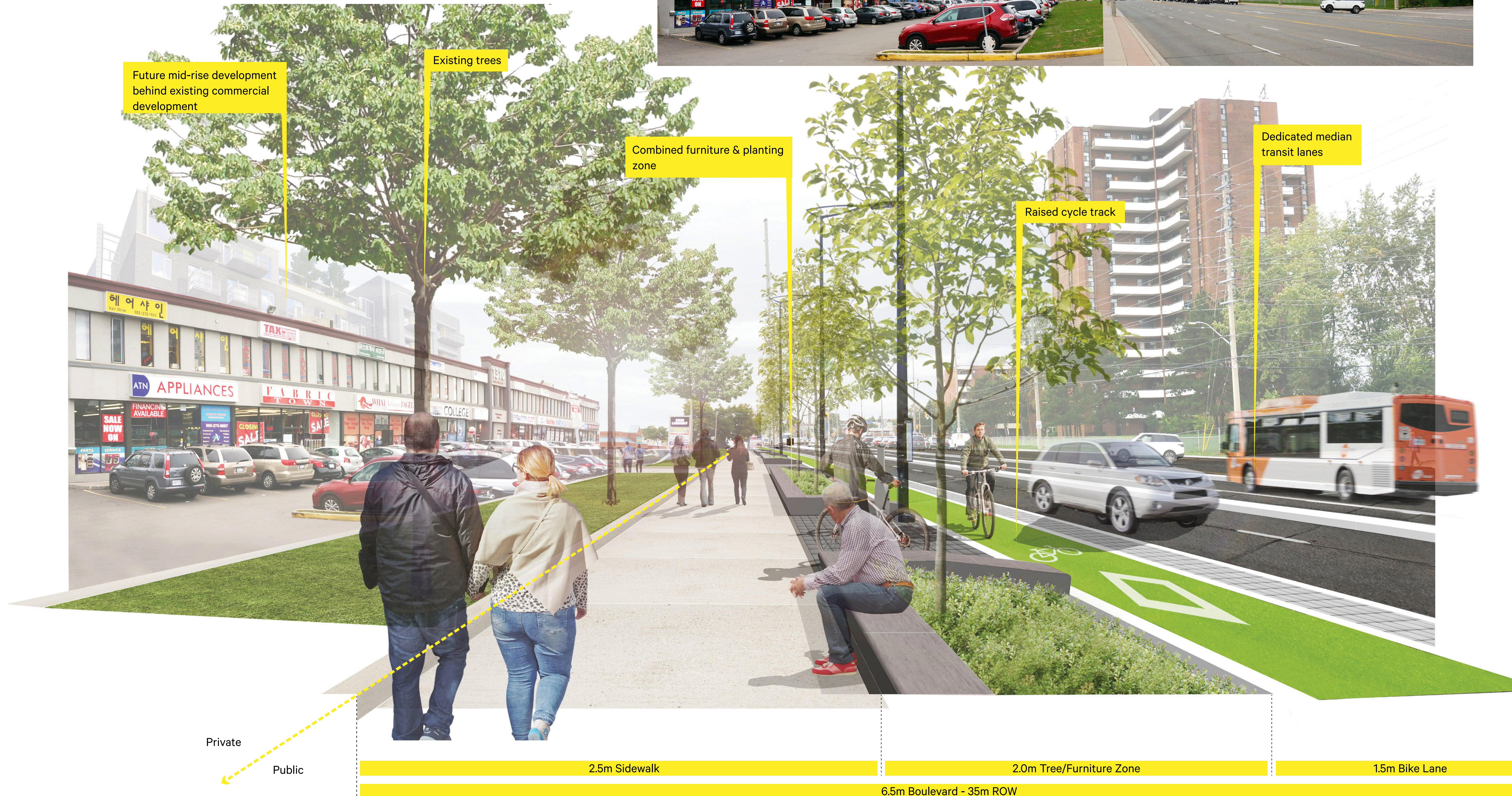
2.0m Bike Lane

Demonstration of Streetscape Potential
Dundas Street and Dixie Road (viewing west)



Alternative Option 2

Existing Conditions



Demonstration of Streetscape Potential
Dundas Street and Dixie Road (viewing west)



Alternative Option 2

Existing Conditions



Future mid-rise development to rear commercial development

Dedicated transit lanes with farside platform

Raised cycle track

Sidewalk & pedestrian guiderail with views from the 'Iroquois Shoreline'

Viewing & repose area



0.8m Curb 1.5m Bike Lane Tactile Strip 2.5m Sidewalk
6.5m Boulevard - 35m ROW

Demonstration of Streetscape Potential
Dundas Street and Mavis Road (viewing east)