







DUNDAS CONNECTS



The Study Area



-  Study Area
-  Focus Area
-  Corridor
-  Neighbourhoods

Today's Presentation






This material is aimed at providing viewers with enough background to be able to think about their Vision for the Dundas corridor:

1. Introduction and Overview
2. Evolution of the Dundas Corridor
3. Land Use and Transportation Today
4. Thinking About the Future
5. Local Issues and Ideas

The Question: “*What is your Vision for the Dundas Street corridor?*”

Study Purpose & Deliverables

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
-  Type of transit for the Corridor
-  How to update plans to reflect **flooding constraints**
-  Opportunities for **enhanced connectivity along the Corridor**
-  Streetscape design

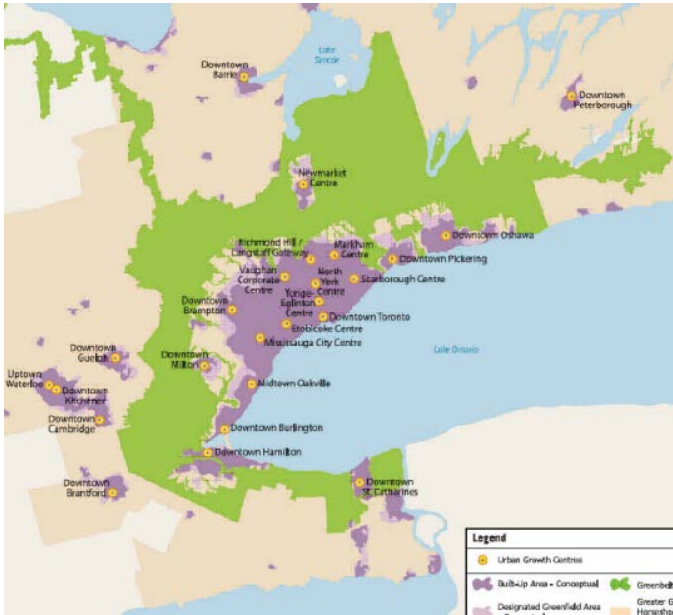
* This study follows the Municipal Class Environmental Assessment process

A Three-Part Approach

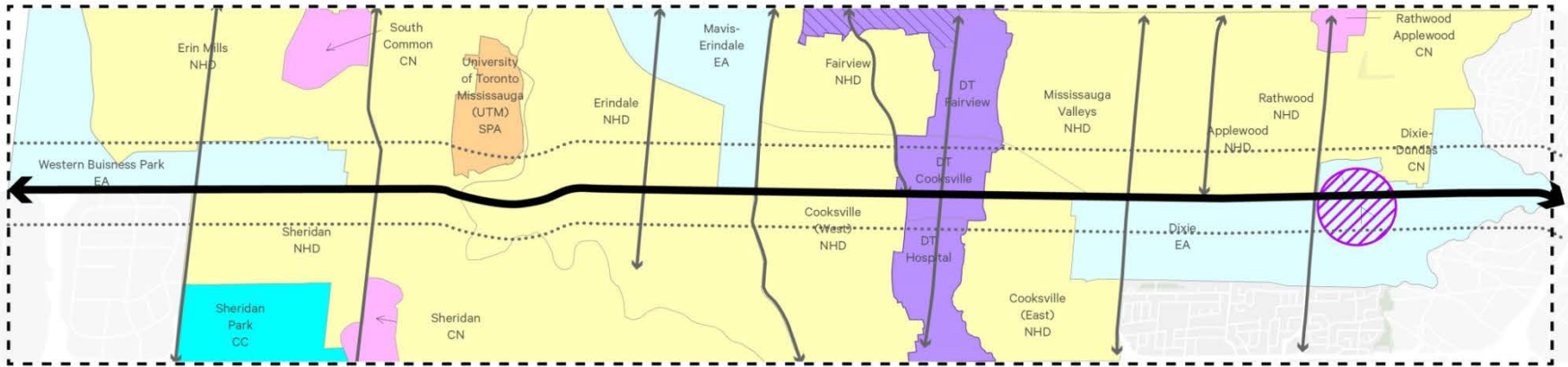




Growth Allocations



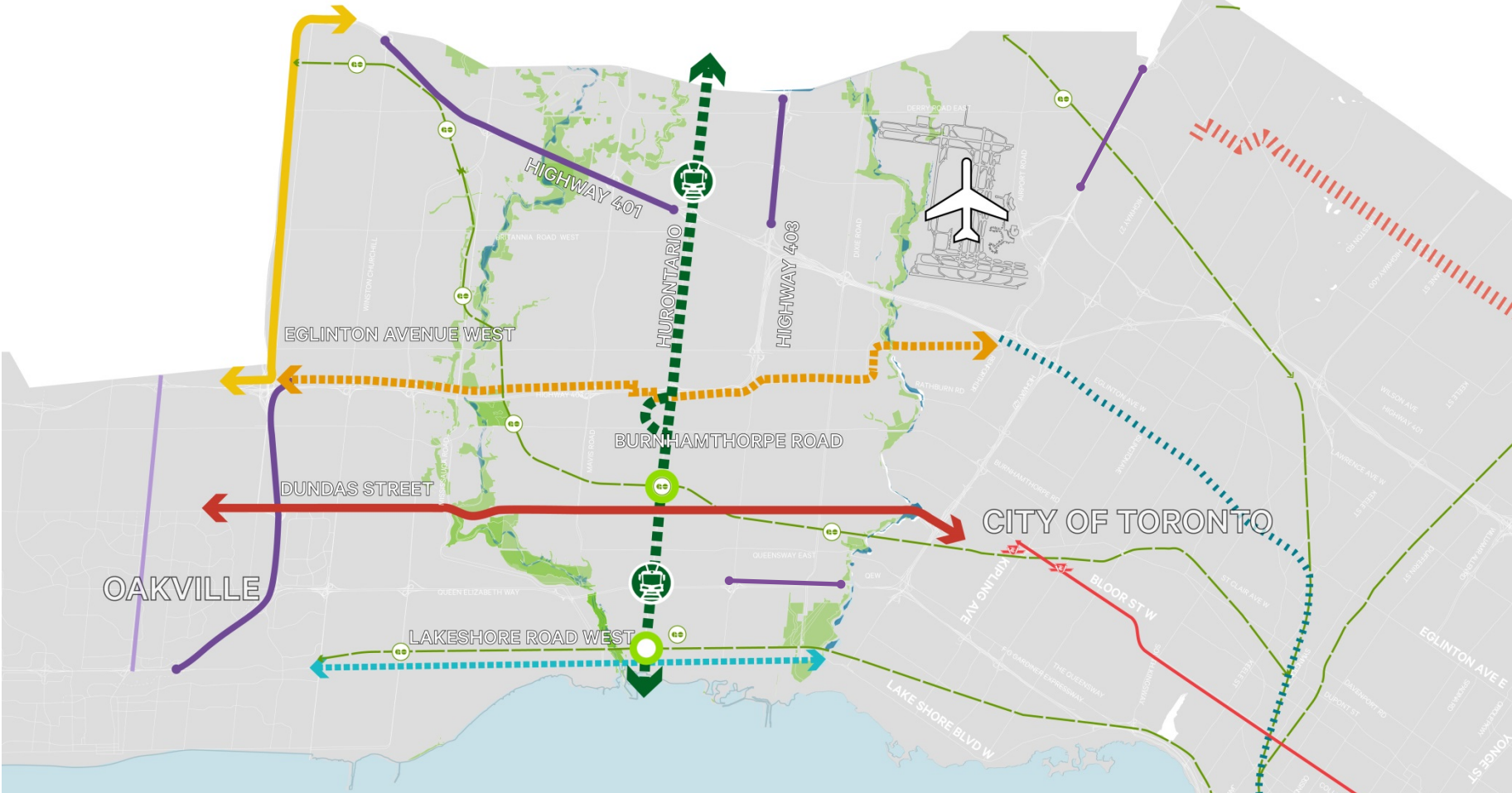
	% of Growth
Region of Peel	14% of population growth in GGH
	16% of employment growth in GGH
City of Mississauga	11% of population growth in Peel
	33% of employment growth in Peel
Dundas Corridor	27% of population growth in Mississauga
	7% of employment growth in Mississauga



SvN

Downtown	Community Node	Corporate Centre	Special Purpose Area
Major Node	Neighbourhood	Employment Area	

Transportation Investment in the City + Region



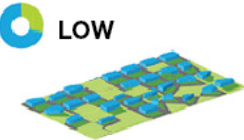



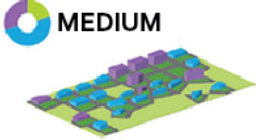

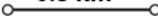









- Highway Expansion
- 407 Transitway Ninth Line Study
- Road Widening
- Mississauga Transitway
- Hurontario Light Rail Transit
- Dundas Connects
- Lakeshore Road Transportation Master Plan
- Regional Express Rail
- Finch West LRT
- Smart Track
- Subway
- Mobility Hub

Different Types of Land Uses...



... Different Mixes of Transportation Options

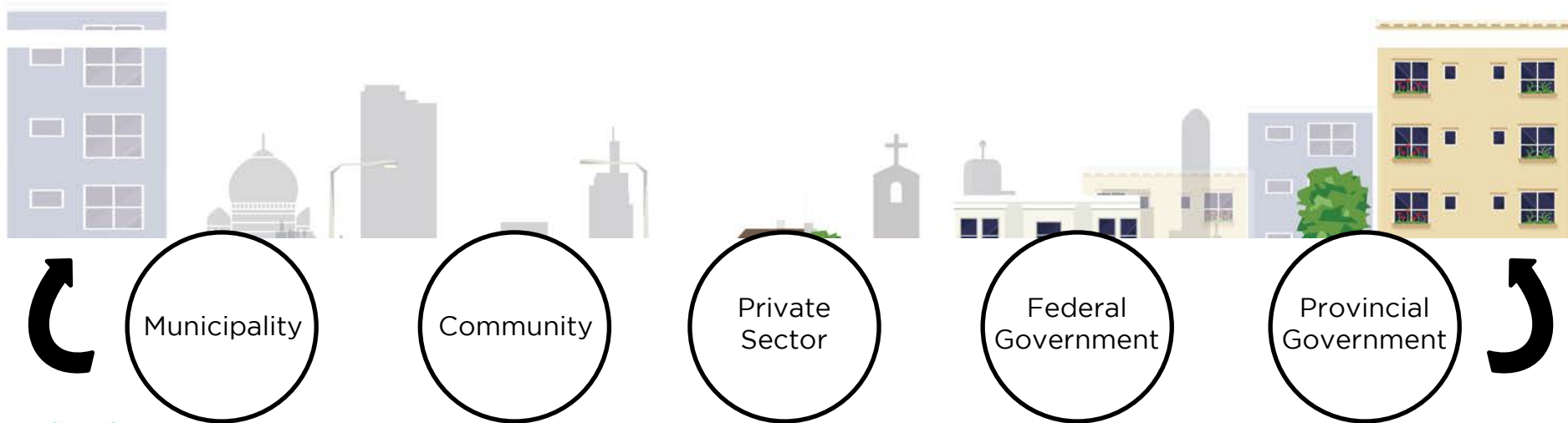
The Land Use + Transportation Relationship

Density	Mode	Station Spacing	Ridership
 <p>LOW</p>	<p>Surface Transit Bus</p> 	<p>0.4-0.8 km</p> 	
 <p>MEDIUM</p>	<p>BRT</p> 	<p>0.8 km</p> 	
 <p>MEDIUM-HIGH</p>	<p>LRT</p> 	<p>1.0- 2.4 km</p> 	
 <p>HIGH</p>	<p>SUBWAY</p> 	<p>1.5 - 16 km</p> 	

Change Happens...

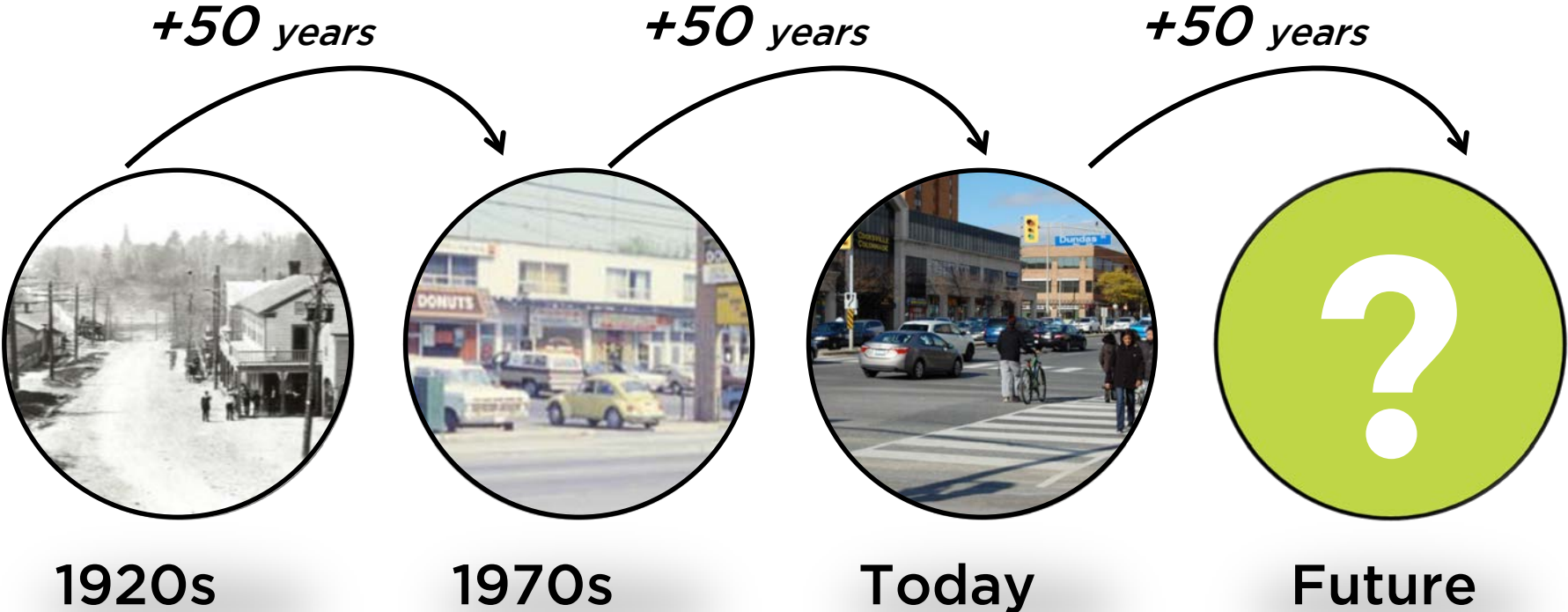


Change is Driven By...



The transportation + land use evolution of the Corridor

How can we influence how Dundas will continue to change in the next 50+ years?



Dundas Street Developed “Outside In”

1945



1975



2015



Dundas Land Use Today



Retail strips



Mid-rise housing



Places of worship



Heritage retail



Large-format retail



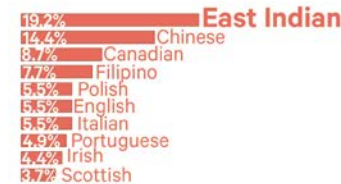
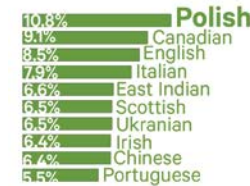
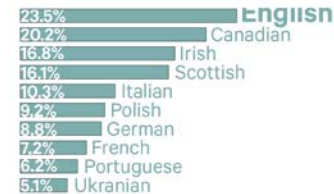
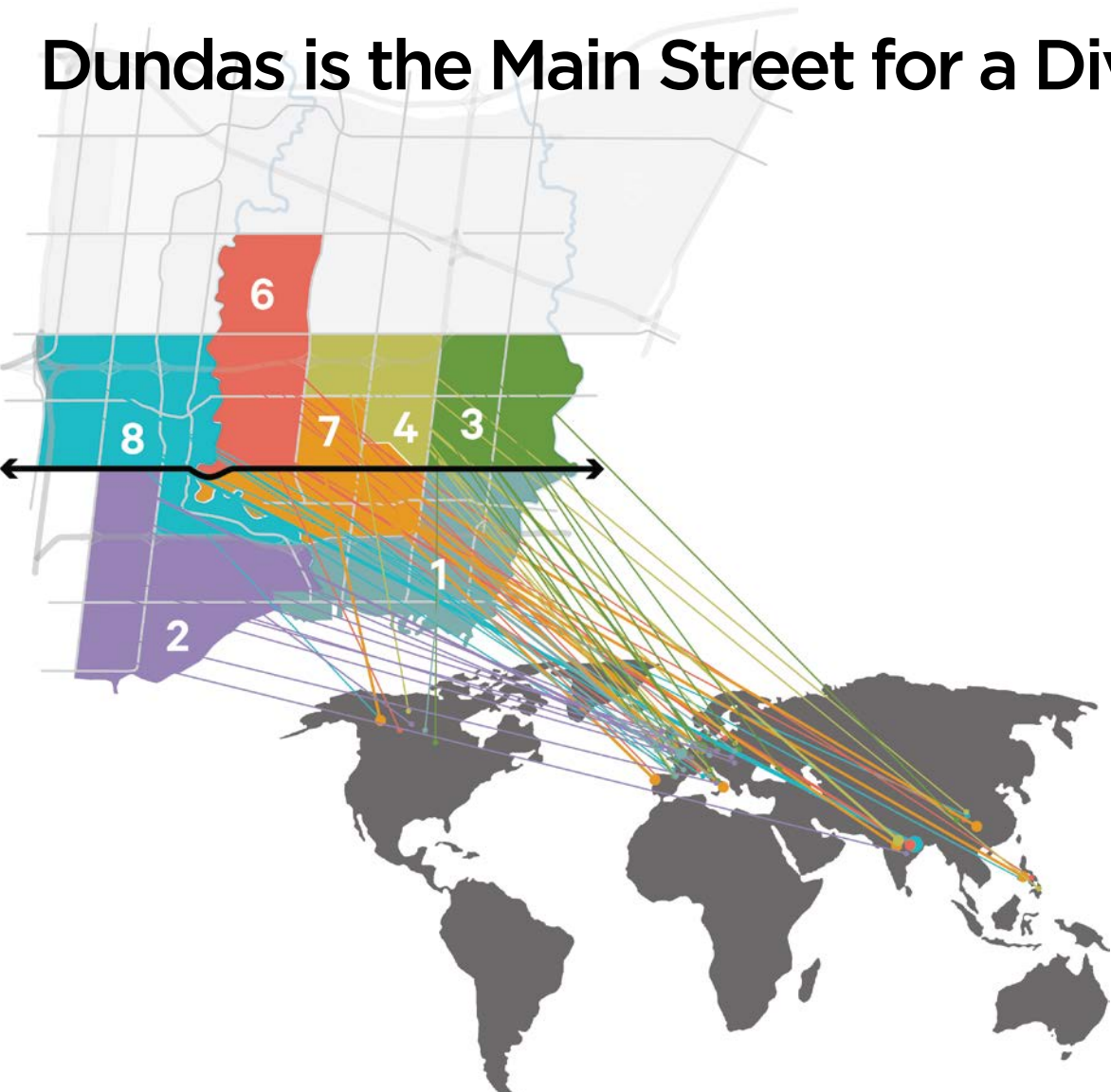
Community / cultural

Water Crossings: Conflicts and Opportunities



Dundas is the Main Street for a Diversity of People

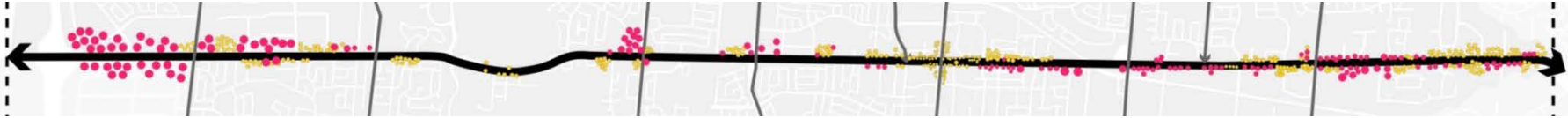
ETHNIC ORIGIN BY WARD



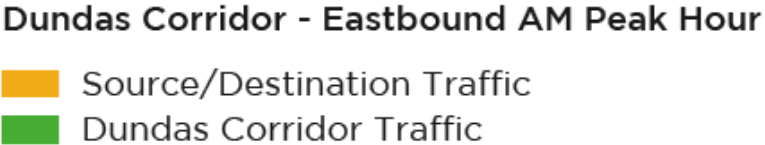
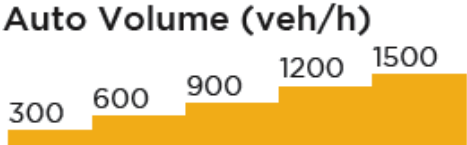
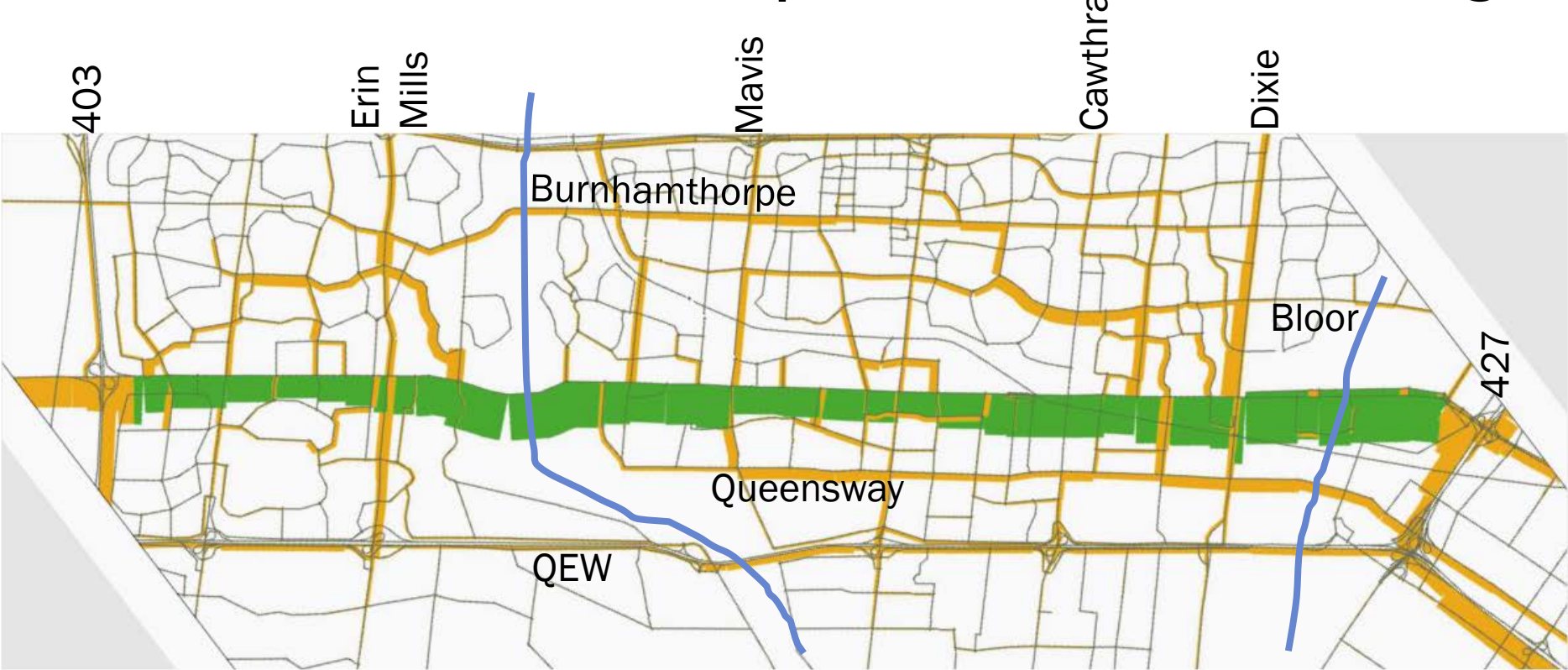
Dundas Supports A Range of Jobs



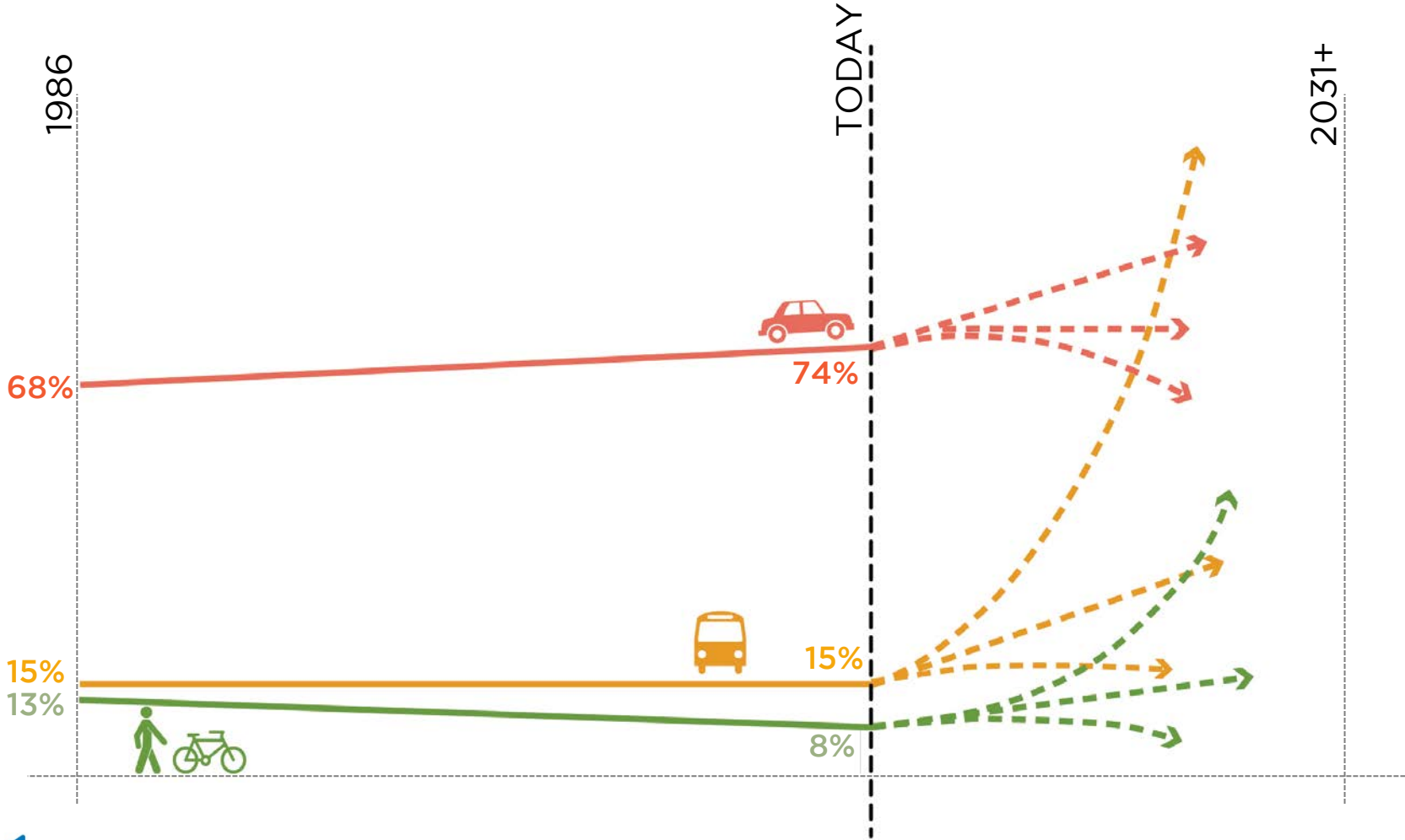
In a Mix of Large and Small Businesses



Dundas Street is the Travel Spine of Southern Mississauga



Auto Reliance is at an All-time High Along Dundas



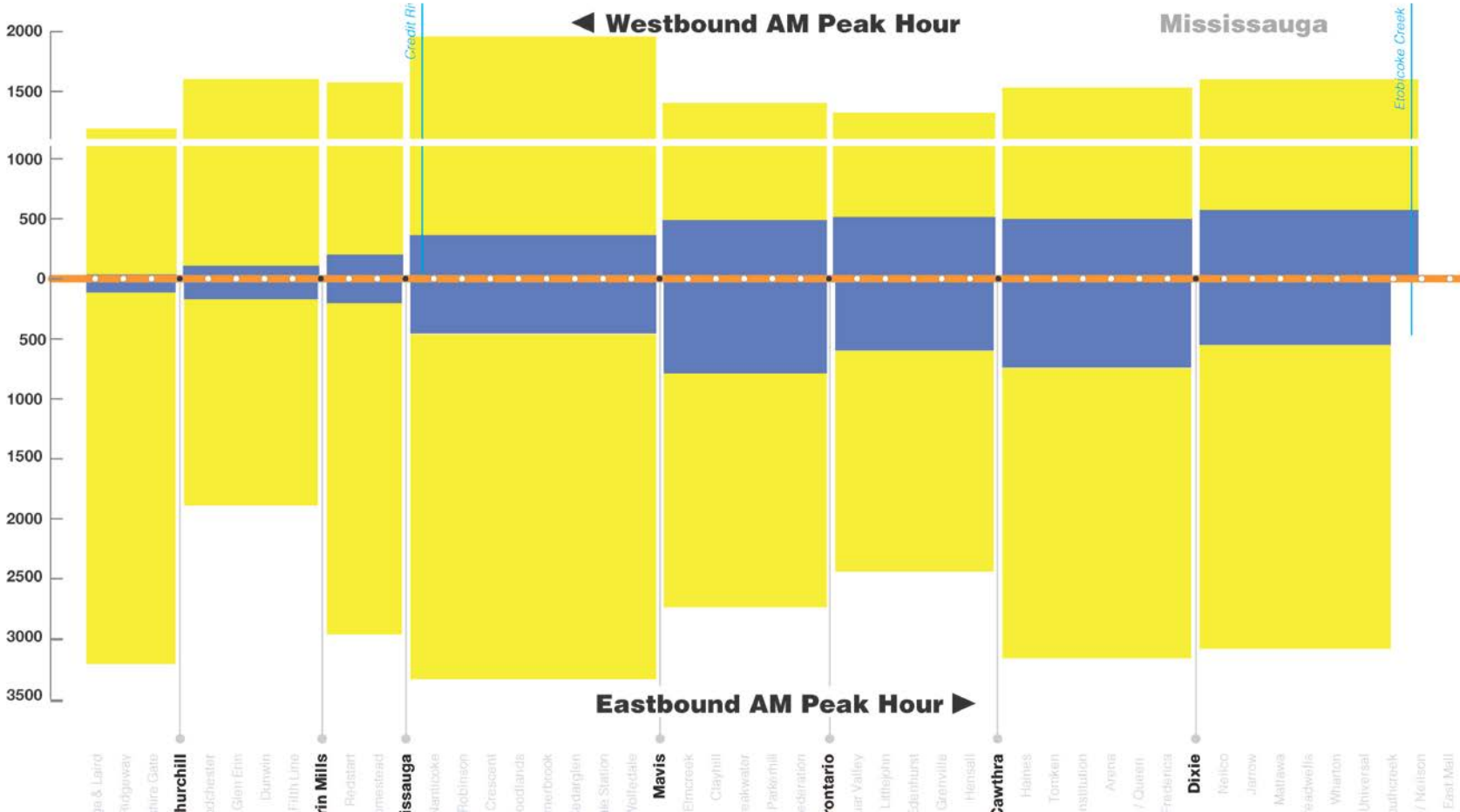
Moving People on Dundas - AM



Cars



Transit



Moving People on Dundas - PM

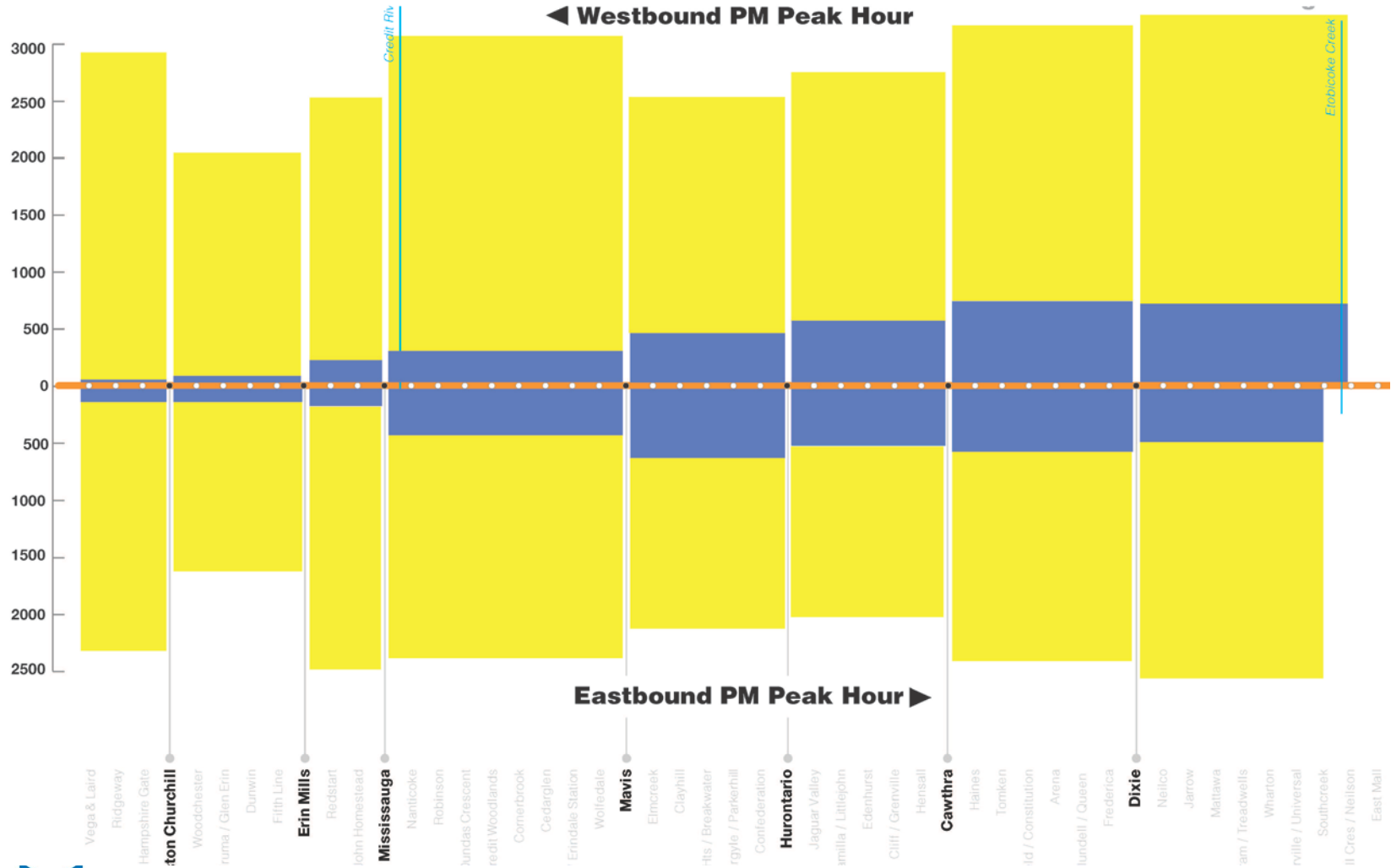


Cars

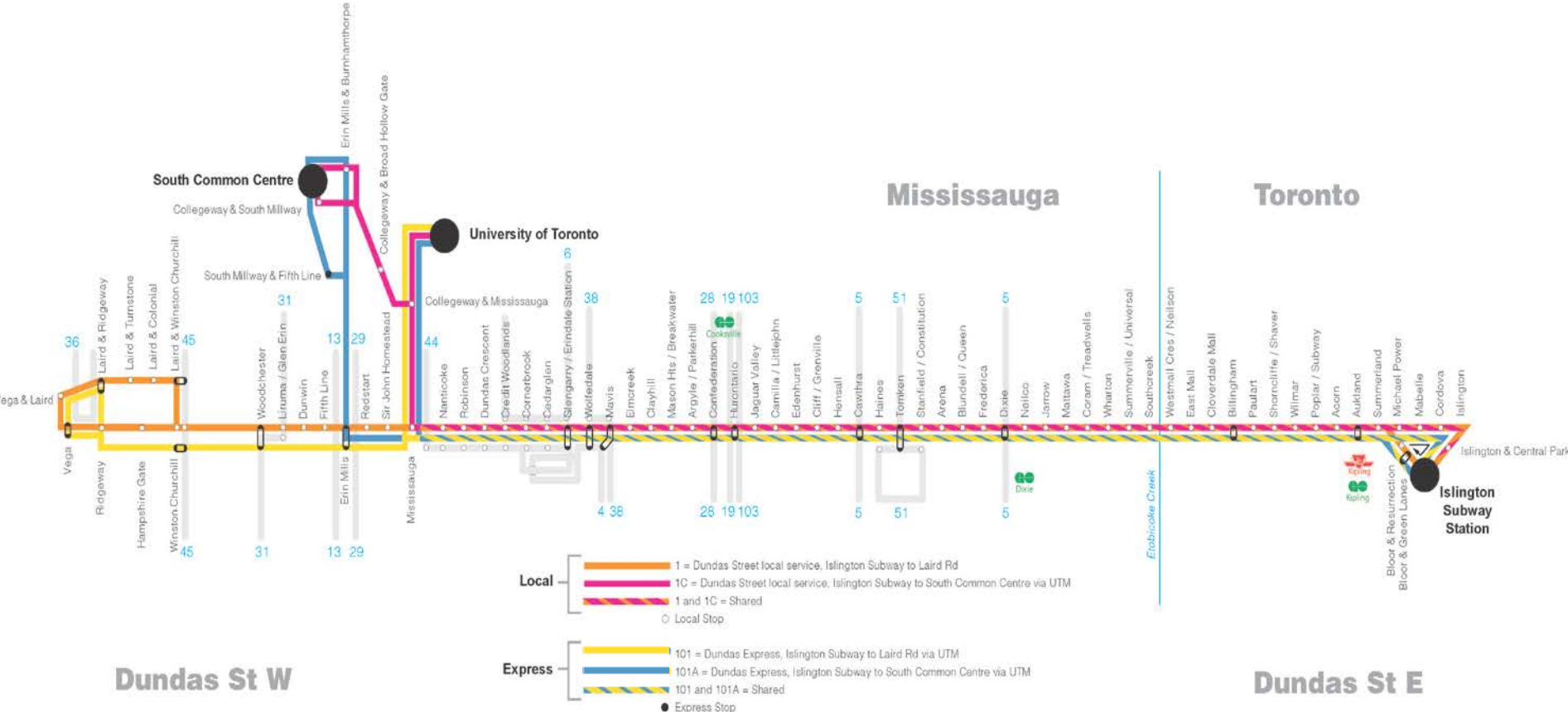


Transit

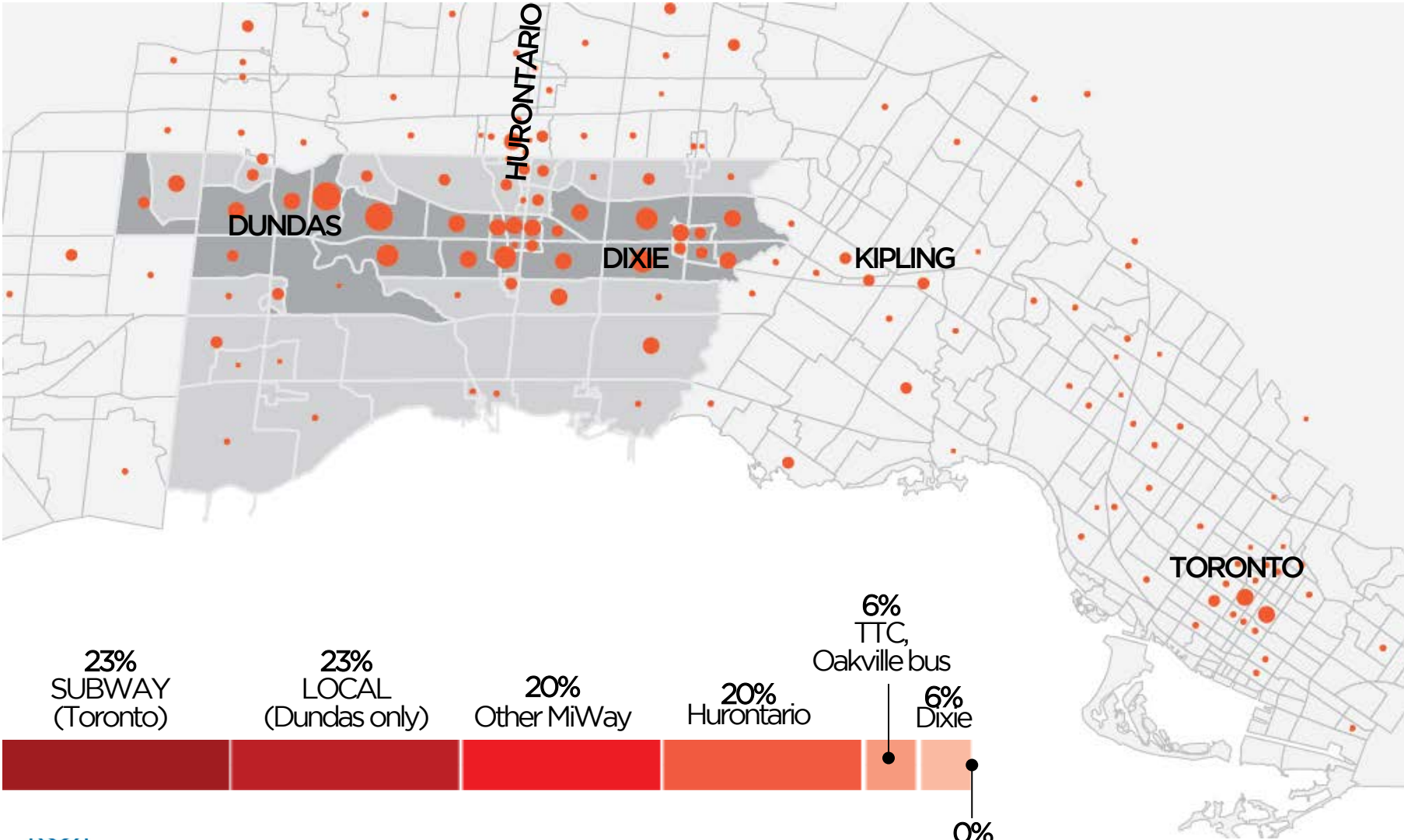
Mississauga



Dundas is a MiWay Spine For Express and Local Service



Dundas Transit Riders by Origin/Destination



Travelling in Rush Hour on Dundas is Unreliable

Eastbound



LATE BUSES
6 - 8 %

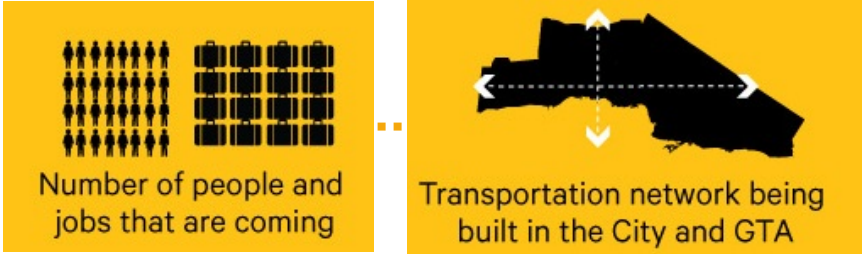
Westbound



LATE BUSES
11 - 17 %

Drivers of Change

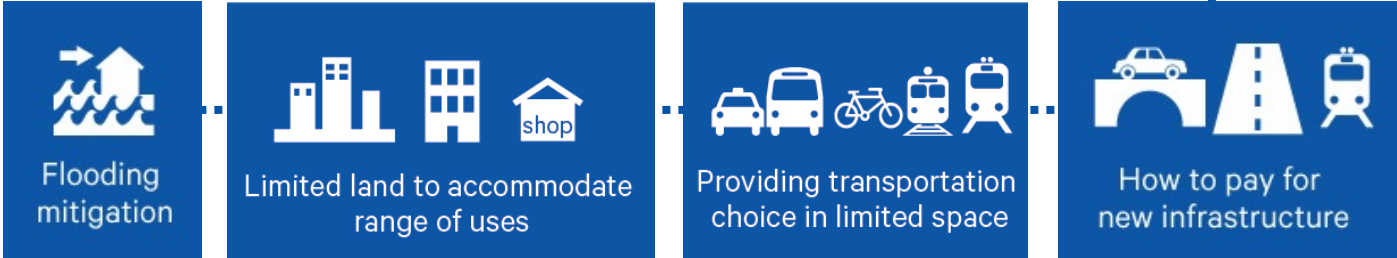
Growth



Opportunities



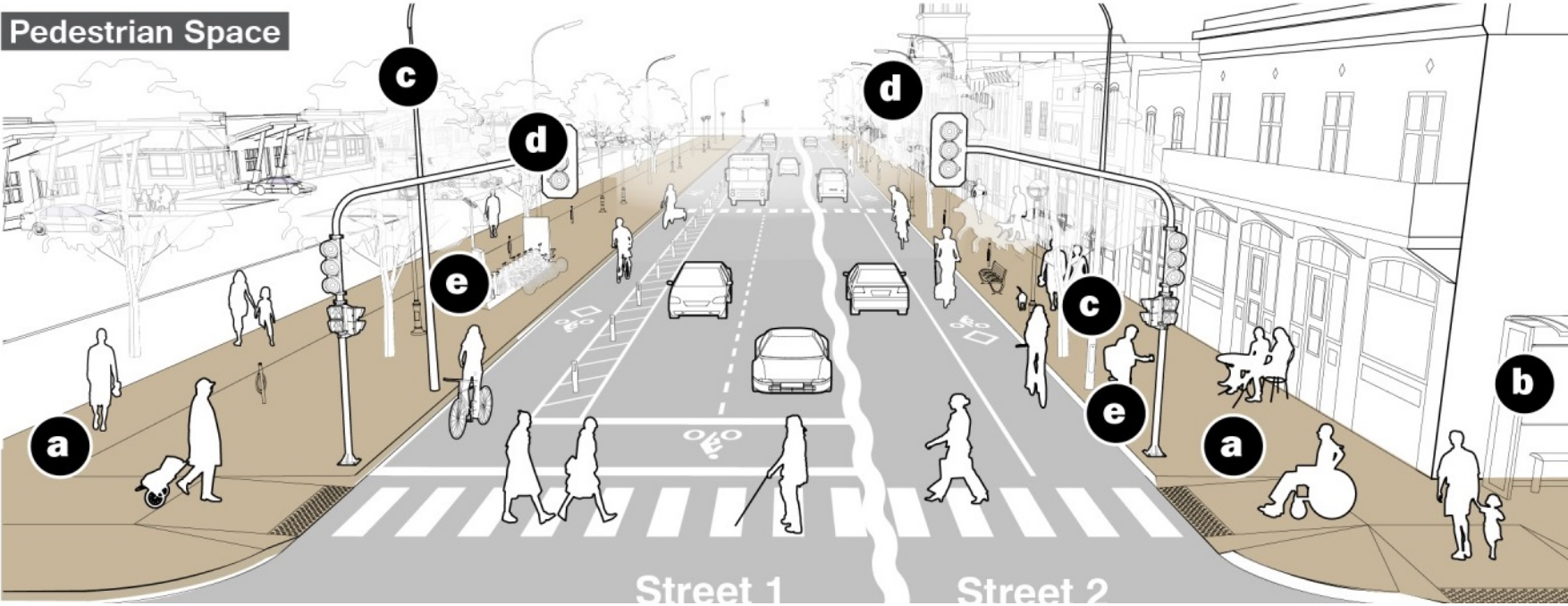
Constraints



Elements of a Street

*Extracted from Healthy Streets, Design Features and Benefits, 2014, City of Toronto

Pedestrian Space



Sidewalk Presence & Width



Public Transit Facilities



Lighting



Trees and buffer zone

Dundas Street Today



Pre 2000:
4 lane arterial

2001-2009:
Median busway

2010:
Canada Line LRT



Case Study #1: No. 3 Road, Richmond, BC



1973



Today

“No municipality is converting more quickly from strip suburban to transit-oriented urban than Richmond – particularly that part of No. 3 Road adjacent to the Canada Line”

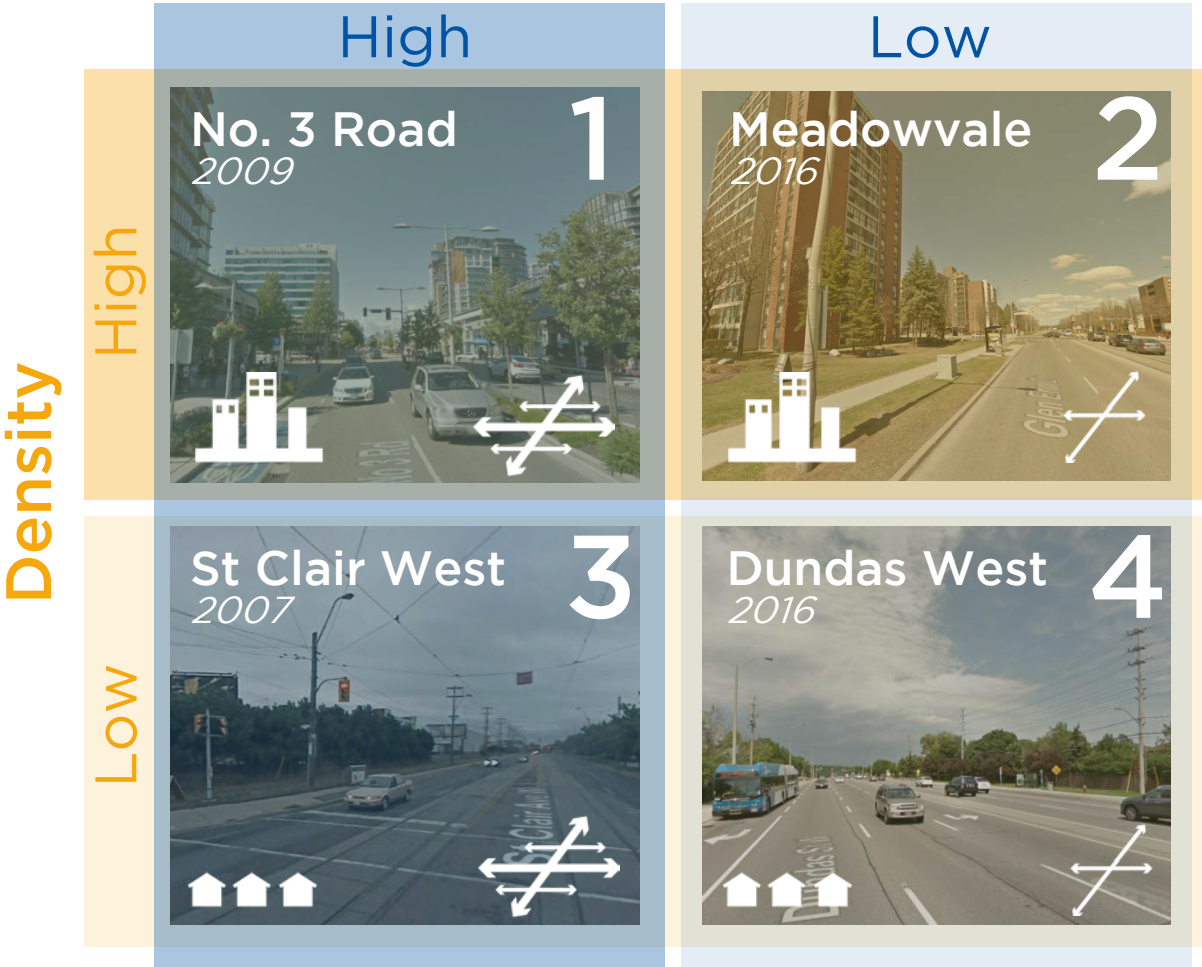
- Gordon Price, Director, City Program, Simon Fraser University



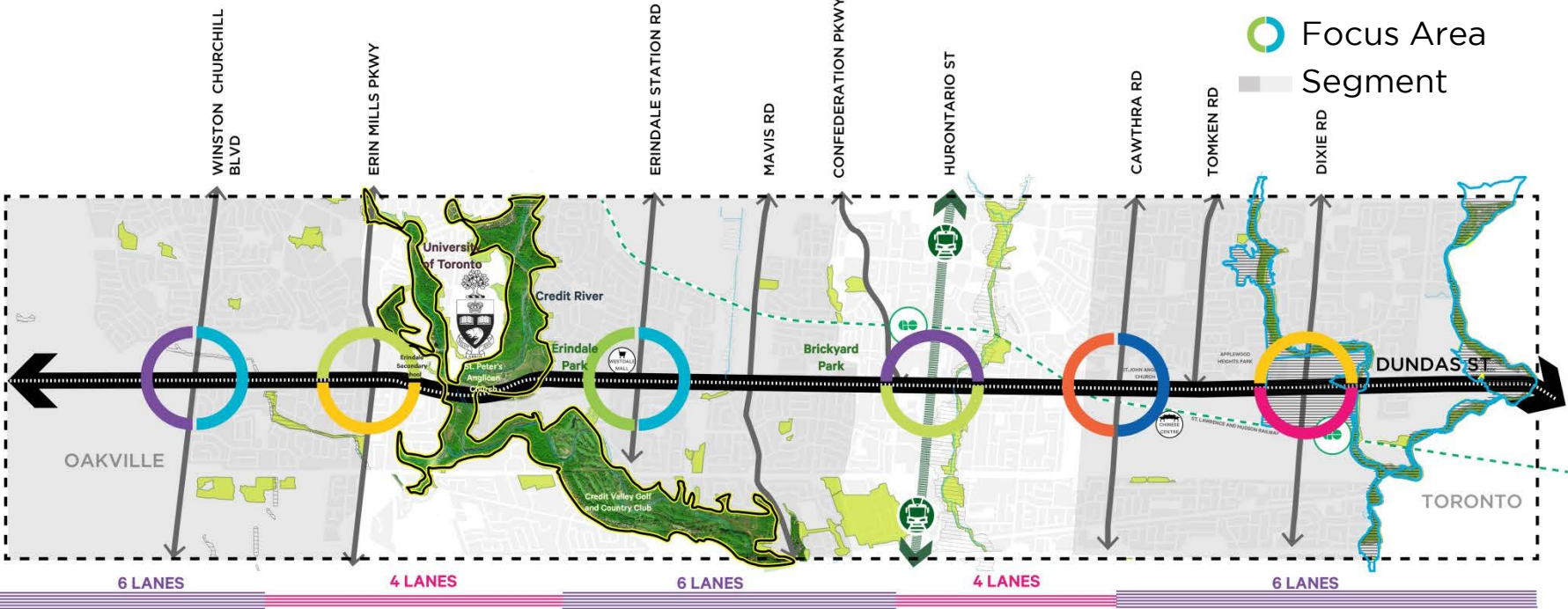
Case Study #1: No. 3 Road, Richmond, BC

The Land Use + Transportation Relationship

Regional Travel Demand



Looking at Dundas in Five Segments + 6 Focus Areas



1 West End

- Employment and commercial area
- Some small scale commercial
- Stable residential

2 Credit River

- Credit Valley
- Erindale Park
- UTM
- Residential

3 Mavis

- Employment (north)
- Residential (south)
- Views to shoreline

4 Cooksville

- Hurontario LRT
- Primarily residential
- Mix of large + small commercial
- Significant grade changes
- Cooksville GO Station

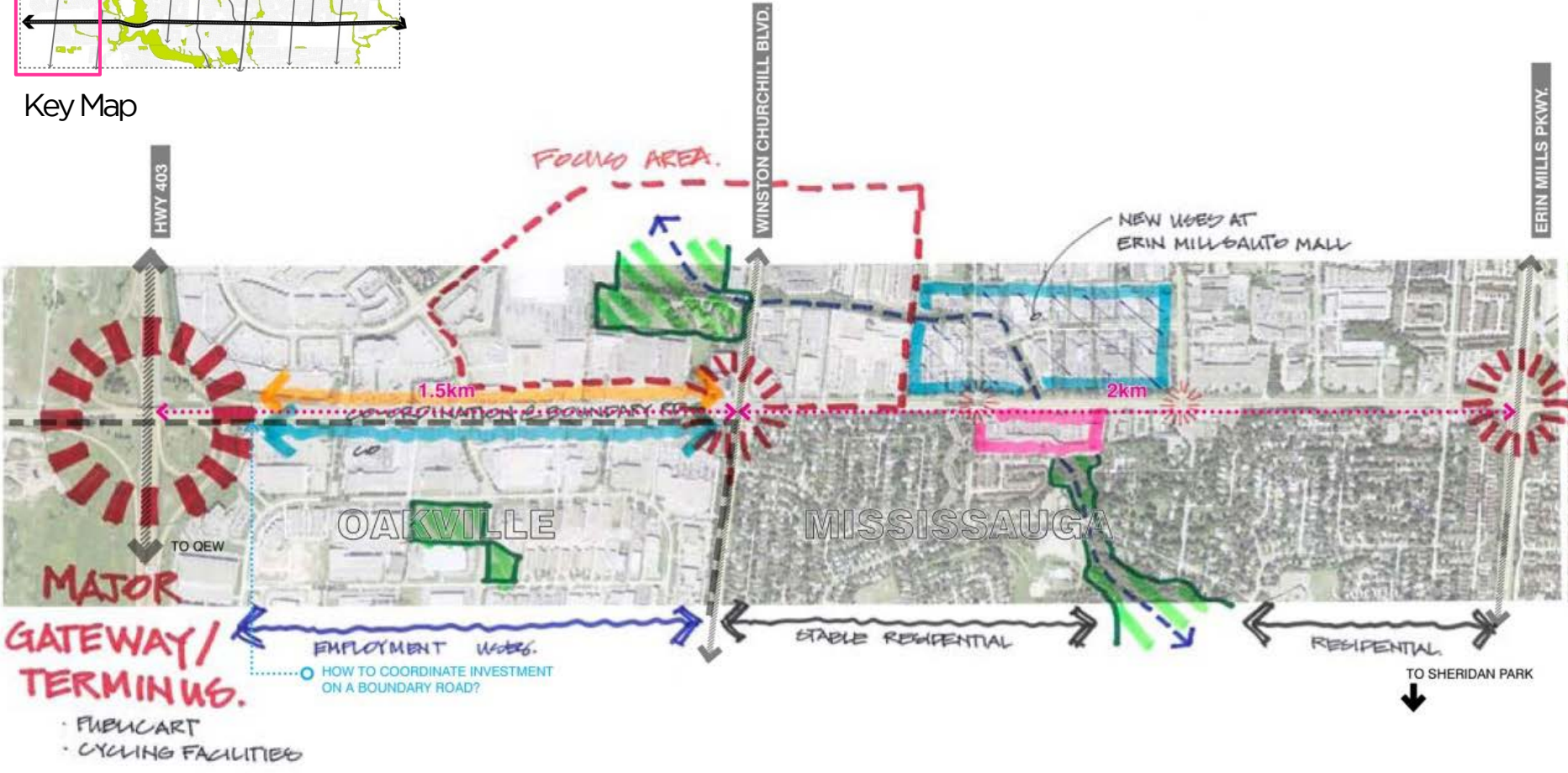
5 Dixie

- Etobicoke Creek
- Floodplain
- Employment area
- Mix of small + large commercial
- Dixie GO Station

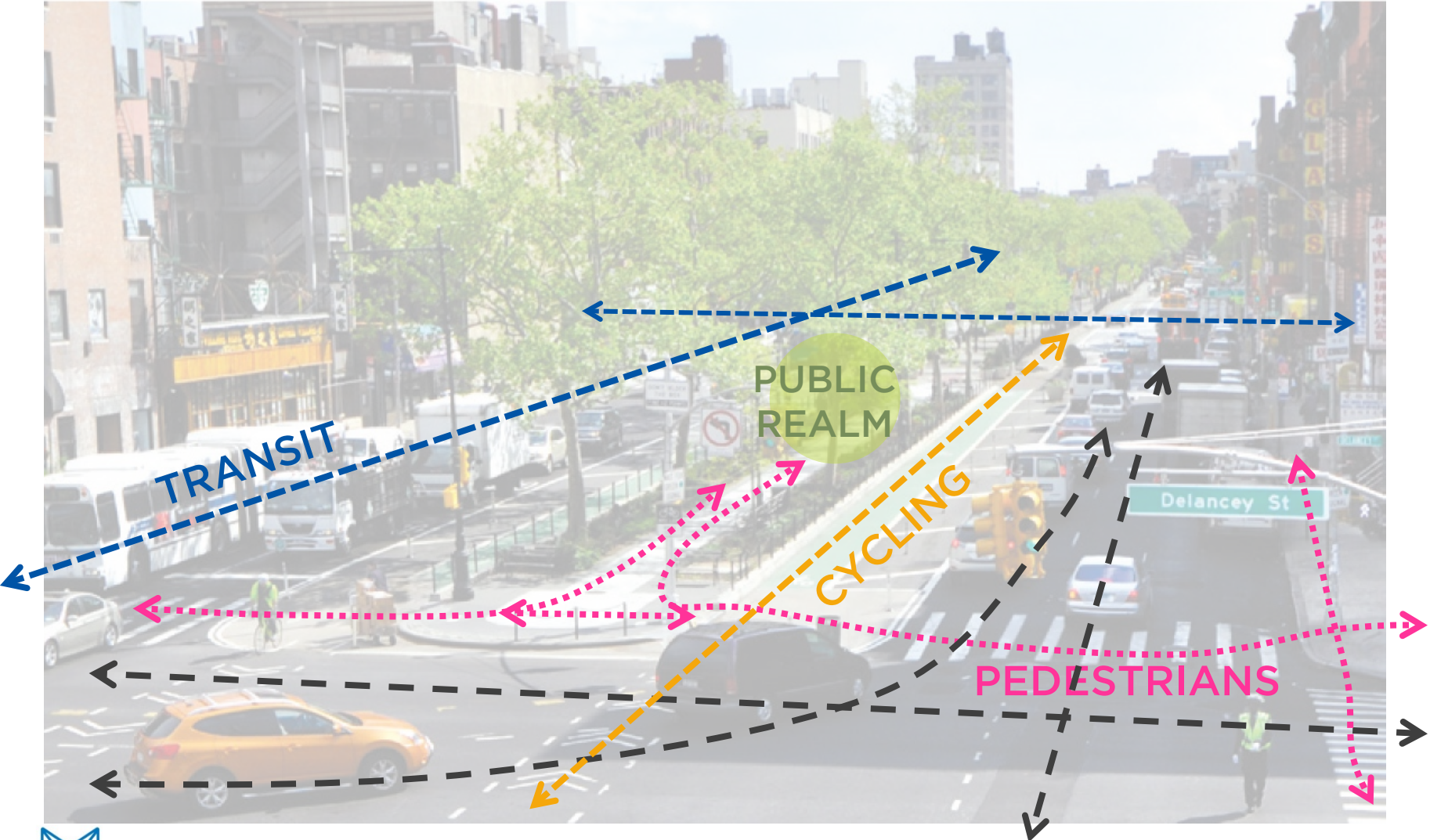
Segment 1: West End Issues and Ideas



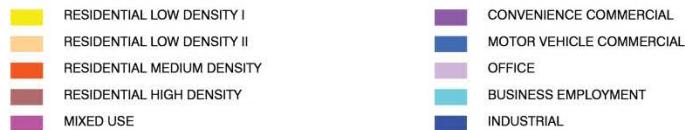
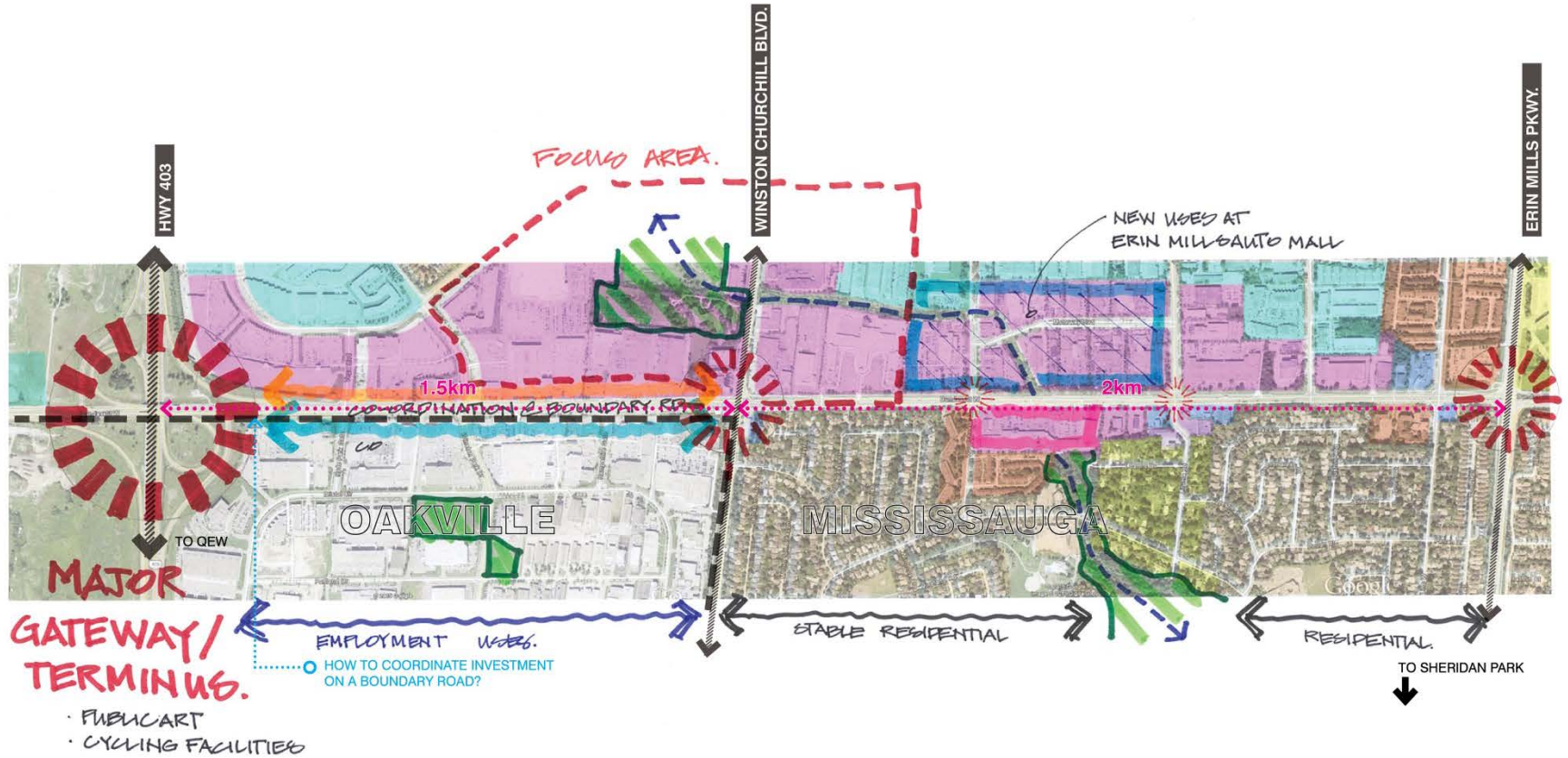
Key Map



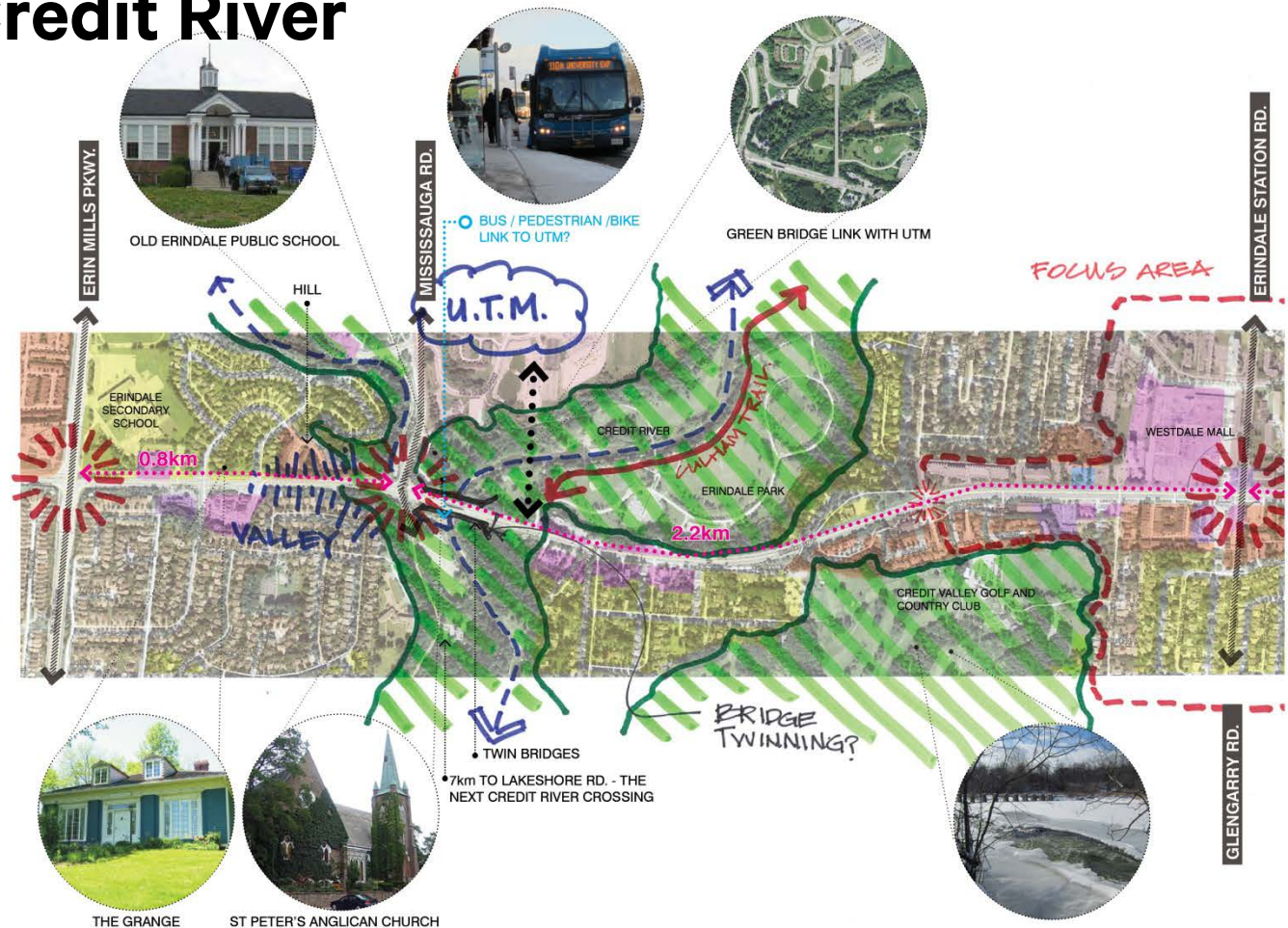
Opportunities to Improve Connectivity



Segment 1: West End

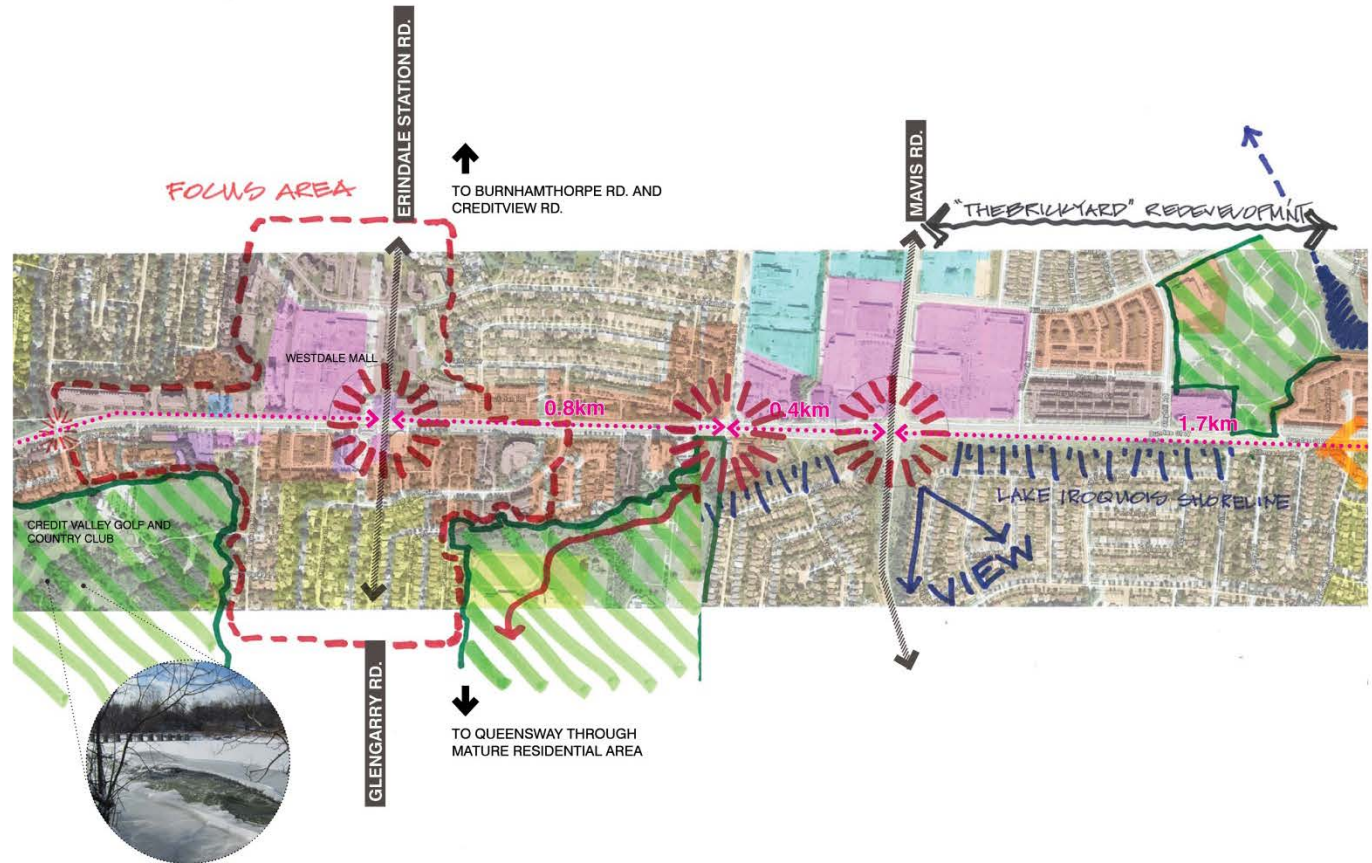


Segment 2: Credit River



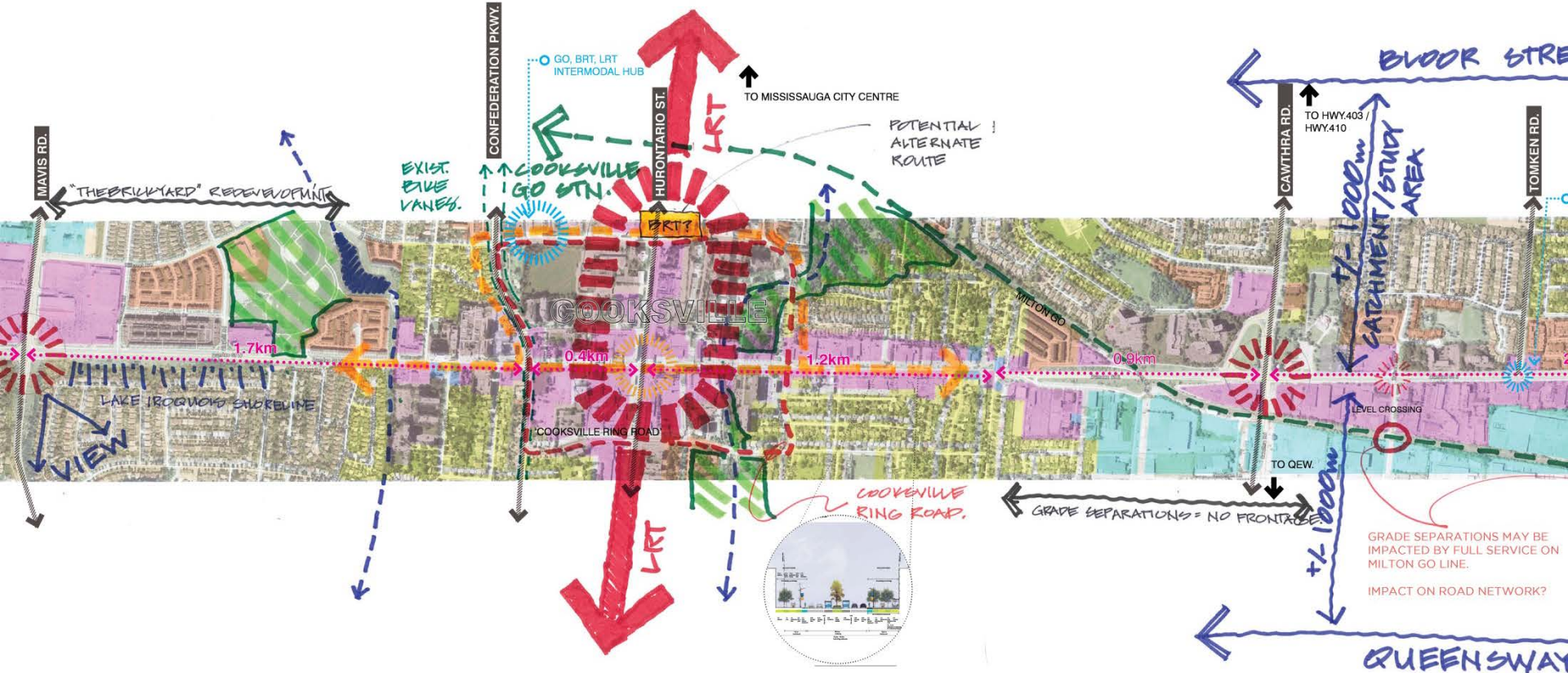
- | | |
|---|---|
| RESIDENTIAL LOW DENSITY I | CONVENIENCE COMMERCIAL |
| RESIDENTIAL LOW DENSITY II | MOTOR VEHICLE COMMERCIAL |
| RESIDENTIAL MEDIUM DENSITY | OFFICE |
| RESIDENTIAL HIGH DENSITY | BUSINESS EMPLOYMENT |
| MIXED USE | INDUSTRIAL |

Segment 3: Mavis



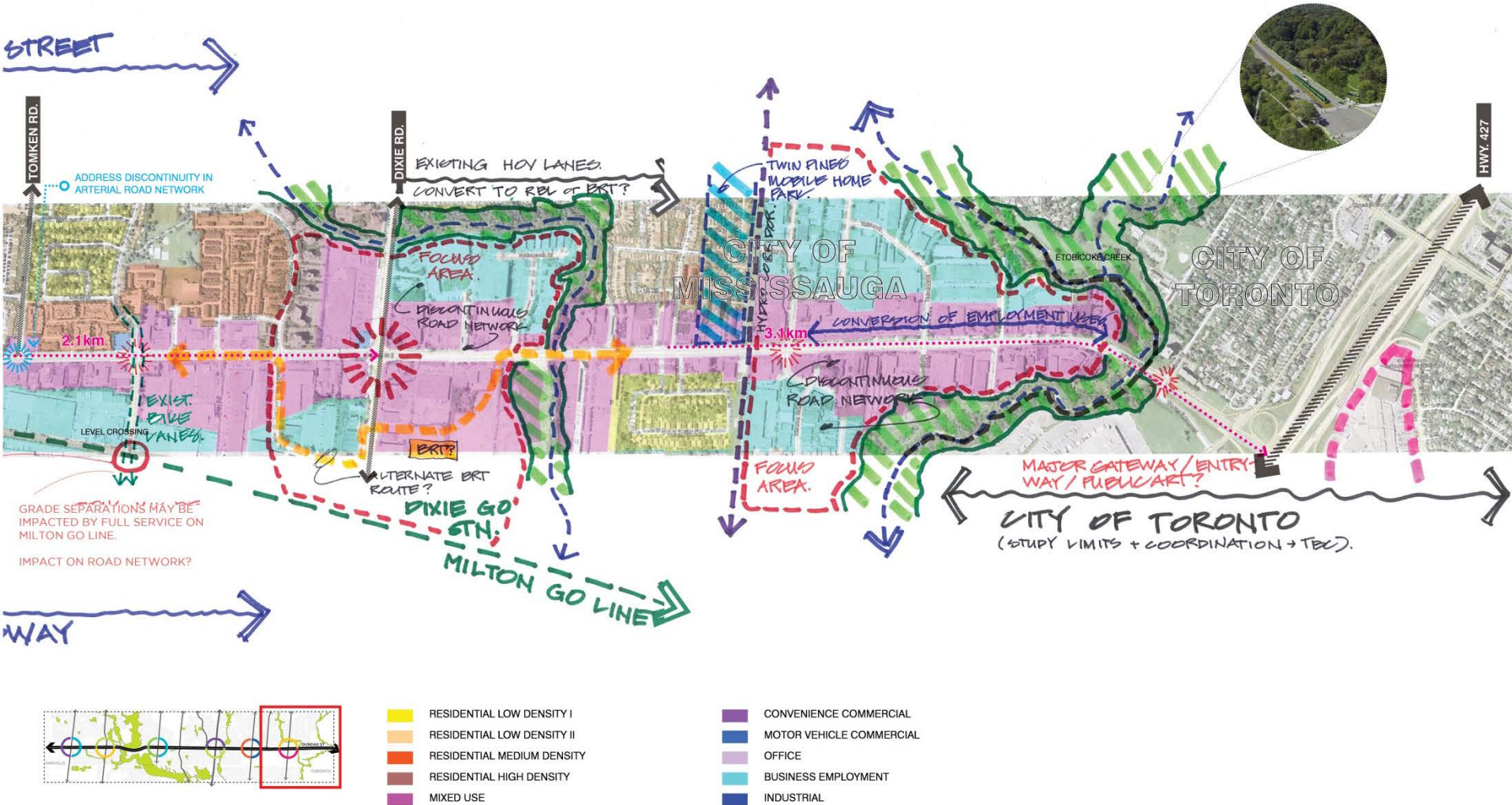
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| RESIDENTIAL MEDIUM DENSITY | OFFICE |
| RESIDENTIAL HIGH DENSITY | BUSINESS EMPLOYMENT |
| MIXED USE | INDUSTRIAL |

Segment 4: Cooksville






- RESIDENTIAL LOW DENSITY I
- RESIDENTIAL LOW DENSITY II
- RESIDENTIAL MEDIUM DENSITY
- RESIDENTIAL HIGH DENSITY
- MIXED USE
- CONVENIENCE COMMERCIAL
- MOTOR VEHICLE COMMERCIAL
- OFFICE
- BUSINESS EMPLOYMENT
- INDUSTRIAL

Segment 5: Dixie



What is your vision for the Dundas Corridor?

-  What's **working well** along the Dundas Corridor **today**? What are some of the **challenges**?
-  What is your **vision for the future** of the Dundas Corridor?
-  Do you have any **specific ideas** you would like to **see the City consider** through this process?