



Dundas Is Changing

Over the next 35 to 40 years, the number of people who live, work, learn, and travel along the corridor is expected to increase. To manage this change, the City is developing a Master Plan for Dundas Street. The Master Plan will recommend how best to direct new development, what kind of rapid transit Dundas should have, and how public space should change in order to create the street that Mississauga needs. The Master Plan will cover all of Dundas Street within the City of Mississauga.



We are now entering Phase Two. Based on what we heard in Phase 1, we developed a draft vision for Dundas Street, which will guide growth and change along the corridor in the coming years.

A Vision for the Future

During Phase 1, we consulted with hundreds of people who live, work, learn, play, and travel along Dundas Street. They were asked to share their likes and dislikes, and to reimagine Dundas Street to create a vision for the future.

Dundas Street will continue its evolution towards a **dynamic** urban rapid transit-served arterial that is **walkable, bikeable, and accessible**, with **affordable** options for living and shopping along the corridor. Integrated public spaces; community services; **diverse, active storefronts**; and an enhanced pedestrian experience will create a liveable street that supports new and current residents to live, work and play within the corridor. Dundas will be a **safe** and **healthy** place using a **green** and **sustainable** approach. The ravines and valleys that Dundas crosses will be recognized, celebrated, protected, and connected to the open space and pedestrian networks. Sustained by new and strengthened transportation options, Dundas will see substantial growth in population and employment, focused in redevelopment areas while preserving and protecting today's stable residential communities. Dundas will connect with its surroundings on a neighborhood, city, and regional scale.

PHASE 1 SNAPSHOT

Likes

Diversity, connectivity, heritage, transit, affordability

Dislikes

Congestion, curb appeal, safety, public realm, natural hazards

Vision

A street for everyone, urban, bold, vibrant, dynamic, adaptable, green, connected



Developing Your Dundas

Today, 39,000 people live, and 24,000 people work, within walking distance of Dundas Street. In the next 25 years, the area is expected to grow by at least 15,000 residents and 5,000 jobs. To accommodate this growth, the City of Mississauga must determine how Dundas must change.

Thanks to Phase 1 feedback, as well as what we've learned from other projects and cities, we know there are many things that the City must consider. In this guide, you will find information on three key considerations: land use, transportation, and corridor design. All are connected, and decisions about any one will affect the others.

LAND USE CONSIDERATIONS

How much development is likely on the Dundas Corridor? And when will it happen?

Growth in Mississauga will happen over time across the whole city. In addition to Dundas Street, the City is directing growth to the waterfront, Hurontario Street, and the Airport Corporate Centre. Good forecasts of the speed and scale of change are necessary for understanding what transportation options will be the right fit for Dundas.

Where are the best places to encourage change?

In the map to the right, the blue areas show areas that have long-term development potential. These key intersections enable connections to other transit services (e.g. Hurontario-LRT), and could support more places to live and work without a car.

What form of development makes the most sense for Dundas Street?

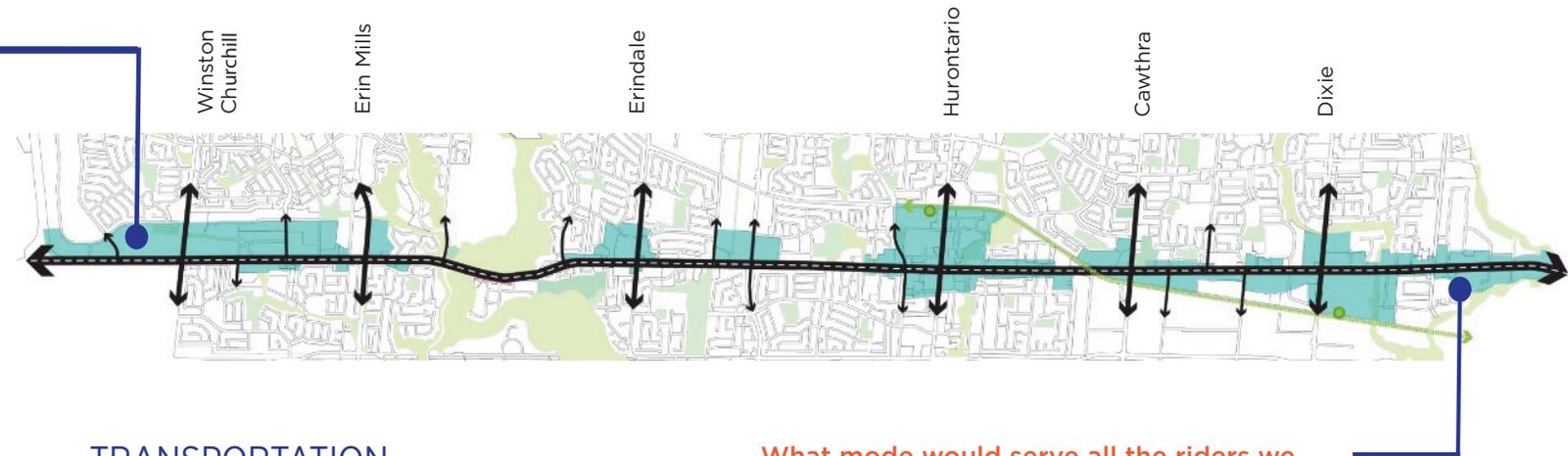
Options include low-, mid-, and high-rise residential, office, retail, and combinations of these.



What community facilities will we need?

We must consider where new parks, plazas, social gathering space, or other public places could be added or improved to support growing communities.





TRANSPORTATION CONSIDERATIONS

What transit mode is most effective at shaping development in a way that will bring more homes and jobs to Dundas?

Some transit technologies have stops that are near to each other, while others are far. Transit modes are also different in how accessible they are, and how they affect nearby development. We need to choose a mode that helps the City achieve its goals.

How easy is it to adapt new transit to respond to change?

Some transit options are better able to adjust to growth over time and to adapt to narrow or steep places along the street.

What mode would serve all the riders we expect, without too many empty seats?

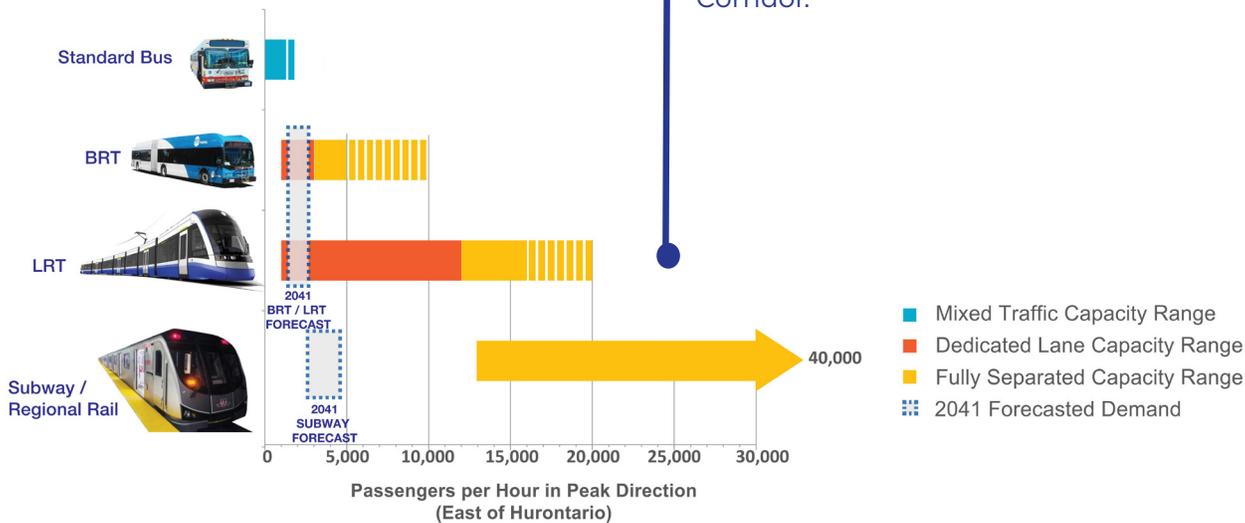
A better match between ridership and transit capacity means a better match between money spent and people served.

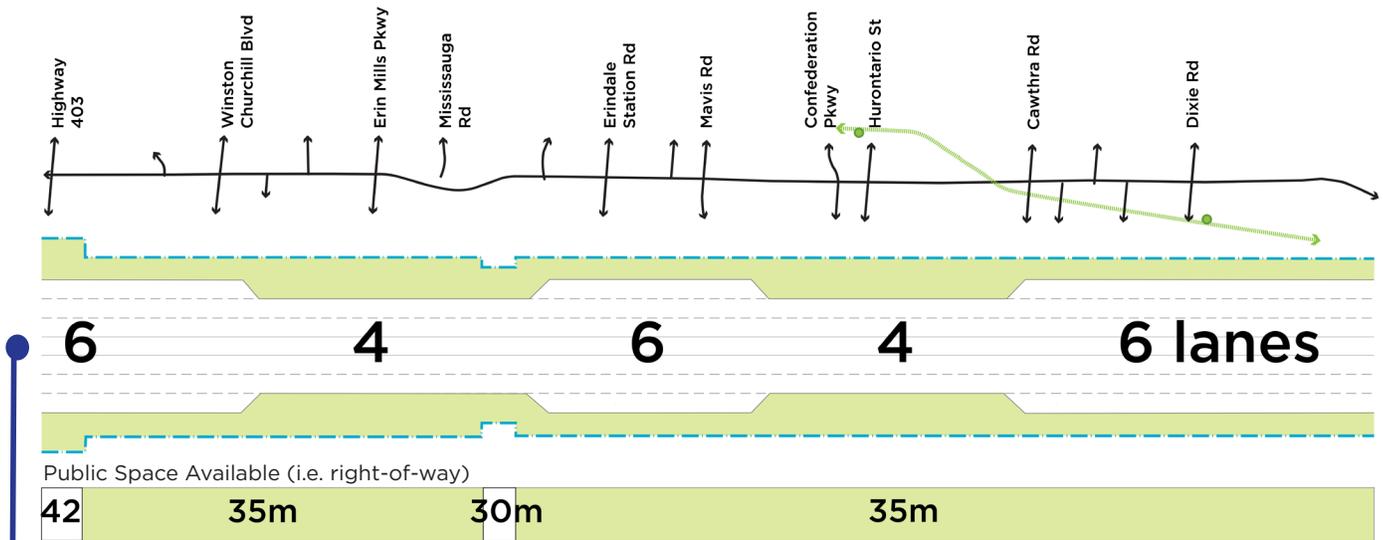
How do transit plans on Dundas relate to other transportation services?

We want co-existing bus, LRT, and GO services to complement each other rather than compete for riders.

How does customer service differ between modes?

Speed and reliability are priorities for an effective transit system, as is the ability to transfer to other lines. We need to consider what combination of through service (with fewer stops), and local service (more closely spaced stops), best serves the Dundas Corridor.





CORRIDOR DESIGN CONSIDERATIONS

How can we make best use of the space along Dundas Street to accommodate as many users as possible?

We need to find space for transit, vehicles, cycling, trees, safe sidewalks and crossings, and other elements. With limited public space available, trade-offs will have to be made.

Have Your Say

In this guide, we have presented various land use, transportation, and corridor design considerations that will play a role in the City's decision making process. Based on what you've read, consider the following key questions:

1. What do you think about the draft vision for Dundas' future? Is there anything you would like to see added or changed?

2. Where do you think we should be encouraging change along Dundas Street, and why? What form should this change take, and why?

3. What do you think are the most important factors to consider when making a decision about transit technology on Dundas, and why?

4. Which users should take priority in the street, and how can we promote shared use of its limited space?

The deadline for Phase 2 feedback is NOVEMBER 30, 2016. Feedback can be provided in person, online, by phone or by email. Questions, comments and feedback can be directed to:

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The Master Plan study will be conducted in compliance with the Municipal Engineers Association "Municipal Class Environmental Assessment" (October 2000) updated in 2007, 2011 and 2015, which will address Phases 1 and 2 of the Municipal Class Environmental Assessment (EA) process.

