



Phase 2 Public Meeting West Meeting Summary

Monday October 24, 2016, 6:00 – 9:00 pm
St. Peter's Erindale Anglican Church
3041 Mississauga Road, Mississauga

Overview

Approximately 75 people attended the second in a series of four consultation events held as part of the Dundas Connects Phase 2 public consultation. Building on work completed in Phase 1, Phase 2 sought feedback from the public on how to manage the projected growth in people and jobs along Dundas Street, including responses to the Dundas Connects team's draft ideas on:

- How to best direct development and intensification;
- How to move people;
- How best to share the space on the street and sidewalks; and
- A vision for Dundas Street.

The Public Meeting was held at St. Peter's Erindale Anglican Church and included a 30-minute open house with a display of 24 information panels for review. Councillor Mahoney welcomed participants to the meeting, and Andrew Miller (Project Lead, City of Mississauga) introduced Stephen Schijns (AECOM) and Shonda Wang (SvN) who co-delivered a 30-minute presentation. Three 30-minute workshops followed that presented and sought feedback on land use, transportation, and corridor design.

This event summary was written by Casey Craig and Nicole Swerhun (Swerhun Facilitation) and was subject to participant review before being finalized.

Feedback Summary

Feedback was provided in writing through comment forms and group discussions during three workshop rotations. The summary below integrates feedback from each of these sources and is organized by workshop topic namely land use, transportation, and corridor design.





1 Land Use Feedback

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

In addition to providing written feedback, participants annotated large focus area maps to identify locations for, and the look and feel of, the following elements:

- Built form and land use;
- Parks and open spaces;
- Community services and facilities; and
- The street and block network.



Erindale Station Focus Area

Built Form and Land Use

- Keep the area natural and low rise, with mixed-use along Dundas
- Build mid-rise throughout, no taller than 12 storeys (no high-rise)
- Mid-rise and mixed-use on Westdale Mall site, with retail facing internal streets
- Maintain important retail uses, e.g., grocery stores, that appeal to existing residents (some of whom have low incomes), especially along Dundas Street
- Increase building setbacks for taller buildings
- Bring employment to Sheridan Park Research Centre and/or encourage UTM to use its empty buildings as a southern campus
- Protect the heritage and historical buildings in the Village of Erindale, particularly considering the development interest in the area
- Acknowledge history through public art

Parks and Open Space

- Create parks close to current and future residential areas
- Make the area a natural destination
- Create a green connection between the proposed park on the south side of Dundas Street and 'central park' north-west of Dundas and Erindale Station Road
- Incorporate Aboriginal histories, e.g. use the Credit River's original name, Missinnihe

Street and Block Network

- Create wider sidewalks, improve pedestrian access to and from apartment buildings
- Create a pedestrian connection between Lenester Drive and Dundas Street, and between Lenester Drive and the proposed east-west street north of Dundas Street
- Address congestion between Erindale Village and Westdale Mall
- Add north-south road connection between Dundas Street and Forestwood Drive
- Provide another road connection to UTM, e.g., through Erindale Park



Erin Mills Focus Area

Built Form and Land Use

- Low-rise or mid-rise at intersections
- Mid-rise along the west end Dundas Street
- 4-6 storey buildings west of Erin Mills
- High-rise at the corner of the existing school to allow for more green space
- Focus on retail on the ground floor
- Improve pedestrian environment and safety for back-lotted residential areas on the south side of Dundas Street
- If Dundas is widened, protect St. Peter's Anglican Church parking lot

Parks and Open Space

- Provide an open space on the school site

Community Services and Facilities

- Provide a community centre on the school site

Winston Churchill Focus Area

Built Form and Land Use

- Low- to mid-rise, mixed-use development along Dundas with big box on lower level, and office or residential above
- Transition to low-rise residential north and south of Dundas Street
- Provide low-rise commercial retail opportunities at Laird and Ridgeway Roads
- Build a parking structure at Dundas Street and Ridgeway Road for transit users
- Create space for electric vehicle and e-bike charging stations

Parks and Open Space

- Redevelop the stormwater management pond into a naturalized open space with passive recreation uses and a multi-use trail
- Create a linear park for cyclists and pedestrians that includes pedestrian scale features, and a variety of vegetation

Community Services and Facilities

- Build a new community centre/library; the area is currently underserved

2 Transportation Feedback

What are the most important factors to consider when choosing a transit mode or modes for Dundas?

Participants identified the most important factors as connections, flexibility, and costs. Note that the list of responses shared by participants below is not intended to reflect a particular order or priority to the factors identified during discussion.

Network Connections

- Seek options that fit within the network. We have to recognize the importance of the transit and transportation network. We are all part of the GTA "hub". A "spider's web" of transit is necessary to get people out of their cars - one corridor is not enough
- Consider the opportunity to make linkages to areas west of Mississauga. Changing transit systems is disruptive, especially if the fares are different

Flexibility for the Future

- Select an option that responds to anticipated growth
- Seek options with flexibility, and those that incorporate phased service, e.g. reserve space for LRT in the future

Costs

- Seek an option that is cost-effective both in terms of capital and operating costs
- Public safety, environmental impacts, and reliability are more important than cost

Other Factors

- Seek an option that is compatible with cars
- Protect historic buildings, e.g., St. Peter's Anglican Church in Erindale
- Make sure there are proper transit shelters



What are the benefits and drawbacks associated with each of the options being considered?

Note that all responses in the table below were provided by participants and do not necessarily reflect the perspectives of the City of Mississauga or the City’s consultant team for Dundas Connects.

	Benefits	Drawbacks
<i>Surface Bus</i>		<ul style="list-style-type: none"> Takes forever to get anywhere e.g., 20 minutes to drive, but 1.5 hours by bus
<i>BRT</i>	<ul style="list-style-type: none"> Stops 800m apart means that service will be faster (because there are fewer stops) BRT west of Hurontario may be better because of the flexibility it provides to enable buses to pick people up off the Dundas corridor. Then, over time, the guideway could be modified to support LRT 	
<i>BRT (west of Hurontario)</i> <i>LRT (east of Hurontario)</i>	<ul style="list-style-type: none"> More environmentally friendly (no diesel) Enables transfer with Hurontario LRT in Cooksville 	<ul style="list-style-type: none"> Drawback of both BRT and LRT is that they both still have to stop at the stoplights
<i>BRT (west of Hurontario)</i> <i>Subway (east of Hurontario)</i>	<ul style="list-style-type: none"> Fast, reliable, frequent, guaranteed Subway creates more space on the road, which will reduce congestion 	<ul style="list-style-type: none"> Fewer stops Can get tied up

Other Transportation Feedback?

- Consider elevated transit options, and avoid streetcars
- When digging on Dundas, use the opportunity to bury the utilities underground
- If the City decides on a median guideway, measures need to be put in place to ensure cars don’t drive on it, e.g. Queens Quay LRT in Toronto
- Base decision on best projections available; 13,000 people seems low in terms of a population

3 Corridor Design Feedback

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

In addition to providing written comments to the question above, participants used street element cards to design their ideal street, taking into consideration corridor design objectives, issues and opportunities. Participants had multiple perspectives on how to prioritize corridor users and where to best place transit and vehicle lanes, cycling infrastructure, pedestrian space, tree zones and parking.





What are the most important factors to consider when choosing a transit mode or modes for Dundas?

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Prioritizing Users

- Pedestrian and cyclist safety is a high priority. Median transit lanes pose safety risks for pedestrians crossing the road to access transit; curbside transit lanes pose safety risks to cyclists. Multi-use trails can create conflict between pedestrians and cyclists
- Elevate or separate cycle tracks or use barriers to separate cyclists from traffic
- Create mid-block crossings to promote safety
- Prioritize cars and vehicles to keep east/west traffic flowing, especially along the narrowest sections of Dundas
- Design the street for people, not cars. Create a wider public realm with big, continuous sidewalks and patios
- Address driveways, parking, access, and bike safety if transit uses curbside lanes

Promoting Shared Use of Space

- Use trees to separate pedestrians from cyclists, and cyclists from transit
- Provide a dedicated transit lane in the median to maximize public realm space
- Consider elevating transit lanes, e.g., Vancouver SkyTrain
- Plant big trees for shade and water management
- Multi-use trails for pedestrians and cyclists can save space in the right of way; consider using multi-use trails on one side of the road only
- Reduce Dundas to one single vehicle lane in each direction to promote and increase transit use and relieve traffic congestion
- Change zoning to increase new building setbacks to allow wider sidewalks and greenspace along the corridor
- Reduce green space before other elements when right of way is narrow
- Modify sidewalk and cycle track widths when the right of way is narrow

Other Corridor Design Feedback?

- Be flexible and creative with different and challenging physical conditions along the corridor; customize to businesses and neighbourhoods
- Mississauga should be a destination, a place that is more walkable and enjoyable
- Consider underground or above ground LRT or BRT corridor East of Hurontario

Next Steps

During the overview presentation, Nicole confirmed that the facilitation team would send a draft copy of the meeting summary to all participants who signed into the meeting with an email address. Typically, about one week would be provided for participants to review the draft and provide any suggested edits to ensure the record is an accurate reflection of the discussion at the meeting.

Additional Phase 2 consultation feedback is welcome through the Dundas Connects website (www.dundasconnects.com) until November 30, 2016. Feedback from Phase 2 consultations will be used to refine the options presented for the Dundas Corridor. Dundas Connects will return to the public in early 2017 with final recommendations for the Land Use and Transportation Master Plan. The draft Land Use and Transportation Plan will be presented to the Mayor and Council in 2017.



Appendix: Transit Background Information

Across all three consultation meetings, participants asked several questions to inform their perspective on the most appropriate transit mode or modes for the Dundas Corridor. In response, Stephen Schijns from AECOM, the City's consultant on Dundas Connects, shared the following background details regarding transit on Dundas:

Number of People on Transit Today

Today there are about 1,400 people taking transit on Dundas in the peak direction near Dixie during the peak hour. The challenge with continuing to increase transit service with surface buses is that eventually there are too many buses running too close together and the service meets its functional capacity. About ¼ of transit riders on Dundas go through; 50% are walking to or from a stop on Dundas; and about 25-30% are coming to Dundas to transfer.

Number of Cars and Modal Split

There are about 2,500-3,000 cars/hr east of Dixie in rush hour. In Downtown Toronto, the upper limit in terms of the percentage of travellers on transit is about 75%. On Dundas, a reasonable goal for a percentage of people on transit is likely closer to 30%, and that increase will more likely be achieved through new people coming to Dundas (as opposed to the existing residents shifting their travel behaviour).

Similarities Between BRT and LRT

BRT and LRT can provide, effectively, very similar service. BRT is really a “rubber tire” LRT. The City could put the BRT or LRT guideway either in the middle of Dundas (in the median) or BRT at the curb. The challenge with the curbside is that there are about 250 driveways along Dundas, and a curbside guideway for rapid transit would interfere with people turning right into these driveways. In the median, people would do a U-turn to access driveways on the other side of the median.

Cost

The difference in capital cost between LRT and BRT is about 2:1. For subway and BRT it is about 10-12:1. BRT costs about \$30 million/km to build. LRT costs about \$60 million/km to build, and subways cost between \$300-\$500 million/km to build. The cost to convert a BRT to an LRT almost matches the cost of new LRT construction. BRT costs MORE than LRT to operate, since LRT vehicles can carry more passengers, fewer drivers are required to carry the same number of passengers as BRT.

Development Time

The development time for an LRT is about 5-6 years, whereas a subway is likely about 9-10 years.

Finding a Balance in Service

There likely is a balance between providing fewer stops (to increase the speed of transit) and having the stops close enough that the transit can serve as many people as possible. Subway stops are spaced about 2km apart, while BRT and LRT stops are closer together.

Subway Stops

Subway stops would likely be at Kipling, Dixie, Cawthra, and Cooksville, supplemented with a BRT west of Cooksville.

Speed and Access

BRT and LRT vehicles travel between 15-30 or 40 km/hr. Subways travel faster.

Flexibility

BRT is more flexible in adapting the corridor as it changes over time, while a subway doesn't have the flexibility to change over time. A subway on Dundas would mean Mississauga would be paying up front to accommodate a transit demand that may or may not materialize.