



Phase 2 Public Open House Meeting Summary

Thursday October 20, 2016, 11:00 am to 2:00 pm
Mississauga Civic Centre, Great Hall
300 City Centre Drive, Mississauga

Overview

Approximately 40 people attended the first 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.

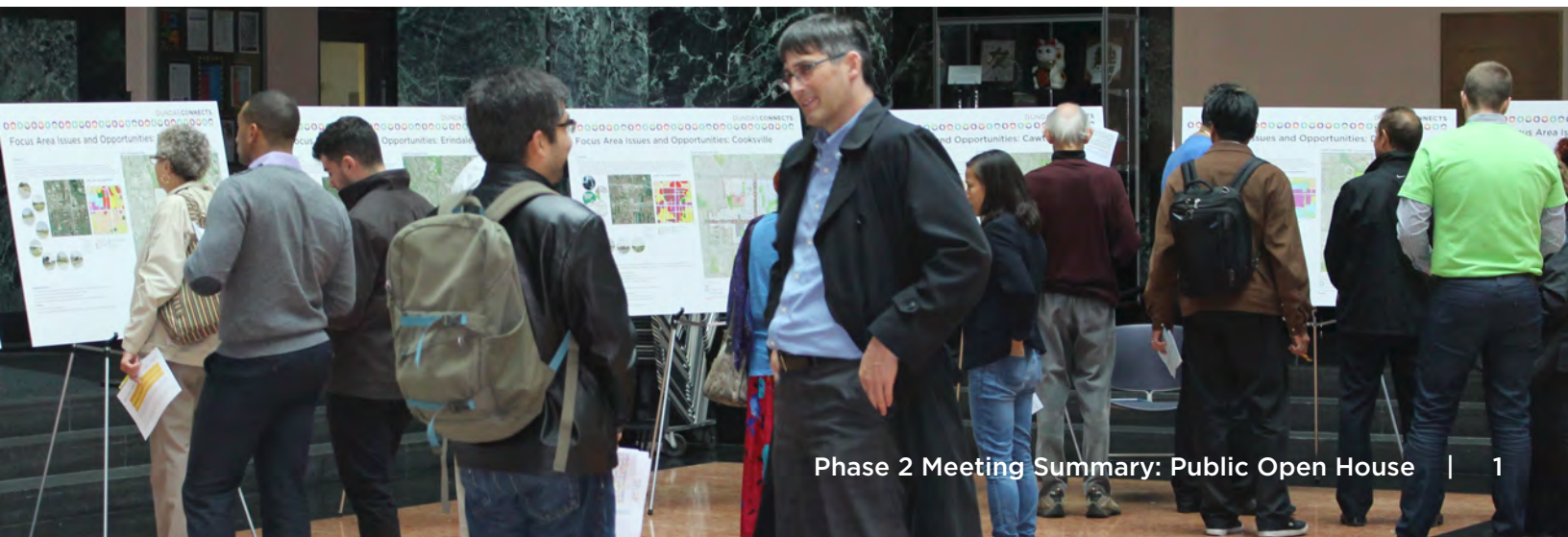
The Public Open House was held in the Great Hall at the Mississauga Civic Centre, and included a display of 24 information panels for review. The Dundas Connects Team was on hand to answer questions about the study and clarify any of the materials presented on the boards.

Feedback Summary

Participants received an Open House Worksheet, which included five questions to guide feedback on the information they received as they browsed the display. The questions included:

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 directing development along Dundas Street, and why? What form should this development 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. What elements should be prioritized in the street, and how can we promote shared use of its limited space?
5. Anything else?

The summaries that follow reflect feedback from the questions in the Open House Worksheets.





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

In general, feedback around the draft vision was positive. Comments reflected appreciation for the incorporation of other modes of transit and space that is friendly to pedestrians and cyclists. Some thoughts provided on the draft vision were as follows:

- Place more emphasis on beautification;
- Specify that no tall buildings, i.e., over 25 storeys, would be allowed along side streets, except at major intersections like Dixie and Dundas, Erin Mills Parkway and Dundas, etc.; and
- Place more focus on integration, community building, and the social aspect of intensification.

2 Where do you think we should be directing development along Dundas Street, and why? What form should this development take, and why?

Where should we direct development?

Feedback was focused on the differences between major intersections and the residential areas that surround them. Many thought that development should take place near well-travelled intersections such as Dundas and Dixie, or Erin Mills Parkway and Dundas. Others stated that development should be focused in less populated areas in order to avoid increased congestion on the roads. Some participants also identified the important link between development and transportation, noting that development should occur where transit is available. Participants identified the following specific areas to direct development:

- East of Hurontario to the 427, particularly at the intersection of Bloor and Dixie;
- West Mississauga near the Oakville border; and
- The Dundas and Dixie area.

What form should this development take, and why?

There was general comfort with higher density, provided that high-rise buildings are concentrated at intersections with transitions to lower rise and lower density development in the areas behind them. Participants also liked the idea of mixed-use development that includes commercial and residential uses. The following specific suggestions were received with regards to new development along the Dundas Corridor:

- Ensure that development includes affordable housing options, not just condos;
- Ensure new development creates connections to public transit and mobility hubs; and
- Build up three blocks, and on the fourth create a sizeable park.

Participants also suggested a number of public-realm improvements, including:

- Slow pace zones where people can relax and enjoy the public realm;
- Expand the Mississauga Chinese Centre by removing parking on the south side of the entrance;
- Reduce lighting pollution in new development; and
- Give Cooksville a facelift to boost its vibrancy and appeal to match the City Centre area.

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

Participants felt the most important factors were as follows:

Customer service. Ensure that new transit service prioritizes speed, reliability, and connectivity to other networks, e.g. the Hurontario LRT, GO Stations. It should also be convenient for users and feature a simple fare structure to attract riders.



Pedestrian safety. Pedestrian safety should be a high priority. Long, wide roads are difficult for pedestrians to cross, and this should be addressed.

Projected ridership. It is important that there are enough residents in the area who will use the new transit technology. The expected growth in people and jobs along the corridor should influence the transit technology decision.

Cost. The cost of the new transit technology must be considered, particularly in relation to projected ridership.

Congestion. Congestion impacts should be considered when choosing a new transit technology; it is important to know whether congestion will be improved or exacerbated if vehicle lanes become dedicated transit lanes.

Proximity to jobs, community services, and facilities. Surrounding businesses, location of schools and job opportunities should be considered when choosing a new transit technology; consider whom the technology will serve.

Impact of transit choice on the corridor. Factors that impact the corridor itself should include:

- Whether the transit technology has its own dedicated lane;
- Whether it works well in a winter climate;
- How it will impact the amount and location of paid and unpaid parking spaces; and
- Whether something as high-capacity as LRT is needed along Dundas with the incoming adjacent Hurontario LRT (creating a more efficient MiWay along Dundas might be more feasible).

4 What elements should be prioritized in the street, and how can we promote shared use of its limited space?

Participant feedback was focused on the following street elements:

Sidewalks and pathways. Pedestrian safety is a high priority. This could be promoted by enforcing vehicle speed limits and separating pedestrians from other forms of transportation. Walkability could be improved by creating more entry points on Dundas from the residential areas, incorporating development above existing stores, and ensuring clean and well-maintained sidewalks.

Bike lanes. Safe, separated, and monitored bike lanes are a high priority.

Transit. Transit should be fast, easy and accessible. Transit should be prioritized over cars; widening the street will encourage more cars, thus encouraging their use.

Trees and greenspace. Plant more trees wherever possible, and create wide, treed sidewalks for a boulevard feel.

People. More emphasis should be placed on health impacts when prioritizing elements of the street. Seniors' needs should be considered as well. Create an inviting public realm and a liveable streetscape with common public areas to promote social interaction.

Vehicle movement and flow. Incorporate roundabouts instead of street lights to keep traffic moving.

5 Anything else?

Some participants provided additional comments about the Dundas Connects project and suggestions for the City in general:

- Comments included that participants are glad to see improvements along Dundas being considered. Participants noted that the presentation of the project materials was aesthetically pleasing, professionally prepared, and easy to understand.
- Display a district logo at either end of the study area. Encourage pride with signage that indicates when people are entering the City.
- Notify area residents before work gets underway. The Dundas Connects project is a big undertaking and will require proactive communication with residents.