



Community Consultation: Part One Cooksville Public Meeting [4 of 5]

Tuesday, April 26, 2016
Thornwood Public School, Gym
277 Mississauga Valley Boulevard
6:30 – 8:45 pm



Meeting Summary

Overview

Over 10 people attended the fourth of five public meetings held as part of the kick-off round of consultation focusing on the City of Mississauga's *Dundas Connects* project. It was a diverse group, with residents from the local area as well as other areas along Dundas, students from the University of Waterloo, Metrolinx representatives, as well as City of Mississauga staff from a range of departments, including Planning, Urban Design, Transportation & Works, Communications, and the Vision Cooksville project. Councillor Chris Fonseca (Ward 3) was also in attendance, along with MP Peter Fonseca (Mississauga East – Cooksville).

The purpose of the kick-off public meetings was to:

- Introduce the Dundas Connects Project study purpose and provide an overview of the land use and transportation conditions today; and
- Discuss and seek feedback on what participants think is working well in the corridor today (what do they like best), what they see as challenges (what they like least), their vision for the future of the corridor, and any specific ideas they would like the City to consider through the process.

The meeting was held at St. John's Dixie Anglican Church, and included a 30-minute open house, welcoming remarks by elected officials and Andrew Miller (Project Lead,

City of Mississauga), a 30-minute presentation by Stephen Schijns (AECOM) and Shonda Wang (SvN), and 90 minutes of questions and discussion facilitated by Nicole Swerhun and Alex Heath (Swerhun Facilitation).

This meeting summary was written by meeting facilitators Nicole Swerhun and Alex Heath, and was subject to participant review before being finalized.

Feedback

Participants were asked the following three questions related to Dundas Connects:

1. What do you like best about Dundas today? Least?
2. What is your vision for the future of the Dundas corridor?
3. Do you have any specific ideas you would like to see the City consider through this process?

Feedback was provided through small table and full room discussions, as well as in writing on comment forms (18 forms were received). The summary below integrates feedback from all of these sources. Note that the discussion integrated both participant feedback and questions for the Dundas Connects team. Text *in italics* is used to identify feedback from the City of Mississauga and/or their consultant team.

What do you like best about Dundas today?

- There are certain pockets that I do like.
- The heritage/history, and the natural heritage potential.
- The opportunity to use east/west transit to connect economic development and residential areas.
- Express buses.

What do you like least about Dundas today?

- The bus is too slow, I prefer to drive. Also parking along the corridor is not great. The parking in front of the plazas is not enough.
- There is a huge discrepancy in the development along Dundas. I'm looking forward to new development around Dundas and Dixie, but the traffic increase and influx of people shopping on weekends makes it very busy. I have concerns that this might happen on the rest of the corridor.
- Sounds like the decision has been made to intensify, but the corridor is already congested now, with intensification it will be worse. Don't we need to alleviate congestion first, then intensify? Plus what does intensify mean? I think that intensification will add to traffic congestion.

Steve Schijns from the project team indicated that intensification tends to trigger more transit use and changes the balance on the road so cars become less of a factor. The road will still be busy with cars, but intensification doesn't necessarily make the car situation worse. For example in North York City Centre in Toronto there is very dense development but traffic is no worse than anywhere else. This is accomplished through large investments in transit that comes along with intensification and more people walking. Right now there are fewer people walking and cycling along Dundas because land uses are separated. With mixed use and more density, it's easier to walk between places.

- There is no BIA (Business Improvement Area).
- It's congested; parking in front of businesses; gaps in transit and connections (e.g. GO); not friendly for pedestrians, cyclists, seniors.

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?

Built form

- I don't want to live in downtown Toronto. I don't want Dundas to look like that. I don't want to lose lanes. Living here is a lifestyle choice, and we need to keep that in mind when designing Dundas. I don't want it to be an apartment corridor. Apartments and condos can be okay, but not like along the lake in Toronto.
- East of Dixie is a blight and needs intensification. West of there to Hurontario and going west, we likely won't see anything happen there for 50 to 100 years because it's a well-established neighbourhood.
- The word intensification leads to thoughts of really tall buildings, but mid-rise is also a possibility (6-9 storeys) that could be looked at here, especially between nodes or in places like Cooksville where there already is mid-rise.

LeeAnn Lloyd who leads the City's Vision Cooksville project added that a lot of what they heard from people living in Cooksville is that they are not worried about intensification itself, but as it happens they would like to see wider sidewalks, better pedestrian safety, street furniture that contribute to a healthier, more vibrant community. They want to make sure we build that in. We heard about one family's son who wanted to ride his bike rather than take MiWay because of how slow it is - so we know that transit consistency and reliability and speed need to be improved.

- Dundas will be rollercoaster street in terms of the height of buildings. There are various areas along the street today. Some are very mature and won't change overnight. Dixie should be a mix of light industrial and commercial use - people need to live, work and play in the same area.

Parking

- The City should also lower parking requirements. There is only so much capacity on the roads. We have seen major changes on the Toronto waterfront by reducing parking and investing in transit. We can't put any more roads in the city, transit has to take it up. Maybe we'll have a subway in 2075 - need to have density first.

Transit

- We should have LRT on Dundas from day 1 from Hurontario to Kipling. We need to deal with future needs and intensification is coming. We will have a hard time putting BRT west of Hurontario and we may only get to Mississauga Rd. Metrolinx needs to rethink a lot of their decisions.
- I drive and take transit in Mississauga. I usually travel the whole corridor when I take transit. There's a connection lacking around Winston Churchill into Oakville. There are no shelters, sidewalks, and the timing of the transfer could all be improved.
- Cooksville GO is within walking distance of Dundas but the walking experience is lacking. There are huge commuter parking lots there and the walking and cycling

and transit connections could be improved. I agree with higher order transit, but I don't have an opinion on whether it is BRT or LRT.

- I live in Brampton, and I think it's important to have higher level transit. We can compare Dundas to Highway 7 or the transit corridor in Waterloo.
- Assuming money is not a problem, look at a monorail system that would run above ground, create extra space, and go faster than a bus. It doesn't have to stop at every intersection, and it could use the existing rail potentially. If condos are 40 storeys high, the monorail could maybe run at 10 storeys high beside them, and it wouldn't have a great impact.
- Consistent, reliable transit along the corridor that connects to other transit.

Existing Rail System

- Make better use of the existing rail system.
- Mississauga has been visionary and lots of things are working - the airport is one of them. We have a huge opportunity to connect with Toronto and go directly to a subway. Condos will come if we put in a subway. Our area is low rise along Dundas and in a flood plain so we might not want condos there, but we could put condos in other areas along Dundas where they won't clash with the surroundings. We can rebuild in stages, and we'll want to avoid intersections being rebuilt multiple times. Dundas will be the first time outside of Toronto in the region that this type of big project would be done.

Steve Schijns discussed a number of points related to how the team is thinking about transit options on Dundas:

- *Dundas differs from Hurontario because it is east-west in orientation. Mississauga already has lots of investment in east-west mobility, including the 401, QEW, Lakeshore GO, the Mississauga Transitway, 403, etc. Hurontario is not competing with those investments, instead it is knitting them all together. We don't want to invest in Dundas so it competes with investments into other corridors. For example, we're looking at the relationship between Dundas and the GO line. Some people using transit on Dundas are long-distance travellers, others need more local service. We might be able to find a way to leverage the Metrolinx investment in Regional Express Rail (15 min, all-day, two-way service) which could mean longer distance trips don't need to be made on Dundas. We need a transit solution that's specific to Dundas. It's possible we could then have 4-5 transportation situations along Dundas tied to different needs in different areas. We need to match the transit infrastructure to the needs along Dundas.*
- *There is a constraint on the Milton Line because it is owned by CP rail and it handles freight. Because Metrolinx doesn't own the line, there are negotiations with CP for a long range plan that would move the freight to a new rail line further north. This takes time and money.*
- *We need to think out 30 years from now - and we also need to think about how we can change and evolve transportation and land use between now and then. We need to build in flexibility and be careful not to over invest in one thing that could be superseded by other investment (e.g. Regional Express Rail or RER).*

Credit River

- We need to build the missing link over the Credit on the Queensway. We've talked about that since the 70s and it needs to happen – it's a major missing east-west link.
- The Credit River is difficult to cross. It's key to have cycling infrastructure in that area to motivate people to bike, and throughout the whole system. Cycling needs to be safe too – not just a line on the road, cyclists should be separated.

Do you have any other advice for the team at this time?

- Create BIAs (Business Improvement Areas) at each node along Dundas that connects the corridor and also celebrates the heritage and history of the areas.
- Move parking to behind the businesses and increase walkability in the front.
- “Dundas Connects” doesn't mean anything to anyone outside the project team. When I first saw the notice I thought it was about putting in high-speed internet. If you told people the City will be redeveloping the area, the meetings would attract more interest.
- Think about changing the meeting location – around here you could try the Mississauga Valley Community Centre, Glen Forest Community Centre, or another location right on Dundas.
- This time of day is good for a meeting (6:30/7:00pm) because we can come straight after work or stop at home first.
- I didn't see any communications other than newsletter. *City of Mississauga Communications staff listed all the ways that the meetings were publicized, including social media (Twitter + Facebook), Mississauga News, Mississauga.com, signage/digital screens in Celebration Square and Gateway, hand delivery of flyers to every business on all 17 km of the corridor, notification through Councillors offices, etc.*

Next Steps

To wrap up the meeting, Andrew Miller thanked participants for their time and ideas, and reminded them that this was the first of three rounds of public consultation. He noted that the *Dundas Connects* team would be back consulting the public in the fall of 2016, and at that time the team will be presenting different options to consider for the future of Dundas. The final round of consultation is planned for early 2017 to review the key elements in the draft Land Use and Transportation Master Plan for Dundas. The final plan is anticipated to go to Council in 2017.

Andrew also noted that feedback is welcome through the *Dundas Connects* website anytime (www.dundasconnects.com), and that feedback on likes, dislikes, and a future vision for Dundas would be most helpful before the end of May.

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. She also encouraged participants to sign-up on the Dundas Connects website to receive updates about the project.

Attachment 1: Results of Meeting Feedback Form

Small, blue feedback forms were provided on all tables at the meeting, and no completed forms were received. Questions on the form included:

1. Did the meeting provide you with helpful information? Check one:

- Yes
- Somewhat
- No

2. How effective was the meeting format? Check one:

- Very effective
- Effective
- Somewhat effective
- Not very effective

3. What did you like about today's meeting?

4. What could we have done differently?

5. Any last thoughts?