



## Community Consultation: Part One Mavis Public Meeting [3 of 5]

Thursday, April 21, 2016  
Huron Park Community Centre, Iroquois Room  
830 Paisley Boulevard West  
1:30 - 4:00 pm



## Meeting Summary

### Overview

Approximately 15 people attended the third public meeting held as part of the kick-off round of consultation focusing on the City of Mississauga's *Dundas Connects* project. Participants included those who lived within the area around the community centre and in other parts of Mississauga; Dundas Street business owners; non-profit organizations; and representatives from the Region of Peel. A range of staff from several City of Mississauga departments, including Planning, Urban Design, MiWay, Transportation & Works, and Communications were in attendance as well, along with Councillor Ron Starr (Ward 6).

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

- Introduce the *Dundas Connects* project to people who use Dundas (i.e. who live, work, learn, travel, play, etc. in the Dundas Corridor), including a review of the expected growth in people and jobs; and
- Discuss and seek feedback on what people who use Dundas would like the City to consider through the *Dundas Connects* process.

The meeting was held at the Huron Park Community Centre, 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 Alex Heath and Nicole Swerhun, 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 (three forms were received). The summary below integrates feedback from all of these sources.

### **What do you like best about Dundas today?**

#### Diversity

- Dundas is very diverse with people from all over the world. New transit will justify higher density development and bring in even more people

#### Transportation

- Dundas is straight and transects the entire city
- The main bus route on Dundas is seamless and is not delayed a lot where it links with north-south streets
- The bus lanes in the east end of city are good
- There are many strong north-south corridors for transit and the City has enhanced connections off of Dundas to get to employment areas

#### Mix of Uses

- Dundas currently has a lot of different uses and also has an untapped inventory of redevelopable land
- The presence of small and medium business is good for the local economy (although it may deter improvements to the public realm as it will be more difficult to redevelop these smaller sites)

### **What do you like least about Dundas today?**

#### Traffic

- There are some places along Dundas today that are congested

## Not Safe

- Dundas doesn't feel safe for pedestrians – the sidewalks are narrow and in some places non-existent, it's hard to walk from one shop to another in some places, and crossing the street can be dangerous at some intersections
- Cycling on Dundas today is too dangerous – there is a need for bike lanes and something beyond a painted line to separate bikes from cars

## Businesses

- There is a lack of a well-distributed mix of businesses
- In certain places, there are lots of low class/low income shops. e.g.. cheque-cashing services and donation drop-off stores

## **What is your vision for the future of the Dundas corridor?**

### Different Ideas on Transit Technology

While many agreed that Dundas will grow, there were different ideas on what type of transit would best move people over the long term:

- Some felt that a subway would be the ideal solution and suggested that a new station be built every 5 years, starting with a new transit hub at the former Honeydale Mall (East Mall and 427) in the City of Toronto
- Others said that they understood the attraction of subways if the only purpose of transit is to move people from one point to another, but also felt that surface rapid transit (e.g. LRT or BRT) could be good for local business by allowing people to see shops while moving along Dundas
- Still others said that they would prefer surface rapid transit because of the cost savings relative to a subway and because of the Province's plans for all day, two-way GO service, which they felt would diminish the need for a subway at least out to a very long term horizon
- It was also suggested that air pollution levels should be considered when making transportation investment decisions

### Maintain and Enhance Diversity

- Keep the interesting pockets of different ethnicity's stores and enhance these areas with public realm improvements (e.g. lining parking lots with vegetation and places for people to linger)

## **Do you have any specific ideas you would like to see the City consider through this process?**

### Incentivizing Public Realm Improvements

- In order to protect neighbourhoods, Dundas will have to densify. There is an opportunity with this intensification to create public realm improvements. The Port Street Market in Port Credit is a great example of how intensification can lead to public realm improvements. If the City and local community works with

developers, there could be a number of Port Street Market-type parkettes and public realm improvements all along Dundas.

- Absent policy around height limitations and Section 37 agreements with developers, it is almost impossible to incentivize/discourage the types of changes the community wants – there needs to be rules to encourage right kind of behaviour

#### Acknowledge Heritage

- Acknowledge and preserve existing heritage, e.g., St. John's Church, which dates back to the early 1800s

#### Reusing Existing Buildings

- Consider multipurpose usage of existing structures to benefit the community

#### Built Form

- Set back new development from the road and create gathering places at transit hubs where people will be connecting between different routes
- High density hubs at all major north-south intersections

#### Case Studies

- Use more local case studies like St. Clair Avenue and Eglinton Avenue (particularly west of Black Creek)

#### Consultation

- Consider ways to better advertise these meetings including display panels / road signs, robocalls, and ads on buses
- There was a range of views on the best time for public meetings – some preferred evening meetings while others preferred day-time meetings. Still others liked that there was variation in the time of meetings, giving people options on when to attend

#### Focus on Small Improvements Too

- There are many immediate issues that need to be resolved, e.g. there's a section of the sidewalk at Clay Hill Road and Dundas that has been under construction for the last eight years

#### Implementation

- It will be important to demonstrate that change can happen quickly while planning for the long term – consider making implementation plans for the short, mid-, and long term

## 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](http://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: Questions of Clarification

The following questions of clarification were asked following the overview presentation by Stephen Schijns (SS) and Shonda Wang (SW). Note that responses, where provided, are noted *in italics*.

1. On slide 17, it looks like the QEW is not represented, or is it that Dundas carries more traffic than the QEW? *SS - The model only shows people who use Dundas, not all traffic in Mississauga.*
2. Is the No. 3 Road case study being used because the City is thinking about building an elevated line or will they widen Dundas Street to accommodate transit? *SS - Right now we are trying to understand the technical demands, physical constraints, and vision for Dundas. There are many different ways that rapid transit could be brought to Dundas, but first we have to determine the vision and then plan for/design the rapid transit solution that matches the vision.*
3. How it's designed makes a difference for those who live / own property on Dundas. It's important to understand how Dundas will change. *SS - We used No. 3 Road as a case study to demonstrate that change is possible and change can happen quickly, not that transit has to be LRT and that it has to be elevated.*
4. Will the urban design component of the study look only at specific places along Dundas or the entire corridor? *SW - the urban design component will look at Dundas from end to end and at connections into neighbourhoods. The urban design solution may change over the length of the corridor because of how diverse it is.*

## **Attachment 2: Results of Meeting Feedback Form**

Small, blue feedback forms were provided on all tables at the meeting, and one completed form was received. A summary of the results is provided below.

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

- Yes - 1
- Somewhat
- No

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

- Very effective
- Effective - 1
- Somewhat effective
- Not very effective

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

- City well represented by experts. Need more public.

**4. What could we have done differently?**

- More lead up publicity (okay, I'm being optimistic).

**5. Any last thoughts?**

- Thanks, I'll stay involved.