



Community Consultation: Part One West End Public Meeting [1 of 5]

Tuesday, April 19, 2016

South Common Community Centre, Arbour Green Room

2233 South Millway

4:30 – 6:30 pm



Meeting Summary

Overview

Over 30 people attended the first public meeting 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, waterfront residents, business and development interests, the Toronto and Region Conservation Authority, Peel Region Public Health, as well as City of Mississauga staff from a range of departments, including Planning, Urban Design, Transportation & Works, and Communications. Councillor Matt Mahoney (Ward 8) and Councillor Karen Ras (Ward 2) were also in attendance.

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 the South Common Community Centre, and included a 30-minute open house, welcoming remarks by elected officials and Andrew Miller (Project Lead, City of Mississauga), a 45-minute presentation by Stephen Schijns (AECOM) and Shonda Wang (SvN), and 75 minutes of questions and discussion facilitated by Nicole Swerhun and Yulia Pak (Swerhun Facilitation).

This meeting summary was written by meeting facilitators Yulia Pak 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 (nine forms were received). The summary below integrates feedback from all of these sources.

What do you like best about Dundas today?

- Lots of opportunity for growth, including capacity for transit growth
- Lower income friendly
- Business and shopping, in particular independent businesses
- Ease of access to key highways and the airport, convenient corridor to travel on
- Parks and green spaces are some of the best aspects of the area, for example the Credit River
- Heritage features, as they tend to be already integrated with the street
- Cultural history, especially villages
- Some beautiful mixed use pockets
- *The Geography of Nowhere* by James Howard Kunstler gives a good flavour of Mississauga

What do you like least about Dundas today?

Too much traffic, safety concerns, poor connections

- Congestion, too many cars on the streets
- Too much chaotic traffic
- Limited east-west connections
- Drivers and cyclists not following the rules. Cars running red lights -- 5th Line and Dundas is a dangerous intersection
- Existing transit service is not running on time

Concerns about Cycling and Walking

- Lack of active transportation
- No safety for pedestrians / cyclists
- Terrible access for other modes of transportation / poor connections

Not safe and unappealing

- Some parts of areas are polluted, noisy, and often ugly
- Strip malls that look unappealing
- Places seem far and unsafe

Public and green spaces, streetscape

- Not many things to do on the street, very few public opportunities
- Almost no street-building connection for healthy active public spaces
- Fragmented streetscape and green spaces
- Large parking lots in front of businesses
- Messy signage

Other things some participants said they like least

- Front yards
- Lack of development at major intersections

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

Dundas Visioning should start with City-wide Visioning

- The vision for Dundas should start with the vision for the City. Dundas is not only a street, it is part of Mississauga. The City should consider creating an urban vision designed by prominent global architects, followed by an urban architectural plan and then design the supporting transportation infrastructure required. Development should/will happen after that.

The project team responded that there is a vision statement in the City of Mississauga's Official Plan. In short, the vision is to accommodate more growth without creating more congestion. The intent is to grow in a green and healthy way, so people can get around by bike or walking to prevent chronic illnesses. The team added that the reason for the meeting today is to bring people's collective thoughts on the vision of Dundas, so we can plan for the city we want.

Aspire to be what Yonge Street is to Toronto or Robson Street is to Vancouver

- It could be Mississauga's Yonge Street, or Vancouver's Robson Street – street level commercial and 2,3,4 levels above for mixed office or residential. It is important to define Dundas -- is it a main street or a corridor to move people through east-west? Many people do business on Dundas, many go to Dundas for shopping.

Keep it Friendly

- Everybody wants a friendly street, well furnished, well designed; nobody wants narrow sidewalks.

Sustainable

- We want to become a sustainable city. Use Vancouver as an example -- they have a sustainability statement/mission, and that's what we need to have as a city as well. We want to make that commitment, which will inform all planning decisions in a holistic integrated way. That's the exercise that the City should undertake – that will make a big difference to how Dundas corridor is used. The City's Living Green Master Plan doesn't go far enough – planning and development policies are very traditional and in some ways just dated. If the sustainability commitment was already in the guidelines, then every single street study wouldn't need this conversation to be happening.
- Environment friendly, “green” design, well-planned architecturally, good urban fabric, connected to park, retail centres, etc.

Great Transportation

- Multi-transit options with expedited public transit as priority.
- More cycling lanes and pedestrian sidewalks. Most of us drive here, but it should not be a car-dominated place. To all hard core drivers – what are your plans when no longer able to drive? Do you want to age in place? Do you have enough money to take cabs to whenever you want to go?

Preserve Balance between History and Character

- Preserve balance between history and character, and create new opportunities for new character.

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

General

- People are less interested in keeping Dundas the way it is and more interested in transforming it.
- Dundas is the core of Mississauga – addressing Dundas needs will address many of Mississauga's broader needs as well.

- Integrate sustainability, heritage conservation, climate change adaptation/mitigation, travel mode networks, addressing fragmentation into this plan.
- Consider the following modal hierarchy for Dundas: pedestrians, cyclists, transit, goods, cars.
- City design greatly affects our health. There needs to be an integrated approach to urban design with Public Health.

Traffic

- Look at the relationship between Dundas and other roads. Dundas is just north of the Queensway and Lakeshore, which seems to make it bear the unfair brunt of traffic. Consider building a road parallel to Dundas over Credit River.
- Create a connection from ANSI on the south side of Dundas to Erindale Park.
- We have Highway 403 which does take good amount of traffic; in spite of that, Dundas is still impacted because it's where people live.
- Cars are being given unfair subsidy, need disincentives to get people out of cars, especially when alone in cars.
- Understand where lanes should be kept narrow and where they should be made wider. Consider going above ground or below ground in limited spaces.
- Have 6 lanes on Dundas all the way like in Toronto and Oakville to make it consistent.
- Resolve bottleneck at the intersection of Hurontario and Dundas.
- Improve grid at grade.
- One of the greatest mistakes of the Province was privatizing Highway 407. Every effort should be made to reverse that decision. It impacts Dundas greatly because Dundas absorbs the 407 traffic.
- Widening of highways does not reduce congestion. Check out #induceddemand on twitter to look at frustration behind highway widening.

Transit & Active Transportation

- Think about and plan for an aging population – right now it's not possible for seniors without a driver's license to get around. More and more people will become housebound because they are not permitted to drive and then you can't participate in society. These people should have a way to get around.
- Consider elevated driverless trains (see Vancouver GVRD), especially over Credit River – it could serve as a major tourist attraction with a stop by Riverwood.
- Create an integrated fare system with GO and TTC, so that one ticket gets you where you need to go.
- Create car-sharing and bike-sharing services along Dundas. Look at Downtown Paris for examples, especially in accommodating electric car-sharing vehicles.
- Improve cycling. Find a way to solve challenges of fitting bike lanes throughout. This was a challenge on Hurontario, but it was solved through a concerted effort. Protected bike lanes could be accommodated in many wider sections along Dundas.

- Improve active transportation. Psycho-geography deters people from using active transportation on Dundas.
- Create a transit hub at 403/Dundas for BRT / Transitway.
- Create a parking lot off Dundas (similar to a GO Station parking lot) that also includes bikes storage – which would encourage more pedestrians and drivers to use the LRT if one is built on the Dundas corridor.

Sustainability & Green Spaces

- Climate change adaptation / mitigation is crucial and needs more attention. Think about sustainable retrofits, build green requirements into future policies, etc.
- Consider centre medians with butterfly gardens and plants as aesthetic standards for building along the corridor. It will also help with stormwater after rainfall.
- Greening of streets and parks of all sizes would help address noise and pollution at fine scale – small spaces, pocket parks in finer street grid, like Toronto Downtown.

Public Realm & Accessibility

- Preserve heritage and integrate public spaces with the street. For example, large parks, business areas, malls are often isolated.
- Ensure physical and language accessibility to accommodate people living in Cooksville (e.g. many immigrant families).
- Create more vibrant public spaces for people (e.g. four corners of an intersection).
- St Peter’s Church is an important asset.

Process advice

- Periscope or YouTube meetings and post them on the web.
- Bring the Medical Officer of Health to speak to the importance of transit, active transportation, etc. (Dr. Eileen De Villa).
- It is important to consider stakeholder input.
- We should be making decisions based on sound science, studies by experts in the field that are peer reviewed. Any politician that makes decisions contrary to these studies should be called out. *The project team added that data will help look at trends and patterns, but it is also important to hear from people who live, work, and play in the community. Community participation is critical for the City to identify where the City should focus its attention and money.*
- The outcome of the process should be feasible faster.
- Show how this plan fits with other city plans, including plans for Cooksville, Ward 3, Living Green Master Plan, etc. Show areas of overlap and linkages.
- Add climate change adaptation / mitigation into the “drivers of change” in opportunities.
- Replace the word “constraints” with the word “challenges” that lead to “opportunities”.

- Determine and share what percentage of corridor is nearing the end of life and what is not in terms of built form.

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: Questions of Clarification

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

- 1. What do you mean by opportunities? Give me examples of opportunities.** *For example, opportunities for bike lanes along the corridor or for sidewalks with big trees. These are the things that are within the City's abilities to achieve should we choose to go in a particular direction. Another opportunity could be related to land use or zoning – this is where the City provides guidance.*
- 2. Dundas, as an east-west corridor bears a huge amount of traffic. Are there other roads where we could direct traffic to so they can avoid Dundas?** *The challenge is that there are few alternatives to cross the Credit River, as a result many cars use Dundas. One option that was considered long ago was extending Queensway to cross the Credit, but our focus with Dundas Connects is really to look at what we can achieve on Dundas itself.*
- 3. You presented a slide that showed traffic patterns on and around Dundas. How do you know where people are coming from and going to?** *It is based on a complex simulation of traffic flow – the slide is an excerpt from a traffic model that is used in the Greater Toronto Area. If you think of a map of Mississauga as a network of channels of different width indicating their capacity, and then you start pouring water with the dye into the network, you will see exactly the water goes. The traffic model we use does something similar. The basis of the actual use of the model is tied to a household survey that's taken every 5 years, and is based on a 5% sample (statistically sound) of trip diaries describing daily transportation patterns. You can extrapolate this data and calibrate against what you have in the area. The purpose of these public meetings is to see how people's experience with traffic compare to the results of the models.*
- 4. What's happening with Dundas Street in Oakville?** *Right now in Oakville and Burlington the development is one-sided, and not very conducive to rapid transit.*
- 5. Do your growth projections include only people of Mississauga or people that are passing through as well?** *Yes, projections include growth in Toronto and Oakville as well.*
- 6. Do you have information on the age of the built environment?** *We don't have a map with dates of all the buildings, but we certainly understand where the heritage structures are and the features of the corridor. We know a lot of residential growth happened in the mid-70s and the development was continuing through the 80s. So we know that many buildings are 20-30 years old which means they're roughly at the mid-point of their life cycle. And it is safe to say that a lot of buildings have served their time. More specifics on the age of the buildings could be extrapolated from building permits.*
- 7. You mentioned flooding, but you haven't mentioned climate change. We need a category that talks about climate change, adaption, etc.** *We've tried to emphasize the theme that change is happening, including demographic change, changes in transportation trends, and climate change is another example of a change. There are lots of things that are beyond the scope of the Dundas Connects project (e.g. immigration policy), however there are things we can start changing tomorrow – that would alter how we build in the corridor, or how people cycle on the corridor, etc. For engineers and planners, climate change is intrinsically embedded in their work with variability and forecasting. It does come home to roost with flood management, but it is also influencing travel mode changes, lifestyle choices and people's attitudes. Climate change is multifarious and the chief way it plays out is*

precipitation. The precipitation is a lot more intense, like the storm we had a couple of years ago in the summer, and we will have more of that. This is also an issue in Etobicoke East where they have severe flooding issues that are especially problematic where people want to have more development.

- 8. Is elevated transit even on the table? Having recently moved back from Vancouver, and having been to Rio and Lima, I am surprised that their public transit is much better than here. It is not my choice to drive a car, but I have to because Mississauga is not a walkable city. I am afraid to cross the street at Erin Mills, because red is merely a suggestion for many people. Also public transit is not integrated – you have GO, TTC, --- in other cities, you pay by zones. Vancouver has switched to elevated driverless system and it works great! We are not pre-judging any particular mode or solution at this point. If the vision is for connectivity, density, etc. that triggers the need for a significantly improved transportation. But if we hear that Dundas is pretty good as it is, then elevated transportation is probably not a good choice. In short, yes all modes of transportation are open for consideration.**
- 9. How could one implement transit when some parts on Dundas don't have the space? How will we get consistency – whether LRT or a centre bus lane? Dundas isn't consistent end to end – it has different land uses and is very diverse in function. There are 4 lane pieces, 7 lane pieces, bridges, etc. The transportation solution isn't necessarily going to be a single consistent option from end to end. For example, there could be dedicated lanes along some parts of Dundas, a bus on the shoulder in others, then transit could use the South Service Road, and then it could go back to travelling in dedicated lanes. All of it is transit, but it takes very different forms based on restrictions, operations, and dollars available. Generally, we know that bus based transit is inherently much more flexible than rail based transit**

Attachment 2: Results of Meeting Feedback Form

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

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

- Yes - 4
- Somewhat - 1
- No

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

- Very effective - 1
- Effective - 3
- Somewhat effective - 1
- Not very effective

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

- Access to planners and engineers
- Very informative
- Very open discussion
- Info boards

4. What could we have done differently?

- Have brainstorming sessions regarding suggested solutions
- Timing adjustments
- Stations for people to talk

5. Any last thoughts?

- Look to other cities around the world and see what works and what's efficient
- Consider working with OAA in City Planning / Urban Planning capacities
- More S-N connections for Mississauga in addition to LRT Hurontario
- Bike lanes, pedestrians first, LRT