



Community Consultation: Part One Dixie Public Meeting [5 of 5]

Thursday, April 28, 2016
St. John's Dixie Anglican Church, Parish Hall
719 Dundas Street East
4:30 – 7:00 pm



Meeting Summary

Overview

Over 60 people attended the fifth and final 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. Councillors Jim Tovey (Ward 1) and Chris Fonseca (Ward 3) were also in attendance, and MP Peter Fonseca (Mississauga East – Cooksville), as well as a representative of Mayor Bonnie Crombie's office.

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 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 3 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.

What do you like best about Dundas today?

The mix of businesses / Uniqueness of Dundas

- There are a lot of different small businesses along Dundas, both east and west of Hurontario. Square One is becoming standardized with chain stores. It's nice to have authentic places that cater to smaller businesses. There an opportunity to create a real urban boulevard.
- There is a mix of retailers catering to all income levels, new immigrants, and established groups.
- I like the local shopping - everything is close by and I can walk there (Walmart, etc.).
- I like the unique, independent business in some sections.
- We like the mix of small and big businesses, and being able to get what we need and not having to leave the community.

Passion for the area and its diversity

- We like that there is lots of passion for the area and the diversity in the community. It's like living in a big city but in a smaller area. We love the spiritual community and the proximity of those places to Dundas.
- It has areas with an urban feel as well as rural aspects.
- The multicultural urban environment.

- The sense of community.
- Diversity.

Heritage

- It's a heritage area - Old Cooksville/Cawthra/Credit River Crossing.
- Lots of opportunity with both the built heritage and natural heritage.

Transportation

- We like that it's a transit corridor.
- We like the functionality - Dundas moves a lot of vehicles through relatively quickly (most of the time).
- Frequent and direct transit - Dundas provides a direct route from Etobicoke to Mississauga.
- Like that Dundas is a wide street.
- There's a lot of opportunity to grow transit and explore different transit alternatives.
- Potential for an urban boulevard with BRT.

Connectivity

- Connects several communities outside of Dundas and extends past Mississauga.

Land use

- Lots of opportunity - Dundas is not yet fully built out (e.g. auto malls).

What do you like least about Dundas today?

Transportation-related points

Traffic and road safety

- It's congested, especially at major intersections.
- Traffic lights are not synced - would move faster otherwise.
- Too many driveways between Hurontario and Dixie.
- Some intersections very unsafe with cars running red lights.
- Roads are dangerous.

Transit

- The bus stops are on the wrong side of some intersections. They should be on the far side of intersections and in a side bay.
- Public transportation.

General transportation

- Fact that you need a car.
- Parking lots.

Unsafe and inconsistent walking and cycling experience

- Not walkable, not pedestrian friendly.
- No grade separation for bikes or pedestrians.
- Lack of consistent pedestrian experience.
- Built form, as it is today, is one of the main reasons Dundas is not pedestrian friendly. Sometimes people have to walk through large parking lots without any clear routes, and this makes people want to drive. In addition the wide street creates congestion because people are encouraged to drive.
- Parking lots adjacent to sidewalks make the street unfriendly to pedestrians.
- Dangerous, not walkable – sidewalks not consistent, with bumps, makes it harder for seniors riding scooters to get around.
- Too many access points in and out of properties – makes it difficult for pedestrian movements.

Road connectivity

- There is limited connectivity east of Dixie. If we want to have access, we have to go all the way to the East Mall. If Dundas is going to redevelop we have to look at better connections there.

HOV lanes

- The number of people required in a car to use the HOV lanes should be reduced from three people to two, and the times should be changed. In the morning the time should be 7:00-9:00 AM instead of 7:00-10:00 AM and in the afternoon the time should be 4:00-7:00 PM, not 3:00-7:00 PM. The HOV lanes cause congestion in the other two lanes.

Infrastructure limitations

- Lots of infrastructure limitations – e.g. bridges – lots of things that bottleneck. We need to make sure that 50 years into the future we are not hedging ourselves in.

Points related to uses and identity

Businesses

- Some businesses closer to Dixie are a little sketchy.
- Excessive furniture and mattress stores, and used car lots.
- All strip plazas.
- Too many dilapidated buildings between Confederation and Dixie.

Lack of identity

- Dundas lacks strong focal points to bring identity to the corridor.
- It is an ugly street – uninteresting low density buildings fronted by parking lots.

Public realm/Urban design

- Lack of rich tree cover.
- Underdeveloped public realm.
- Messy and looks unregulated.
- Very choppy planning for different users of the space (walkers, bikers, drivers, visitors, etc.).
- No green spaces.
- Car-centric.
- Non-organized urban design.
- Does not invite passers-by to explore amenities.

Points related to the environment

Pollution

- Air pollution, poor air quality and noise. Dundas creates a sensory overload.

Flooding

- There are huge flooding concerns at Dixie and Dundas.

The Toronto and Region Conservation Authority (TRCA) had a number of staff attending the meeting, along with the flooding specialist on the AECOM team, and they provided a brief update on their flooding-related work, including the following points:

- *The TRCA has a role in helping managing the Etobicoke Creek watershed. The TRCA engineering team has done refined modelling to understand where water will go during a flood, and this will be input into the Dundas Connects study.*
- *TRCA is working to understand the constraints that flooding puts on development, land use, and urban design, and is also looking at opportunities to resolve constraints.*
- *TRCA is working closely with the City of Mississauga, and the Province, including the Ministry of Natural Resources and Forestry (MNR) and the Ministry of Municipal Affairs and Housing (MMAH).*
- *In terms of potential solutions for flooding on Dundas, AECOM indicated that potential mitigation measures to reduce flood risk could include widening the creek or creating a dyke-like feature. Both options have benefits and both have drawbacks. For example, they have different abilities to limit flood risk, change water flow speed, unlock different development opportunities, and provide different levels of public access. We will come back to the public during our second round of consultation in the Fall of 2016 with more details on options to address flooding.*

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

- Overall: Create a landmark street. Be ambitious! The poor quality of what's there now lends itself to a vision that can apply across the City. Connect better with other communities. Active, engaged, smoothly flowing movement for all modes. Safe. Green.
- Transit and transportation: I would give up my car if there was better transit. Fewer cars on the road. Elevated train. Lots of public transit. Transit moves faster and its more economical. Bus priority signals are a good first step towards higher order transit.
- Walking and cycling: Pedestrian friendly, wider sidewalks. Discourage private vehicles. I would love to have the option to walk across the city (if it is built in an interesting form) and then take the transit back. Multi-use trail.
- Design: An urban boulevard – with reduced lanes for cars (the goal should be to accommodate faster Oakville-Toronto car users), dedicated lanes for transit, cycle track/wider sidewalks, intensified land uses (multiple use – residential / retail / commercial / industrial / park, and green (flood mitigation, improved park and trails).
- Built form: I foresee the land use along Dundas will become mid- to high-rise residential and mixed use instead of the low-density commercial currently in place. Consider high-rise built form at intersections where Dundas connects with major north-south routes (these should be transit hubs and around transit stations). I would like to see a combination of mixed use/high density and mixed use/medium density. Mid-rise, not high-rise.
- Uses: Mixed use. Mixed commercial and residential buildings.
- Inclusive and accessible: Accessibility-friendly features and inclusive designs, universal design.

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

Points related to uses, identity and built form of Dundas

Make the Dundas corridor a destination, not just a place to drive through

- Make the Dundas corridor not just about getting somewhere, but along the way people can stop, go to a nice restaurant or have a drink with a friend.
- Plan for a true main street.
- Create opportunities for Highway 10 and Dundas to become more of a city centre instead of Square One.
- Multiculturalism is important too.

Make sure people can live and work on Dundas

- It's critical that people be able to live and work on Dundas. We would like to be able to eat, walk, bike, and shop too.
- Ensure people can age in place. This includes thinking about how to ensure accessibility for people with disabilities, people who are older, and people who visit. The transit system can be accessible, but the environment has to also be accessible when people get off the bus (e.g. condition / quality of sidewalks). Right now people can only go so far and all of a sudden there is no sidewalk. This

impacts people with strollers, grocery buggies, etc. Dundas needs to be designed so that all can safely and effectively use it.

Culture and heritage

- Consider creating a cultural landmark.
- Have conversations with the Grand River Mississaugas.
- We need to have conversations about spatially planning for death. There's a cemetery here, most of the cemeteries along Dundas are land strapped. We need memorialization opportunities (e.g. columbarium parkettes).
- This building and cemetery have a great deal of history. The heritage of Twin Pines (although not designated) should also be recognized and celebrated in this study, along with other heritage along the corridor.
- Build culture and the arts into the plan. Add cultural centres (e.g. museum, etc.).

Built form and use

- Have a minimum LRT density or we'll never get rid of the old commercial plazas.
- Intensify.
- Increased density and transit-oriented development. Also more development on the edge of the street.
- Put in zoning to enhance infill and mixed use.
- Community hubs, fewer money marts, and reduce institutionalized dependency in low income areas.
- Have a long range plan for residential intensification along Dundas Street. It would require major updates to the City's Official Plan and Secondary Plan for Dixie. Build a north/south connector street along the hydro corridor near Summerville Pines to connect to the Queensway/West Mall and Bloor Street.
- More mixed use (i.e. apartments) built above retail stores.
- Retail closer to the street and put parking underground or behind.
- Focus on work/live/play areas along Dundas.
- Have more nice restaurants and entertainment venues at key intersections.

Make a great public realm

- Create more public squares, more planters, more lighting, more wayfinding signs.
- Create a Dixie and Dundas parkette.
- Consider gateways to the City at the west and east ends of Dundas.
- Create a green boulevard.

Add public amenities

- Add public washrooms

Points related to making change happen

Take an incremental approach

- Identify what kind of improvements are needed so that there's no "throwaway" construction. Incremental improvements that will allow us to achieve long term goals too.

Financing

- Harness redevelopment to fund infrastructure for public realm.
- Use incentives to build our tax base.
- Make transit cost-effective/cost-recovery.

Points related to sustainability and flood management

Flooding

- Fix it.
- When the City let developers build along the Credit River, it led to the conditions that permitted flooding.

Think about the big picture

- Consider climate change, sustainability, and energy management.

Transportation-related points

Transportation

- Provide more transportation choices (bike lanes, dedicated bus lanes, BRT, wider pedestrian sidewalks).
- Create a boulevard.

Transit

- LRT after BRT test (like No. 3 Road in Richmond).
- Keep it on street level.
- 24 hour Dundas bus service.
- Get the system up off the roadway.
- Dedicated rapid transit.
- Add transit priority signalling at major intersections, with platform widening as the system gets closer to Cooksville.

Walking and cycling

- Improve pedestrian and cyclist safety.
- Excellent commuter cycling corridor – if you build it, people will cycle there.

- Walkable, local business friendly.
- Cross walks between lights because there's a long distance between intersections.

Address infrastructure issues

- Cawthra and Dundas bridge (only 4 lanes, should be 6), and this happens on other places too which will help get rid of traffic problems.
- Tunnel under intersections like Dixie/Dundas and Hurontario/Dundas.
- Fix Wharton Way and Dundas intersection – too many trucks try to turn at this intersection.

Include good use of technology

- The technology for driverless cars is advancing rapidly. Consider this in the Environmental Assessment (EA) process. These cars could use dedicated corridors or take other forms.
- Keep abreast of all emerging technologies.
- Consider using apps that connects communities to enable ride sharing to transit stations and other destinations. This will help reduce the number of cars on the road and make it safer for other users.

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

- Don't take the short view. Take the long view and don't forget that this is for the future.
- Need more schools and community centres for new families.
- Consider the impact of Regional Express Rail on east/west trips along Dundas (and potentially a station at Cawthra?).
- "Build it and they will come."
- Find a way to reduce pollution.
- Include all levels of government so all projects are coordinated.

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. Will you be widening Dundas? How would you deal with businesses that are close to the street now? Will you be expropriating land?** *Widening Dundas from one end to the other isn't really what we're looking at, instead we're looking to optimize use of the Dundas corridor. There are a couple of tight spots, but in most places it is already fairly wide. The Master Plan will be setting the tone for the future of Dundas. The City would then go through a secondary planning exercise in specific areas, and where there is a need to acquire additional property, there are several options on how to do this: 1) there can be a willing buyer and willing seller; 2) through the development application process the City can specify the land it requires; 3) the City can wait it out, and see if the property owner changes their mind; and 4) as a last resort, expropriation is an option, however it is not often used.*
- 2. What level of ridership would trigger BRT, LRT and subway?** *The current transit ridership on Dundas is about 21,000 people per day (ppd) and on Hurontario ridership is about 22,000 ppd. For comparison, the King Streetcar in Toronto carries about 50,000 ppd and parts of the Ottawa Transitway can carry 10,000 people per hour (pph). In general terms, BRT carries 5,000 - 10,000 pph, LRT carries 10,000 - 15,000 pph, and subways don't really make sense for less than 20,000 pph. The thing to remember about BRT is that the route can be more flexible, whereas LRT stays on the corridor. As a result, BRT can be more responsive to demand.*
- 3. Your slide said that 23% of Dundas transit users are on the corridor to get to the Kipling Subway Station. Is the team considering how Metrolinx improvements to GO service (i.e. Regional Express Rail or RER) will influence Dundas transit planning? Also, have you looked at going along Queensway to get people to Kipling?** *We are very interested in the relationship between Metrolinx plans for the Milton GO line and rapid transit on Dundas. Metrolinx has plans for substantially improved service on the Milton line, providing all day, two-way, every 15 minute electrified service. This means that a rider could get from Cooksville to Kipling in 7 minutes. In that scenario, Dundas probably doesn't need a subway. RER on the Milton line is not a "slam dunk" though, and it definitely will not be happening in the next year. Our team understands that we need to look at strategically staging things and investing appropriately so we don't end up with a white elephant and/or that we don't end up over-investing in one thing to the detriment of another.*
- 4. Dundas extends past Mississauga – from Toronto to Oakville. Are you connecting with Mississauga's neighbours to talk about how to better connect with them?** *Dundas is one of the longest streets in southern Ontario – it goes from Toronto past Burlington to Dundas. Metrolinx, the City of Toronto, Oakville, and others have transportation master plans and Official Plans that all identify Dundas as an important corridor. We're aware of these plans and working with other governments and public agencies as we move forward with Dundas Connects. We know we already have a huge influx of traffic into Mississauga from Oakville along Dundas, and we want to ensure we are able to connect physically and functionally with other cities. We want to work with others to get a consistent vision.*
- 5. What about buildings that are shaping Dundas? Between Confederation and Dixie there are lots of commercial buildings that are in very bad shape in terms of**

sustainability and energy management, and aesthetics. Are you considering this? Also, are you considering opportunities for a cultural land mark building on Dundas? *Yes, we are looking at land use and built form. We're very aware of existing permissions for what can be built, and we're aware of the condition of the building stock - some of which are towards the end of their life cycle. This project will look at both public realm and built form plans. In terms of the cultural land mark building, we'll take that as a piece of advice that you'd like the project team to consider.*

6. **Your presentation said that 75% of all transit on Dundas doesn't go to Kipling subway, but Bloor and Burnhamthorpe buses also go to Kipling. Traffic is pretty bad on Dundas, and that's true in Oakville too. How much transit in total goes to Kipling?** *We need to consider that significant route re-adjustments will happen with the completion of the new Transitway. The plan was that a lot of the Bloor and Burnhamthorpe buses that go to the subway would go along the Transitway - even though it's a longer route, it will get people there faster and more reliably. That means that we need to consider the Transitway's relationship with Dundas. The Kipling multi-modal transit hub will be done by 2019 which will take MiWay buses off of Burnhamthorpe. Our job with this project is to consider all of these relationships in our future plan for Dundas.*
7. **When making decisions about transportation it's important to have Metrolinx at the table because they help provide funding. Will Metrolinx and other partners see the input that the public has provided?** *Yes, all summaries will be online for anyone to review. The Dundas Connects project team is also meeting and connecting regularly with Metrolinx and others, and will share the feedback received. Also representatives from Metrolinx have been at two of the other Dundas Connects public meetings and the meeting with Large Landowners and Developers. [In addition, one participant said that while she is not at the meeting representing Metrolinx, she does work for Metrolinx.]*
8. **You mentioned that all-day, two-way, 15-minute service is planned for GO, but do we need to remove freight from the corridor to enable this to happen? I understand there is an effort to create a new freight rail corridor close to Highway 407. Do you know how far along this is?** *You're right, freight is an issue. We know that Metrolinx, CP Rail and the Province are working on getting the freight issue solved. For Dundas, we need to develop a plan that can react and adapt to the plans of others. For example, since we expect that GO improvements will happen at some point, we need to sync our incremental development plans to that. This reinforces the importance of needing to be flexible in our transportation system and not over-commit to one solution.*

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

3. **What did you like about today's meeting?**
 - The speakers
 - Lots of opportunity to interact
 - Informative
 - Well organized and moved along well, ended on time
 - Efficient and friendly

4. **What could we have done differently?**
 - Nothing
 - Tables were not set to face the front
 - Use microphone - some speakers were hard to hear
 - Mix tables better

5. **Any last thoughts?**
 - Thank you for doing this
 - Why should this plan hold up Peel Living from Twin Pines development