MISSISSAUGA

DUNDASCONNECTS

Phase 2 Public Meeting East
Meeting Summary

Wednesday October 26, 2016, 6:00 – 9:00 pm
St. John's Dixie Anglican Church
719 Dundas Street East, Mississauga

Overview

Approximately 45 people attended the fourth 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 meeting, held at St. John's Dixie Anglican Church, included a 30-minute open house with a display of 24 information panels for review. Councillors Fonseca and Tovey welcomed participants to the meeting, and Andrew Miller (Project Lead, City of Mississauga) introduced Stephen Schijns (AECOM) and Shonda Wang (SvN) who co-delivered a 30-minute presentation. Three 30-minute workshops followed that presented and sought feedback on land use, transportation, and corridor design.

This event summary was written by Casey Craig and Nicole Swerhun (Swerhun Facilitation) and was subject to participant review before being finalized.

Feedback Summary

Feedback was provided in writing through comment forms and group discussions during three workshop rotations. The summary below integrates feedback from each of these sources and is organized by workshop topic namely land use, transportation, and corridor design.

1 Land Use Feedback

Where do you think we should be encouraging change along Dundas Street, and why? What form should this change take, and why?

In addition to providing written feedback, participants annotated large focus area maps to identify locations for, and the look and feel of, the following elements:

- Built form and land use;
- Parks and open spaces;
- Community services and facilities; and
- The street and block network.

Cawthra Focus Area

Built Form and Land Use

- Mid-rise residential in north-west quadrant, transitioning to existing low-rise
- Explore development potential of sites on the south side of Dundas, west of railway crossing; prefer mid-rise residential buildings
- High-rise south side of Dundas, east of Cawthra
- Buffer residential uses from adjacent employment uses and rail corridor, e.g., south side of Dundas, east of Cawthra
- Include office uses on the south side of Dundas, east of Cawthra
- Residential uses fronting Dundas with commercial uses on the ground floor and at the rear of sites
- Retail uses, including restaurants, north of Dundas on the west side of Cawthra

Parks and Open Space

- Explore a diagonal linear park from the north-west corner of Dundas and Cawthra to the park within the interior of the north-west quadrant
- Feature an urban square and/or urban park in the proposed park in the north-west quadrant of Dundas and Cawthra

Community Services and Facilities

- Provide a community hub/centre, a library, and urban park south of Dundas, west of the railway crossing, or at the northwest corner of Dundas and Cawthra

Street and Block Network

- Create a pedestrian only area between Dundas and Lolita Gardens
- Replace one of the proposed north-south streets in north-west quadrant with a pedestrian and active transportation linear park

Dixie Focus Area

Built Form and Land Use

- High-rise, mixed-use development at the intersection of Dundas Street and Dixie Road and surround the Dixie GO Station, with office uses, commercial uses at-grade, and residential uses on upper storeys
- Mid-rise, mixed-use along Dundas Street and Dixie Road in general, with commercial uses at-grade and residential uses on upper storeys, transitioning to low-rise residential development in adjacent residential areas
- Transition in height and use moving south east toward existing stable low-rise residential areas
- Low-rise commercial uses along western edge of Etobicoke Creek
- Low-rise residential uses along eastern edge of Etobicoke Creek
- Parking structure situated adjacent to Dixie GO Station

Parks and Open Space

- Accommodate bicycle trail within proposed linear park
- Create a linear park connecting Dundas Street to Dixie GO Station
- Transform Etobicoke Creek into a naturalized park with a multi-use trail system and a trail running parallel to the rail corridor
- Create an urban square connecting to the ravine system along northern edge
- Create pocket parks, courtyards as publically accessible open spaces
- Create a vibrant and animated destination with a sense of place; focus on wayfinding, signage and pedestrian-oriented streets
- Create an attractive, safe built environment with a focus on CPTED principles

Community Services and Facilities

- Community hub, incorporating a community centre, a library and school facilities, located along Dixie Road, adjacent to Dixie GO Station

Etobicoke Creek Focus Area

Built Form and Land Use

- High-rise at west end of focus area, with a mix of building scales at Twin Pines, including low-, mid-, and high-rise
- Low- and mid-rise in all other parts
- Mixed use along Dundas

Parks and Open Space

- Be aware of existing connections to the ravine system; they will continue to be important

Other Land Use Feedback?

- Peel Living site at Twin Pines must be incorporated into Dundas Connects' future plans
- Existing roads are a mess, e.g., Tomken, Cawthra, and Dundas. Focus more on improving existing roads, less on incorporating new buildings

2 Transportation Feedback

What are the most important factors to consider when choosing a transit mode or modes for Dundas?

Participants identified the most important factors as connections, flexibility, and costs. Note that the list of responses shared by participants below is not intended to reflect a particular order or priority to the factors identified during discussion.

Reducing Congestion

- Select the option that would reduce congestion the most, e.g., at Dundas and Hurontario. Decrease road congestion in peak hours

Access

- If it is more than 0.5 km to get to a transit stop then maybe I'll take the car. There will always be a need for local transit service and express transit service on Dundas

Connections to Dundas

- Use Dundas transit as a means to get people to the GO stations, which can take care of the big volume movement of passengers. Make it easy to connect from Dundas to the GO stations, e.g., "bend" transit into Dixie. The system has to be as seamless as possible through different modes.

Flexibility

- Make transit expandable; don't block the City in

Convienence

- Make transit frequent and efficient. Every 2 minutes, 24 hours a day. Give priority to buses. Make sure there are high-quality, top-design, comfortable stations.

Users

- Dundas should be for cars, bikes, walking and businesses. Make sure the bike lane is safe and keeps cyclists separate from cars. Make sure there are parking and drop-off places where needed.

Cost

- There is a link between the number of people expected and the ability of people to cover transit costs on their property tax bill. The more people there are, the fewer each household will have to contribute. "Everyone wants fancy things, but no one wants to pay for them"

Safety

- Make sure it's safe. Ensure platform safety for subways

What are the benefits and drawbacks associated with each of the options being considered?

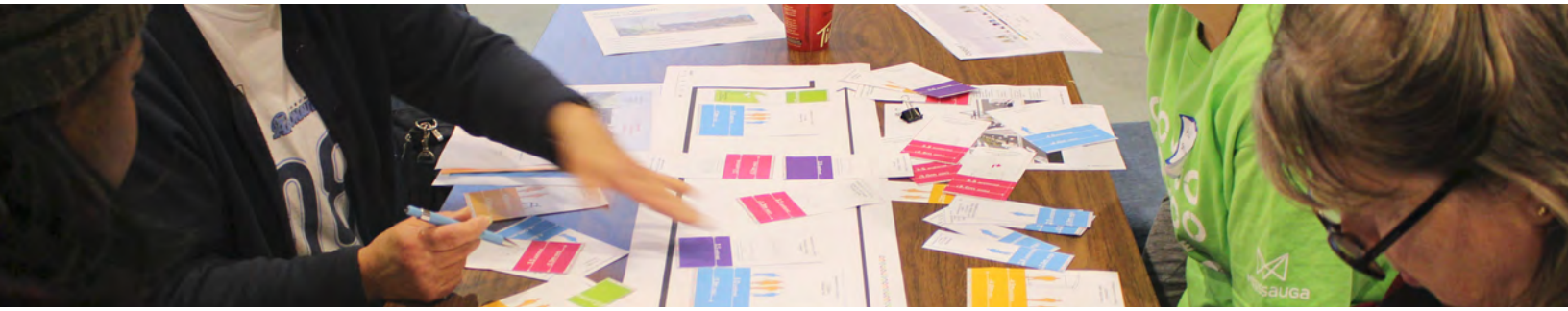
Note that all responses in the table below were provided by participants and do not necessarily reflect the perspectives of the City of Mississauga or the City's consultant team for Dundas Connects.

	Benefits	Drawbacks
Surface Bus	• Can happen quickly, or even now, and can serve people that are here now • The corridor is more of a main street rather than a highway. Local bus service supports people, intensification, and businesses would love it. Dundas is not Hurontario • Good for short distances • Accessible for aging City with aging infrastructure	• The fare structure. "All my kids live in Toronto. I pick them all up at Kipling when they're coming to Mississauga, and we live by Dixie"
BRT	• Worry that BRT and LRT both interrupt the neighbourhood vitality • Go with BRT if for sure the GO expansion is happening	
BRT (west of Hurontario) LRT (east of Hurontario)		• Don't spent money on LRT if it's going to rob riders from the GO train and cost more
BRT (west of Hurontario) Subway (east of Hurontario)		

3 Corridor Design Feedback

Which users should take priority in the street, and how can we promote shared use of its limited space?

In addition to providing written comments, participants used street-element cards to design their ideal street, taking into consideration corridor design objectives, issues and opportunities. Participants had multiple perspectives on how to prioritize corridor users and where to best place transit and vehicle lanes, cycling infrastructure, pedestrian space, tree zones and parking.



Prioritizing Users

- Pedestrian and cyclist safety is a high priority. The crossing distances on Dundas to median transit lanes will be a challenge for pedestrians. There should always be some kind of buffer between pedestrians and other traffic, e.g., trees. Curbside transit lanes can be a safety risk to cyclists, but this option is preferred
- Provide cycling infrastructure. Creating safe infrastructure for cyclists means people will use it. Some said bike infrastructure should be kept off the roads

Promoting Shared Use of Space

- Multi-use trails can help with sharing space, but we need to decide which side of the road it goes on, ensure cyclists follow rules and signals
- Incorporate a continuous row of trees along the corridor, with a possible second row of shrubs or other vegetation. Greenery provides shade, a sense of tranquility, sound mitigation, water management, and can act as a buffer between pedestrians, cyclists, and traffic
- Shorter distances between stops for transit accessibility
- Work with private property owners to negotiate space for public realm improvements, like an extra row of vegetation or sidewalk space
- Consider access and driveway issues along Dundas when choosing where to place transit lanes

Other Corridor Design Feedback?

- Create vibrant sidewalks with adequate street furniture
- Specific to Dixie: create a multi-use trail on each side of the road with trees between the trail and vehicle lanes, with transit in the median

Next Steps

Andrew Miller wrapped up the meeting by thanking participants for their time and feedback. Additional Phase 2 consultation feedback is welcome through the Dundas Connects website (www.dundasconnects.com) until November 30, 2016. Feedback from Phase 2 consultations will be used to refine the options presented for the Dundas Corridor. Dundas Connects will return to the public in early 2017 with final recommendations for the Land Use and Transportation Master Plan. The draft Land Use and Transportation Plan will be presented to the Mayor and Council in 2017.

Appendix: Transit Background Information

Across all three consultation meetings, participants asked several questions to inform their perspective on the most appropriate transit mode or modes for the Dundas Corridor. In response, Stephen Schijns from AECOM, the City's consultant on Dundas Connects, shared the following background details regarding transit on Dundas:

Number of People on Transit Today
Today there are about 1,400 people taking transit on Dundas in the peak direction near Dixie during the peak hour. The challenge with continuing to increase transit service with surface buses is that eventually there are too many buses running too close together and the service meets its functional capacity. About ¼ of transit riders on Dundas go through; 50% are walking to or from a stop on Dundas; and about 25-30% are coming to Dundas to transfer.

Number of Cars and Modal Split
There are about 2,500-3,000 cars/hr east of Dixie in rush hour. In Downtown Toronto, the upper limit in terms of the percentage of travellers on transit is about 75%. On Dundas, a reasonable goal for a percentage of people on transit is likely closer to 30%, and that increase will more likely be achieved through new people coming to Dundas (as opposed to the existing residents shifting their travel behaviour).

Similarities Between BRT and LRT
BRT and LRT can provide, effectively, very similar service. BRT is really a "rubber tire" LRT. The City could put the BRT or LRT guideway either in the middle of Dundas (in the median) or BRT at the curb. The challenge with the curbside is that there are about 250 driveways along Dundas, and a curbside guideway for rapid transit would interfere with people turning right into these driveways. In the median, people would do a U-turn to access driveways on the other side of the median.

Cost
The difference in capital cost between LRT and BRT is about 2:1. For subway and BRT it is about 10-12:1. BRT costs about $30 million/km to build. LRT costs about $60 million/km to build, and subways cost between $300-$500 million/km to build. The cost to convert a BRT to an LRT almost matches the cost of new LRT construction. BRT costs MORE than LRT to operate, since LRT vehicles can carry more passengers, fewer drivers are required to carry the same number of passengers as BRT.

Development Time
The development time for an LRT is about 5-6 years, whereas a subway is likely about 9-10 years.

Finding a Balance in Service
There likely is a balance between providing fewer stops (to increase the speed of transit) and having the stops close enough that the transit can serve as many people as possible. Subway stops are spaced about 2km apart, while BRT and LRT stops are closer together.

Subway Stops
Subway stops would likely be at Kipling, Dixie, Cawthra, and Cooksville, supplemented with a BRT west of Cooksville.

Speed and Access
BRT and LRT vehicles travel between 15-30 or 40 km/hr. Subways travel faster.

Flexibility
BRT is more flexible in adapting the corridor as it changes over time, while a subway doesn't have the flexibility to change over time. A subway on Dundas would mean Mississauga would be paying up front to accommodate a transit demand that may or may not materialize.