

# City of Mississauga Corporate Report



Date: April 16, 2021

To: Mayor and Members of Council

From: Andrew Whittemore, M.U.R.P., Commissioner of  
Planning & Building

Originator's files:  
CD.04-DUN

Meeting date:  
May 10, 2021

## Subject

### INFORMATION REPORT

#### Dundas Connects Master Plan Implementation – Update

## Recommendation

1. That the report titled “Dundas Connects Master Plan Implementation – Update” dated, May 10, 2021, from the Commissioner of Planning and Building, be received.
2. That a draft Official Plan Amendment to implement the Dundas Connects Master Plan be presented through an engagement initiative later this year, followed by a Statutory Public Meeting.

## Executive Summary

- This report provides an update on the status of various projects related to the implementation of the Dundas Connects Master Plan (DCMP) recommendations, endorsed by Council in 2018.
- A draft Official Plan Amendment will be developed by City Staff to formalize the recommendations into policy; and will incorporate the outcomes of the Major Transit Station Area (MTSA) work undertaken by the Region of Peel.
- The draft Official Plan Amendment will be presented to the public through an engagement process. A Statutory Public Meeting and a recommendation report is targeted for Q2 2022 following implementation of the Regional Official Plan Amendment (ROPA) of MTSA policies.

## Background

The Dundas Street Corridor is a dynamic street and is a key part of the City's transportation network. Over the next 35 to 40 years, the City estimates that the number of people using

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Dundas Street will greatly increase. To establish a vision for the future of land use and transportation along Dundas, the City developed the Dundas Connects Master Plan (DCMP).

The DCMP guides future growth and intensification along the Dundas Street Corridor. It was presented at the Planning and Development Committee (PDC) on June 11, 2018 and endorsed by City Council on June 18, 2018. Key recommendations within the endorsed DCMP include the following:

- Implementing Bus Rapid Transit (BRT) along Dundas Street;
- Encouraging mixed-use development that supports transit;
- Creating more open spaces and community facilities;
- Maintaining existing and supporting new affordable housing;
- Maintaining four traffic lanes along Dundas Street;
- Providing safe cycling infrastructure along the length of the Dundas Street Corridor;
- Enhancing pedestrian space and providing street trees; and
- Encouraging street-related retail while supporting existing businesses.

Prior to Council endorsement, extensive public consultation on the Master Plan ran from 2016 to 2018. The Master Plan process was in line with the Municipal Class Environmental Assessment process, such that the completed DCMP constitutes the completion of Phases 1 and 2 of that process. This means that the City is in a position to finalize planning for the Dundas BRT and begin implementation of the Master Plan.

Staff has been actively undertaking various projects to implement aspects of the Master Plan in a comprehensive and coordinated manner. One of the first implementing initiatives was the preparation of Mississauga Official Plan Amendment 106 (MOPA 106) which updated the Dundas Street Right-of-way width across the entire corridor. Passed by Council in Feb. 5 2020, MOPA 106 protects sufficient road right-of-way width to realize the vision for the Dundas corridor in the Master Plan.

This report provides an update on various other initiatives currently in progress to implement the DCMP.

## Comments

The following city-initiated projects are currently underway to continue implementing the recommendations of the DCMP. Work on these projects is being advanced through a collaborative approach to ensure a coordinated implementation process.

### Transit Project Assessment Process

City staff have begun a study in conjunction with Metrolinx to undertake the Transit Project Assessment Process (TPAP) for the Dundas Corridor. This review will examine the corridor from Kipling subway station in the City of Toronto to Highway 6 in the City of Hamilton, including the segment within Mississauga.

For Mississauga, this study will build upon the previous Dundas Connects functional design to develop a more detailed preliminary design for the road right-of-way, including the proposed

Bus Rapid Transit (BRT) system. The preliminary design would also make provision for dedicated cycling infrastructure along the entire length of the corridor, including a grade-separated cycle track for the bulk of the corridor's length; street trees and furniture; and other public-realm improvements to make the corridor more attractive to cyclists and pedestrians. The TPAP process will complete and satisfy provincial requirements for the environmental assessment review process that was originally initiated through the DCMP.

Completion of this process is intended to position this project for complete detailed design work and the eventual construction of the BRT. As the City prepares to initiate the formal Notice of Commencement for the Transit Project Assessment Process Public, engagement has commenced in April of this year. This will be followed by more engagement opportunities in the fall. The segment of this corridor between Confederation Parkway and the Etobicoke boundary is also subject to a City funding application through the Investing in Canada Infrastructure Program.

### **Flood Mitigation and Related Studies**

The City is currently undertaking multiple flood mitigation and related studies that affect lands within the DCMP, including:

1. The Little Etobicoke Creek Flood Evaluation Study - a watershed-scale study, which explores flood mitigation options across the Little Etobicoke Creek watershed.
2. The Dixie-Dundas Flood Mitigation Study and Environmental Assessment (EA) - a localized study, which examines flood mitigation options specifically for the neighbourhoods around Dundas Street and Dixie Road, including the Applewood and Dixie-Dundas Special Policy Areas (SPAs) as identified in the Official Plan.
3. The Etobicoke Creek Preliminary Flood Mitigation Study - another localized study (similar to #2 above), which will identify any feasible and viable flood mitigation options specifically for the neighbourhoods around Dundas Street and Etobicoke Creek, near the Toronto municipal border.
4. The Special Policy Area (SPA) Update will use the results from the above mitigation studies to amend the SPA boundaries and policies in the Official Plan as necessary. The ultimate intent is to allow development in line with the DCMP vision once any necessary flood mitigation measures have been constructed.

#### *Little Etobicoke Creek Flood Evaluation Study*

The City has completed a flood evaluation study of the Little Etobicoke Creek watershed. The study was led as a Master Plan under the Municipal Class Environmental Assessment (EA) process and consists of two phases.

Phase 1 expands on previous studies to identify the extent of flooding resulting from spilling from the Little Etobicoke Creek during high flow conditions. Phase 2 aims to identify the overland urban flooding risk and identify, assess, and recommend measures to mitigate flood risk to people, property and infrastructure.

Two Public Information Centres were held to present information related to the study and answer any questions. A Master Plan report documenting the entire study process is available to the public on the City of Mississauga's website.

### *Dixie-Dundas Flood Mitigation Study and EA*

Where the Little Etobicoke Creek Flood Evaluation Study is intended to find solutions to address urban flooding across the watershed, the parallel Dixie-Dundas study is focused on preventing the riverine spill specific to the Dixie-Dundas neighbourhood.

The study is expected to find solutions to providing flood protection to residences and businesses, and to enable future growth in the Dixie-Dundas community as envisioned in the DCMP.

The Dixie-Dundas Flood Mitigation Study launched an online Public Information Centre (PIC) on the City's webpage last summer. This coincided with commencement of the Municipal Class Environmental Assessment (Class EA) process.

Through the online PIC the public was introduced to the project, and conceptual alternative flood mitigation solutions were presented for public input to support the Municipal Class EA process. A second PIC, anticipated later this year, will select a preferred solution and provide alternative designs of the preferred solution for public input.

The completion and approval of the Dixie-Dundas Flood Mitigation Study will trigger a process to remove the Special Policy Area designation for the affected area, subject to Toronto and Region Conservation Authority (TRCA) and provincial approval, and will free up lands for future development. This is expected to be a longer-term process and will likely entail a future amendment to the Official Plan to remove/reduce the Special Policy Area. Any redevelopment of lands currently subject to flood risk would occur only after flood mitigation measures have been fully implemented and constructed.

### *Etobicoke Creek Preliminary Flood Mitigation Study*

The area of Etobicoke Creek and Dundas Street, located on Mississauga's eastern border with the City of Toronto, is subject to flooding. This study will identify any feasible and viable solutions to fully or partially mitigate flooding in the area.

A consultant has been retained and the study is in its early stages. It will lay the foundation for the Municipal Class Environmental Assessment (EA) process if required, but will not undertake the actual EA work.

### *Special Policy Area Update*

Special Policy Areas (SPAs) are areas where an established historical community currently exists on a flood plain. Due to flood risks, these areas are subject to strict development limitations.

There are three SPAs within the City of Mississauga, all of which are situated along Dundas Street. The current SPA boundaries noted in the Official Plan are outdated and do not reflect the more recent flood plain mapping. An update of the mapping is required and will be based on the results from the Dixie-Dundas Flood Mitigation Study and the Etobicoke Creek Preliminary Flood Mitigation Study. The outcomes will be used to remove/reduce the SPA boundaries in the Official Plan, and will be subject to TRCA and provincial approval. Any flood mitigation recommendations will need to be funded and constructed prior to any changes to the SPA boundaries. Until the completion of the SPA review and the full implementation of required

mitigation measures, no development beyond the limitations of the existing SPA policies will be permitted on affected lands.

### **Major Transit Station Areas**

Major Transit Station Areas (MTSA) are the defined lands within an approximate 500 to 800 metre radius of a higher order transit station, representing about a 10-minute walk. Due to the future Dundas Bus Rapid Transit (BRT) line, most lands within the DCMP will be subject to MTSA policies currently being developed by the Region of Peel.

The Region-led MTSA study will establish policies to support the development of complete communities for higher density, mixed use growth in areas with existing or planned transit. The objectives of MTSA planning align well with the recommendations of the DCMP.

In compliance with the Region of Peel Municipal Comprehensive Review, Provincial Growth Plan, and Planning Act, the City will develop its own MTSA policies. The City MTSA policies will build on the Region's approved MTSA policies, and will be implemented through an OPA to the Mississauga Official Plan. The OPA will formalize the endorsed DCMP recommendations into Official Plan policy, as discussed in more detail below.

### **Fairview, Cooksville, Hospital Policy Review Study**

The recommendations of the DCMP for Downtown Cooksville will be considered through the Downtown Fairview, Cooksville and Hospital Policy Review study. The ongoing policy review aims to achieve mixed-use, walkable communities that offer a variety of built forms and housing choices, integrates existing and planned parkland and natural areas, and supports transit investments along the Hurontario LRT Corridor.

The outcomes of the policy review will be implemented by an Official Plan Amendment within the protected Major Transit Station Area (MTSA) policy framework (explained in more detail below) and will provide direction on building heights, land uses and transportation connections as well as urban design guidelines tailored to these three communities.

### **DCMP Land Use Conversion and Compatibility Assessment**

Specific employment area lands have been identified within the DCMP that may consider the introduction of new sensitive land uses, including residential, in proximity to established industries. This change of use currently requires a land use conversion process in accordance with Provincial requirements and subject to Region of Peel approval. In considering such land use conversions, a land use compatibility assessment is needed. Land use compatibility considers, among other things, the adverse impacts that may restrict future employment expansions and operations on adjacent lands. In order to clearly define what the land use compatibility assessment entails a standard Terms of reference (ToR) has been prepared for the Dundas Street corridor.

The ToR is a guiding document that assists City Staff in reviewing conversion proposals, and developers in scoping and preparing appropriate and relevant studies to address land use compatibility. The range of requirements may include air quality, noise and vibration impact studies for submission to the City, and will entail peer review and approval prior to the consideration of a proposed development looking to introduce sensitive land uses. The use of

the ToR is limited to lands that are recommended for “Employment Mixed Use” development; those lands are shown in Figure 5-3 Land Use Concept Plan of the DCMP, see Appendix 2.

Once the identified lands for possible residential uses are removed from the employment areas through the implementing Official Plan Amendment (detailed below), the current conversion process is no longer required, but the ToR will continue to be used as a guide for land use compatibility assessments of proposed sensitive land uses along the corridor.

### **Implementing Land Use and Major Transit Station Area (MTSA) Official Plan Amendment (OPA)**

Staff is proceeding with an Official Plan Amendment (OPA) that implements the DCMP endorsed recommendations as per Council Recommendation PDC-0043-3018.

The implementing OPA will incorporate the following key recommendations of the Master Plan:

- Implement height range recommendations of the DCMP along the Dundas Street corridor.
- Identify lands within the Dixie and Mavis-Erindale Employment Areas that could be considered for conversion from employment to mixed-use residential subject to land use compatibility assessment to determine appropriateness. If appropriate, this will entail land use changes initiated by development applications.
- Establish where appropriate urban design and built form policies for lands along the Dundas Street corridor.
- The development of open space and public realm networks to support the expected residential development and compliment the anticipated job growth.
- Define the Dixie Community Node boundary, which is currently unspecified in the Official Plan. Policies related to the extent of development within the node will be subject to the ongoing flood studies.
- Enhance access and connections within existing blocks, and to future higher order transit stations, through additional roadways and access corridors.

Most lands within the DCMP fall within the Region of Peel’s proposed Major Transit Station Areas. As a result, the implementing OPA will be developed based on the policy framework currently being established by the Region led study (detailed below). Draft OPA policies will be presented through a public engagement process this fall.

The engagement will provide an opportunity for the public to obtain information and provide direct feedback through an informal process. This will then be followed by a Statutory Public Meeting to obtain formal input, which will be addressed through a Recommendations Report to Council for approval in 2022. The OPA will only be able to be implemented following the adoption of the ROPA MTSA policies.

### **Next Steps**

Staff will prepare a draft OPA and engage the public commencing this fall, to obtain informal feedback and present the proposed policies of the OPA.

Following the approval of the Region of Peel MTSA policy work, staff will organize a Statuary Public Meeting to obtain formal comments and will then proceed to address those comments through a Recommendations Report to Council.

Development applications on lands within the DCMP will continue to be received subject to current Official Plan policies and Zoning By-law regulations. The redevelopment of lands currently encumbered by flooding will require the completion of the above mentioned flood mitigation studies, environmental assessments, construction of mitigation measures and Special Policy Area amendments before the recommendations of the DCMP can be fully realized. Any conversion of employment areas to non-employment uses will continue to be subject to the City of Mississauga Official Plan, the Region of Peel Official Plan and Provincial requirements. The Land Use Compatibility Terms of Reference will be used by staff to help evaluate proposals considering employment land conversions.

## Financial Impact

There are no immediate financial impacts resulting from the recommendations in this report.

## Conclusion

The Dundas Connects Master Plan (DCMP) envisions the entire Dundas Street corridor as a focus for future growth that is walkable, transit supportive and creates complete communities. Since the approval of the DCMP staff have been progressing on various projects and Official Plan Amendments to implement the recommendations of the DCMP. This report provides an update on these initiatives.

Staff will bring forth a draft Official Plan Amendment through a future report to Council, to implement the planning recommendations of the DCMP within the context of the ongoing Major Transit Station Area work.

## Attachments

Appendix 1: Dundas Connects Master Plan Report to Planning and Development Committee on June 11, 2018

Appendix 2: Figure 5-3 Land Use Concept Plan of the DCMP

Appendix 3: Preliminary Program of various key DCMP related projects



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