

City of Mississauga
Corporate Report



<p>Date: May 6, 2022</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Originator's files: CD.04-DUN</p>
	<p>Meeting date: May 30, 2022</p>

Subject

PUBLIC MEETING INFORMATION REPORT (WARDS 1-4 & 6-8)

Dundas Corridor Policy Implementation Project – Draft Official Plan Amendment

Recommendation

That the report titled “Dundas Corridor Policy Implementation Project – Draft Official Plan Amendment” dated, May 6, 2022, from the Commissioner of Planning and Building and any submissions received at the public meeting held on May 30, 2022, be received for information.

Executive Summary

- Following Council direction in May 2021 (approved recommendation PDC-0028-2021), a draft Official Plan Amendment (OPA) has been prepared to implement the Dundas Connects Master Plan recommendations, endorsed in 2018.
- The proposed OPA includes policies for the Dundas Street Corridor that will realize the vision of a dynamic, urban, transit supportive mixed-use corridor providing for residential, commercial and employment uses with active storefronts, community facilities, integrated open spaces and amenities and pedestrian connections.
- The proposed OPA removes certain lands from Employment Areas and places them in Neighbourhood Character Areas, introduces a new “Mixed Use Limited” designation for lands that require compatibility assessments to consider residential land uses, and defines a new Dixie-Dundas Community Node boundary.
- The Dundas Street Corridor includes 16 proposed Protected Major Transit Station Areas (PMTSAs). Proposed changes to land use designations and building heights that support development in PMTSAs recommended through Dundas Connects will be implemented through the City’s MTSA OPA. Final approval of the City’s MTSA policies, including those identified in this OPA, are contingent on the Province’s approval of the Region of Peel’s MTSA policies.

- Public engagement on the proposed OPA began earlier this year. Staff have received inquiries primarily related to policy clarifications, building heights, implementation timing, and those related to the compatibility of potential future residential uses in proximity to employment areas.
- A Recommendation Report with the final OPA and a summary of comments received will be prepared for consideration by the Planning and Development Committee, targeted for the third quarter of this year.

Background

DUNDAS CONNECTS MASTER PLAN

The Dundas Street Corridor is a key part of the City's transportation network and over the next 35 to 40 years, the City estimates that the number of people using Dundas Street will gradually increase over time. The Dundas Connects Master Plan (Dundas Connects), endorsed by Council in 2018, estimated the corridor could accommodate in the order of 18,000 residential units over the long-term. The amount and timing of development will be dependent on land use compatibility assessments, flood mitigation and market conditions.

Key recommendations within the endorsed Dundas Connects plan 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.

Extensive public consultation on Dundas Connects occurred in the years leading up to its endorsement by Council. It included consultation with departments across the City of Mississauga, City Councilors, neighbouring municipalities, the Province of Ontario, Metrolinx, conservation authorities, interest groups and the general public. More than 60 events were organized and more than 3,000 contacts with interested people were made.

Since 2018, Staff has been actively undertaking various projects to implement aspects of the Master Plan in a comprehensive and coordinated manner. Some of these projects include:

- Mississauga Official Plan Amendment (MOPA 106) to protect the Dundas Street Right-of-Way;
- Preliminary Design and Transit Project Assessment Process Study (TPAP) for the Dundas BRT;
- Flood Mitigation and Related Studies;
- Land Use Compatibility Terms of Reference; and
- Downtown Cooksville, Fairview, and Hospital Policy Review.

The projects are at various stages of completion and are explained in more detail within Appendix 1.

ALIGNING WITH THE CITY-WIDE MAJOR TRANSIT STATION AREA STUDY - DRAFT OFFICIAL PLAN AMENDMENT (MTSA OPA)

A separate corporate report on the MTSA OPA was presented to the PDC on May 9, 2022 titled “City-Wide Major Transit Station Area Study – Draft Official Plan Amendment”. The report presented the overall MTSA policy framework for Mississauga. Sixteen potential Protected MTSA along Dundas Street are identified in the OPA. Final approval of the City’s MTSA policies are contingent on the Province’s approval of the Region of Peel’s MTSA policies.

While the draft Dundas Corridor OPA policies include the proposed building heights and land use designations, technically these matters will be implemented through the aforementioned MTSA process (Official Plan Schedule 11). The recommended land uses and building heights reflect those shown through Dundas Connects, with some adjustments based on land use compatibility concerns.

FLOODPLAIN DEVELOPMENT LIMITATIONS

The City is currently undertaking multiple flood mitigation and related studies that affect lands along the Dundas Street Corridor located within Regional regulatory floodplains and Provincially defined Special Policy Areas (SPA). Two SPAs are located at the Dixie Dundas intersection and a third SPA at the Dundas and Toronto municipal boundary. In order to minimize flood risk, these areas are subject to existing Mississauga Official Plan policies which limit certain development. Consideration of any policy or land use change requires approval from the conservation authority and Province. No changes are being proposed to the SPAs as part of this OPA as the studies are still underway. Appendix 1 provides a summary of the work to date.

Comments

This report provides a summary of the proposed Official Plan Amendment (OPA) which sets out a new policy framework to guide transit-supportive development along Dundas Street (see Appendix 2). The proposed OPA establishes policies to support future growth and to create a more urban character consistent with complete community objectives. This is achieved by promoting a balance of residential and employment land uses, identifying a hierarchy of building heights and built form, allowing for the introduction of additional sensitive land uses subject to criteria, and requiring the expansion of the existing road, parks and open space network.

The following is a summary of the key proposed policies:

1. Realize the Vision for the Dundas Street Corridor

The draft OPA sets out the long term vision for development along Dundas Street. These policies envision a dynamic, urban, walkable, bikable and accessible mixed-use corridor, with multiple options for mobility, including rapid transit. Development is to include affordable options for living, commercial and employment uses within a predominantly mid-rise built form with active storefronts, community facilities, integrated open spaces and amenities that result in an enhanced pedestrian experience. New public streets and pedestrian connections will be introduced to create smaller walkable blocks and multiple routes to key destinations.

2. Provide Affordable Housing

Development along the Dundas Street Corridor is envisioned to integrate affordable housing through the implementation of Inclusionary Zoning. The Corridor is comprised of 16 Protected MTSA's that will enable Inclusionary Zoning requirements for new residential development along the Corridor. Staff plan to have Inclusionary Zoning in force in 2023, subject to approval of the City's MTSA policies.

3. Encourage a Diverse Mix of Uses

Policies pertaining to development on certain lands designated Residential High Density along the Corridor will allow for a combination of housing types such as townhouses and apartment buildings where appropriate.

For the lands between Haines Road to the west and Blundell Road to the east, it is proposed that the lands remain within the Employment Areas City Structure at this time due to potential land use compatibility issues raised by Mother Parkers. Further analysis will be required to determine the long-term suitability of sensitive land uses in this area.

Additional land use changes proposed for Schedule 10: Land Use Designations of the Mississauga Official Plan are shown in Appendix 4.

4. Establish a New Mixed Use Limited Designation

Dundas Connects proposed the introduction of additional sensitive land uses, including residential, on lands with frontage on Dundas Street located within the Employment Areas of Dixie, Mavis-Erindale, and Western Business Park, subject to land use compatibility studies. The draft OPA will remove some of these lands from Employment Areas, locate them within Neighbourhood Character Areas and redesignate them from "Mixed Use" to a new "Mixed Use Limited" designation of the Official Plan.

The new "Mixed Use Limited" designation, permits the same non-residential uses as the Mixed Use designation, but will prohibit sensitive land uses such as residential. The introduction of sensitive land uses may be considered without an amendment to the Mississauga Official Plan, subject to a set of criteria that includes appropriate design, compatibility assessments, and completion of flood mitigation measures where necessary.

A summary of the Mixed Use, Employment Area - Mixed Use, and proposed Mixed Use Limited designations and permissions are shown below.

Land Use Designation	Land Use Permissions
Mixed Use	A range of residential and non-residential uses
Employment Area - Mixed Use	All non-residential uses in Mixed Use designation. No residential uses permitted.
Proposed Mixed Use Limited	All non-residential uses in Mixed Use designation – Residential can be considered subject to Criteria (without the need for an OPA)

5. Define the Dixie-Dundas Community Node

The proposed OPA will define the boundaries of the Dixie-Dundas Community Node which will be a new focal area within the City to support mix-use transit supportive development with a strong urban character.

The proposed Community Node area has been modified from the boundary illustrated in Dundas Connects to better align with existing roads and certain MTSA boundaries. It also avoids dividing existing Character Area special sites. The Node will include the High Density Residential designated lands east of Queen Frederica Drive, south and west of the Little Etobicoke Creek and north of Dundas Street. However, lands within the provincially regulated Special Policy Area will remain outside of the new Node boundary. These lands, currently identified as Special Policy Area 1 within the Dixie Employment Area, will retain existing polices and land use designations pending the completion and Provincial approval of the ongoing Dundas Street Special Policy Area Review.

Redevelopment on lands subject to flooding in the Node will be initially limited and subject to the existing flood risk policies in MOP and require coordination and approval from the conservation authority. The ongoing City-initiated flood studies that are reviewing the floodplain boundaries will need to be completed, along with any mitigation measures, before any significant redevelopment can proceed.

6. Establish an Appropriate Built Form for Transit- Supportive Development

In keeping with the vision for transit-supportive growth, the draft OPA policies propose Corridor-wide built form requirements to establish a more urban, street-related character for Dundas Street. The proposed built form policies focus growth along the Corridor near transit stations and within a mid-rise built form to maintain compatibility with existing ground-related residential neighbourhoods and heritage assets. The policies will direct new development to promote active frontages in mixed-use buildings, while achieving appropriate transition to surrounding established low density residential land uses.

Proposed building heights and density requirements, will vary depending on the location along Dundas Street, and development will be required to transition down to lower density residential and employment areas. The proposed policies set out a maximum building height of 12 storeys except in key locations where additional heights are permitted, up to a maximum of 25 storeys. The proposed building heights and density requirements achieve the Region of Peel's minimum density targets for each MTSA and will be implemented as part of the MTSA OPA and will form part of a new Schedule 11, as shown in Appendix 3.

7. Expand Connectivity and the Road Network

Most lands along the Dundas Street Corridor are located within 16 proposed Major Transit Station Areas. The draft OPA includes policies to support expanded access and connectivity to surrounding GO Stations and future Dundas BRT stations/stops with priority given to new pedestrian and cycling connections. The policies promote the expansion of the road network, multi modal access, and new pedestrian connections to create smaller walkable blocks and multiple routes to key destinations.

8. Expand the Parks and Open Space Network

The proposed OPA policies requires development along Dundas Street be supported by an expanded parks and open space network to connect a range of existing and new open spaces. These spaces are to serve local and city-wide needs, be centrally located, provide direct connections to transit facilities and enhance view corridors and access to existing open-spaces. The exact location, configuration, size and design of future parks will be determined in conjunction with the development of lands.

Engagement and Consultation

The engagement program to date has included online communication, a virtual community meeting, and virtual one-on-one meetings with stakeholders, as detailed below:

- **“Have Your Say” webpage:** A dedicated web page was launched containing project information, background documents, and a frequently asked questions section (please visit <https://yoursay.mississauga.ca/dundas-corridor-policy-implementation>)
- **Virtual Community Meetings:** Two community meeting sessions were held on March 21st 2022 with approximately 107 people attending in total. Notification for the meeting included, social media advertisements on Twitter, Facebook, and LinkedIn, and an email blast. The meeting included a staff presentation and a chat forum to ask staff questions.
- **Indigenous Communities:** Letters inviting Indigenous communities to participate in the policy review for the Dundas Corridor Policy Implementation OPA were sent to the Haudenosaunee Development Institute, the Huron-Wendat First Nation, the Mississaugas of the Credit First Nation, and the Six Nations of the Grand River.
- **Stakeholder Meetings:** Staff met with key stakeholders including: development consultants, landowners, and employment operators. Comments received so far are primarily related to policy clarifications, buildings heights and implementation timing. Site specific comments were recently received related to the compatibility of potential sensitive land uses in proximity to employment areas, specifically those between Haines Road and Blundell Road fronting the south edge of Dundas Street as they relate to Mother Parkers facilities.

Financial Impact

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

Conclusion

Dundas Connects envisioned the entire Dundas Street Corridor as a focus for future growth that provides for walkable, transit-supportive and complete communities. Since the approval of the master plan, staff have been advancing various projects and Official Plan Amendments to implement the vision of the Dundas Street Corridor. The proposed draft OPA provides the policy framework to implement this vision.

Staff will prepare a Recommendation Report that presents the final draft version of the OPA including the public’s comments and staff’s responses, to a PDC meeting in the third quarter of this year.

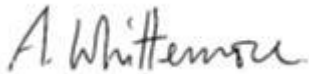
Attachments

Appendix 1: Summary of Parallel Projects Implementing the Dundas Connects Master Plan Recommendations

Appendix 2: Dundas Corridor Policy Implementation Project – Draft Official Plan Amendment

Appendix 3: Recommended Building Heights and Land Uses for the Dundas Street Corridor – Draft Protected MTSA Schedule 11, Maps 11-E, 11-F, 11-G

Appendix 4: Dundas Corridor Policy Implementation Project – Revised Official Plan Schedules



Andrew Whitemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Bashar Al-Hussaini, Planner, City Planning Strategies