

City of Mississauga  
**Corporate Report**



<p>Date: June 10, 2022</p>	<p>Originator's files: CD.04-DUN</p>
<p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning &amp; Building</p>	<p>Meeting date: July 5, 2022</p>

## Subject

**RECOMMENDATION REPORT (WARDS 1-4 & 6-8) Dundas Corridor Policy Implementation Project – Official Plan Amendment**

## Recommendation

1. That the amendments to Mississauga Official Plan proposed in Appendices 5 and 6 in the report titled “Dundas Corridor Policy Implementation Project – Official Plan Amendment” dated June 10, 2022, from the Commissioner of Planning and Building, be approved.
2. That the Official Plan Amendment By-law to implement Protected Major Transit Station Area policies as proposed in Appendices 5 and 6 in the report titled “Dundas Corridor Policy Implementation Project – Official Plan Amendment” dated June 10, 2022, from the Commissioner of Planning and Building, be prepared and submitted to the Region of Peel for approval.

## Executive Summary

- On May 30, 2022, staff presented the Dundas Corridor Policy Implementation draft Official Plan Amendment (OPA) to the Planning and Development Committee.
- The proposed OPAs supports the vision of a predominately mid-rise Dundas Street Corridor with walkable, transit-supportive complete communities that include a balance of residential and employment uses. The policies identify a hierarchy of building heights, allow for the introduction of sensitive land uses (e.g. residential) subject to criteria, and require the expansion of the existing road, parks and open spaces network.
- The purpose of this report is to respond to comments received on the previously released draft polices and present the final revised Official Plan Amendments for the

Dundas Street Corridor.

- The updated OPA policies for Council approval are included in Appendices 5 and 6. The proposed policies will be implemented through two Official Plan Amendments (OPAs). One will include general policies related to the area vision, urban design objectives, and transportation and parks improvements. The other will include Protected Major Transit Station Area (PMTSA) policies in accordance with the *Planning Act* and will not take effect until the Province approves the new April 2022 Peel Region Official Plan.

## Background

The Dundas Connects Master Plan (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 Dundas Connects recommendations, staff have been advancing various projects and Official Plan Amendments to implement the vision of the Dundas Street Corridor.

An initial draft of the proposed Official Plan Amendment for the Dundas Street Corridor was presented through an Information Report at a Statutory Public Meeting on May 30, 2022. The draft policies set out the vision for the Corridor by proposing to amend a number of chapters in the Mississauga Official Plan including the Direct Growth, General Land Use, Community Nodes, Neighbourhoods, and Employment Areas chapters. The report to the Planning and Development Committee, dated May 6, 2022, is accessible at the following link:

<https://pub-mississauga.escribemeetings.com/filestream.ashx?DocumentId=26359>.

## Public Engagement

The development of the policies has been a consultative process resulting in the proposed policy framework. The engagement program included statutory and non-statutory meetings, online communication and virtual meetings with landowners, members of the public and agency groups, as detailed below.

- **Circulation to Stakeholder:** Staff circulated the draft policies to stakeholders and public agencies to receive their input. Comments were received and incorporated where appropriate into the revised amendments.
- **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. No comments or concerns were received.
- **Stakeholder Meetings:** Staff met with key stakeholders including: development consultants, landowners, and employment operators. Comments received were primarily

related to policy clarifications, buildings heights and implementation timing. Site specific comments were also 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.

- **Online Comments:** The draft OPA policies were posted on the project website through the interactive "Konveio" digital platform where comments could be directly posted for specific policies. This was available from May 16, 2022 to June 10, 2022.
- **Statutory Public Meeting:** A statutory public meeting was held on May 30<sup>th</sup>, 2022 at Planning and Development Committee. Notification for the Statutory Public Meeting was published in the Mississauga News. Information of this public meeting was also shared on the City-wide Major Transit Station Area Study website. There were 6 deputations made at this meeting.

## Comments

The City is proposing two Official Plan Amendments (OPAs) referenced as OPA 141 and OPA 142, which will be incorporated into the Official Plan concurrently, as shown in attached Appendices 5 and 6. The OPAs set out a new policy framework to guide transit-supportive development along Dundas Street. The OPAs establish policies to support future growth in a predominately mid-rise built form and to create a more urban character consistent with complete community objectives. The proposed policies promote a balance of residential and employment land uses, identify a hierarchy of building heights and built form, allow for the introduction of additional sensitive land uses subject to criteria, and require the expansion of the existing road, parks and open space network.

This report summarizes comments received to date and presents staff's final recommendations and modifications to the Official Plan Amendments (OPAs) for the Dundas Corridor.

### SUMMARY OF COMMENTS RECEIVED ON THE DRAFT POLICIES

All written input received through the public engagement process is included in Appendix 1 and oral deputations are noted in Appendix 3. The response from staff to comments received has been included in Appendix 2. Below is a brief summary of the key public comments and concerns.

#### 1. Maximum Building Heights

Summary - Requests were received from some landowners to remove maximum building heights from the schedules to allow for taller buildings along the Corridor. References to the Provincial Growth Plan and Regional targets were noted as justification to remove maximum

building height requirements, or to revisit the Dundas Connects recommendations related to building heights.

Staff Response - The proposed heights are appropriate and reflect the vision for a predominately mid-rise corridor as per the 2018 Council endorsed Dundas Connects Master Plan. Although the Master Plan was endorsed 4 years ago, no significant change has occurred to the existing conditions in the area that would warrant amending the envisioned height structure for Dundas Street.

Building heights are to vary along the Corridor to reflect the city structure and support the urban hierarchy of the Official Plan. The Dundas Street will have bus rapid transit (BRT) that will be operate in mixed traffic along certain segments. The Corridor is not intended to accommodate the same level of intensification as the Hurontario Corridor which is located along a light rail transit line. Buildings with the greatest heights of up to 25-storeys will be located in proximity to the Dixie GO Station area where several rapid transit lines intersect. Taller mid-rise buildings up to 12-storeys will be located at the intersections of Winston Churchill, Erin Mills, Erindale Station, and Cawthra, and buildings with lower heights between 6 to 9 storeys will be located between these areas.

The proposed building heights for the Corridor take into account the surrounding existing and planned context, including low density residential and employment areas. They reflect the planned growth allocation for the Corridor, and provide direction for development to accommodate anticipated growth, in a built form that will support the Dundas BRT passenger ridership. Mid-rise buildings will provide a more intense form of development where tall buildings are not envisioned as appropriate. The availability of mid-rise buildings is not prevalent in the city and the Dundas Street Corridor policies intend to address this gap in built form. The proposed mid-rise built form and building heights are considered an appropriate scale of development for the Corridor that takes into consideration the relationship to the street and supports a comfortable pedestrian environment.

The proposed building heights are in keeping with Provincial and Regional policies (please refer to Appendix 8).

## **2. Maintain Mixed Use Designation**

Summary - Requests were received from Dundas Street property owners to maintain the existing Mixed Use designation for areas that are will be removed from the Employment Areas. By keeping the Mixed Use designation outside Employment Areas, residential uses would be permitted as of right.

Staff Response - It was not the intent of the Dundas Connect Master Plan to allow as of right residential permissions for all lands currently designated Mixed Use within an Employment

Area. By designating these lands Mixed Use Limited as proposed, there is an opportunity to introduce sensitive land uses such as residential, without the need for an Official Plan amendment. However any proposal for residential uses would be subject to criteria to determine if such uses in proximity to existing industry are appropriate. Not all lands will be suitable for residential uses.

### **3. Removal from Employment Areas**

Summary - A number of property owners expressed concern that no policy changes were being proposed for lands on the south side of Dundas Street between Blundell Road and Haines Road. Requests were made to remove these lands from the Dixie Employment Area and redesignate the lands from Mixed Use to Mixed Use Limited to allow for the consideration of residential uses.

Staff Response - These lands are uniquely located in proximity to the Mother Parkers Tea and Coffee facilities. Recent data from Mother Parkers suggests that there are potential noise and air issues that may impact sensitive land uses if located on the subject sites. The Ahmed Group also provided information indicating noise mitigation would be required to support residential uses. Staff are of the opinion further analysis is required to determine the suitability of sensitive land uses in the affected lands. A special site policy was added for these lands requiring a completed municipal led land use compatibility assessment to determine the suitability of sensitive land uses, such as residential. Until such time, the existing Official Plan policies will continue to apply with no proposed changes. Staff would initiate the work on the assessment over the summer by starting the procurement process to retain a consultant.

### **4. Expansion and Intensification within Major Transit Station Areas**

Summary - Further intensification of lands within identified Protected Major Transit Station Areas (PMTSAs) was requested by property owners, to address Provincial and Regional policies. Comments were also received to expand the boundaries of the Confederation Parkway PMTSA to include additional properties.

Staff Response - The proposed policies allow development within the Dundas Street Corridor, to achieve the Regional density targets for Major Transit Station Areas (MTSAs). Regional and Provincial policies support intensification within MTSAs; however there is also a recognition that not all MTSAs will provide the same development opportunities given the existing context, established uses and planned vision for the area. The boundaries of MTSAs and PMTSAs are established by the Region of Peel.

## 5. Mixed Use Limited Designation Policies

Summary – Requests from property owners to provide more permissive language for sensitive land uses, including residential uses, if the land use compatibility criteria set out under the Mixed Use designation is satisfied.

Staff Response – The proposed policies have been amended to replace “may be considered” with “may be permitted” to provide more clarity on the introduction of residential uses for lands designated as Mixed Use Limited, subject to criteria.

## 6. Dixie-Dundas Community Node Boundary and Land Use Changes

Summary – Comments were received requesting a review of the proposed Dixie-Dundas Community Node boundary to include lands with potential intensification opportunities in proximity to the proposed boundary. Comments from the Toronto and Region Conservation Authority were also received advising that any policy changes for lands within a Special Policy Area requires prior approval from the Province and conservation authority.

Staff Response – The proposed boundary for the Dixie-Dundas Community Node reflects the Council endorsed recommendations of the Dundas Connects Master Plan which was developed with extensive public consultation. The proposed Community Node boundary has been further modified since the May 30, 2022 public meeting to exclude lands within the Dixie-Dundas and Applewood Special Policy Areas as requested by the Toronto and Region Conservation Authority. This is being done to be consistent with policy 3.1.4 of the PPS which requires Provincial approval for any change to official plan policies, land use designations or boundaries for Special Policy Area lands.

It is intended that the Community Node boundary would eventually include lands within these two Special Policies Areas once appropriate flood mitigation is completed any proposed policy changes have been approved by the Province.

## 7. Delineation of Local Roads

Summary – Request to remove Figures 5-16.1 and 5-16.2 that illustrate conceptual road expansion and reference to the figures.

Staff Response – The proposed road network figures are intended to be conceptual. The figures are provided for illustrative purposes to guide future development. The design, access requirements, and ownership of roads and pedestrian connections will be determined as part of the development application process.

## **KEY MODIFICATIONS TO DRAFT POLICIES AND SCHEDULES**

Staff have reviewed the feedback from various stakeholders and propose minor modifications to the proposed draft OPAs presented at the May 30, 2022 Public Information Meeting. Appendices 5 and 6 of this report identifies each modification to the draft policies and schedules. Key changes to the draft policies are provided below.

1. Official Plan Chapter 5.4.16: Strengthening the vision for the Dundas Street Corridor by including additional wording related to the location of building heights and noting that not all lands will be able to accommodate new residential uses due to land use compatibility issues with existing industries.
2. Official Plan Chapter 11: Providing more permissive language for the introduction of sensitive land uses, such as residential, if the land use compatibility criteria set out in the Mixed Use Limited designation is satisfied.
3. Official Plan Chapter 14.3:
  - a) Revising the Community Node policies and boundary to keep the Applewood Special Policy Area in the Applewood Neighbourhood Character Area.
  - b) Adding a new policy to set out criteria for the removal of a holding provision placed on lands within the Regional Storm floodplain.
4. Official Plan Chapter 17.4: Adding a new special site policy for lands located on the south side of Dundas Street East between Blundell Road in the east and Haines Road in the west. These lands will require the completion of a municipal led land use compatibility assessment to determine appropriate changes in land use permissions. Development applications proposing a change in land use permissions will be considered incomplete until a municipal led land use compatibility assessment has been completed.
5. Official Plan Schedules: Correcting mapping errors to reflect existing zoning building height permissions and heights endorsed under the Dundas Connects Master Plan. Mapping has also been amended to reflect the revised Dixie-Dundas Node.
6. Adding text identifying when Protected Major Transit Station Area policies would come into force and effect.
7. Minor technical word changes and policy renumbering and sequencing.

## **IMPLEMENTATING THE OFFICIAL PLAN AMENDMENTS, HEIGHTS AND LAND USES**

### Official Plan Amendments

The proposed policies will be implemented through two separate Mississauga Official Plan Amendments (MOPA 141 and MOPA 142). Following approval of the recommendations in this

report by the PDC, Staff will be preparing two implementing OPA By-laws to City Council for adoption. MOPA 141 will include general policies establishing the area vision, urban design objectives and transportation and park improvements. MOPA 142 will include Protected Major Transit Station Area (PMTSA) policies related to land use and building heights in accordance with the *Planning Act*. The policies of MOPA 142 will not come into force and effect until the Province has approved the Major Transit Station Area policies of the new April 2022 Peel Region Official Plan, and the City-wide MTSA OPA (MOPA 144) is in force and effect.

MOPA 141 that includes general policies will be exempt from Region of Peel approval, while MOPA 142 which includes PMTSA policies will require approval by the Region of Peel.

#### Building Heights and Land Use Designation

The proposed building heights and land use designations being recommended through this policy review are to be implemented through the City-wide MTSA OPA (MOPA 144), and are attached as Appendix 4. The recommended building heights and land use designations will be shown in a new Schedule 11 that will apply to the Dundas Street Corridor. Final approval of the City's MTSA policies are contingent on the Province's approval of the Region of Peel's MTSA policies.

#### **PROVINCIAL AND REGIONAL CONFORMITY**

The Province identifies through its Provincial Policy Statement (PPS) matters that are of provincial interest, and provides direction on creating livable, healthy and resilient communities. The PPS highlights the importance of the efficient use of land and resources, a range of housing options, a mix of employment opportunities and access to recreation, parks and open spaces. The Province has also set out the Growth Plan for the Greater Golden Horseshoe to establish a land use planning framework and manage growth. It highlights the importance of building complete communities, supporting economic development, and directing intensification to strategic growth areas to make efficient use of land and optimize infrastructure. The Region of Peel Official Plan (ROP) and the new April 2022 Peel Region Official Plan (PROP) adopted but not yet approved, provides direction and a strategic policy framework to guide development and growth in Peel Region and Mississauga.

The proposed amendments to MOP is consistent with the Provincial Policy Statement, and conforms to the Growth Plan for the Greater Golden Horseshoe (2020), the Region of Peel Official Plan and Mississauga Official Plan. The proposed policies will also conform to the new Peel Region Official Plan (PROP), which represents Regional Council's most current vision to guide growth and development within the Region up to the year 2051. Appendix 8 provides a detailed analysis of consistency and conformity with relevant Provincial and Regional plans and policies.



## Financial Impact

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


## Conclusion

Comments from a range of stakeholders have been carefully considered and the proposed policies have been revised where appropriate. These policies will provide a sound planning framework for the Dundas Street Corridor to guide future growth that provides for walkable, transit-supportive and complete communities.

Staff is recommending approval of the proposed amendments to MOP for the Dundas Street Corridor. The OPAs are consistent with the Provincial Policy Statement, and conform to the Growth Plan for the Greater Golden Horseshoe (2020), the Region of Peel Official Plan and Mississauga Official Plan.

## Attachments

- Appendix 1: Written Submissions
- Appendix 2: Response to Comments
- Appendix 3: Public Meeting Minutes
- Appendix 4: Proposed Building Heights and Land Uses for the Dundas Corridor – Draft Protected MTSA Schedules 11-E, 11-F and 11-G
- Appendix 5: Recommended Official Plan Amendments – Revised Character Area Policies
- Appendix 6: Recommended Official Plan Amendments – Revised Official Plan Schedules
- Appendix 7: Planning Rationale for Proposed Amendments to Mississauga Official Plan
- Appendix 8: Applicable Policy Analysis



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