

City of Mississauga  
**Corporate Report**



Date: 12/06/2019

To: Chair and Members of Planning and Development Committee

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

Originator's files:  
 CD.04-DUN

Meeting date:  
 1/13/2020

## Subject

### **RECOMMENDATION REPORT (WARDS 1, 2, 3, 4, 6, 7, 8)**

**Recommendation Report – Dundas Street Right-of-Way (ROW) Mississauga Official Plan Amendment**

## Recommendation

1. That the report titled "Recommendation Report – Dundas Street Right-of-Way (ROW) Mississauga Official Plan Amendment" dated December 6, 2019 from the Commissioner of Planning and Building recommending approval of the Official Plan Amendment, be adopted.
2. That an Official Plan Amendment to the Mississauga Official Plan (MOP) be prepared in accordance with the proposed changes in Appendix 1 of this report.

## Background

In 2018, City Council endorsed the final Dundas Connects Master Plan, herein referred to as "the Plan". The Plan is a combined land use and transportation study for the City's Dundas Street corridor. The Plan makes high-level land use and transportation recommendations to guide future development along the corridor, and implement transit and public realm improvements.

Since 2018, Staff have begun the process of implementing the Plan's recommendations. The Official Plan Amendment to widen the Dundas Street ROW from generally 35 m to 40-42 m across most of the City will protect the planned corridor from encroachment resulting from new development. The Official Plan Amendment was presented at the public meeting on November 11, 2019 – see Appendix 1 for the Public Meeting Information Report.

Implementation of land use policy recommendations, including potential employment land conversions, will proceed once the Region of Peel has finalized its growth allocation targets and employment land needs assessment for the three local municipalities.

## Comments

The purpose of this report is to summarize and address the comments received from the community, departments and agencies. Complete comment submissions are attached as Appendix 2.

### **Public Meeting**

The statutory public meeting was held on November 11, 2019. The statutory public meeting was advertised on the City's Dundas Connects webpage, in the Mississauga News newspaper on October 17, 2019 and by email to over 500 Dundas Connects participants. The public meeting minutes are attached as Appendix 3.

A single oral submission was made at the public meeting. A principal from Blackthorn Development Corp. representing several properties along the Dundas Street corridor expressed support for the overall Dundas Connects Master Plan, including the recommendation for wider ROW widths. The deputant also requested a copy of the Official Plan Amendment and enquired as to the status of land use planning recommendations from the Dundas Connects Master Plan for properties currently within the City's Employment Areas.

**Staff response:** A copy of the draft Official Plan Amendment was circulated prior to the PDC Recommendation Report meeting date. The Dundas Connects Master Plan recommended converting several properties from employment use to mixed use along the Dundas Street corridor. These lands are currently within the proposed provincially significant employment zone implemented in 2019 by the Province through changes to the Growth Plan. Staff is working with the Province and the Region to redraw the boundaries of the provincially significant employment zone to exclude the properties identified for conversion in the Dundas Connects Master Plan. Changes to the land use and zoning for these lands will proceed should these lands be removed from the provincially significant employment zone.

### **Written Submissions**

Written comments received and Staff's responses are provided below:

- An associate from Gagnon Walker Domes representing the property owners of 1565 Dundas Street East requested confirmation that no further road widening is required for the property.

**Staff response:** Through the associated site plan application, City staff will determine the extent, if any, of the required road widening for 1565 Dundas Street East.

- A Senior Project Engineer for the Ministry of Transportation requested additional modelling for the corridor, particularly at the Highway 403/Dundas Street and Highway 427/Dundas Street interchanges.

Staff response: No design or transportation simulation is proposed through this Official Plan Amendment. Further modelling analysis will be completed through the Transit Project Assessment Process (TPAP).

- A Specialized Services Team Lead from Hydro One Networks Inc. confirmed that Hydro One has no comments or concerns with the proposed amendment.

## Financial Impact

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

## Conclusion

Amendments to the MOP will implement the recommended ROW widths along the Dundas Street corridor. Stakeholder comments are supportive of the Dundas Connects Master Plan vision for a transit-supportive, walkable, mixed-use Dundas Street corridor.

## Attachments

Appendix 1: Public Meeting Information Report

Appendix 2: Complete Comment Submissions

Appendix 3: Public Meeting Minutes



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

Prepared by: Christian Binette, Planner

City of Mississauga  
**Corporate Report**



Date: 10/18/2019

To: Chair and Members of Planning and Development Committee

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

Originator's files:  
 CD.04-DUN

Meeting date:  
 11/11/2019

## Subject

### **PUBLIC MEETING INFORMATION REPORT (WARDS 1, 2, 3, 4, 6, 7, 8)**

**Dundas Street Right-of-Way Mississauga Official Plan Amendment – Implementing Dundas Connects Master Plan**

## Recommendation

1. That the report titled “Dundas Street Right-of-Way Mississauga Official Plan Amendment – Implementing Dundas Connects Master Plan,” dated October 18, 2019 from the Commissioner of Planning and Building, be received for information.
2. That the submissions made at the public meeting held on November 11, 2019 to consider the report titled “Dundas Street Right-of-Way Mississauga Official Plan Amendment – Implementing Dundas Connects Master Plan” dated October 18, 2019, from the Commissioner of Planning and Building, be received.

## Report Highlights

- The City is moving forward with the implementation of the Dundas Connects Master Plan that was endorsed by Council in 2018. The Plan is a combined land use and transportation study intended to guide the evolution of the Dundas Street corridor over the next 35 to 40 years.
- Changes are proposed to the Mississauga Official Plan (MOP) to widen the Dundas Street right-of-way (ROW) across the City from approximately 35 m to 40-42 m through most of the corridor. The wider ROW will protect for dedicated bus lanes, four general vehicular lanes, and safe and attractive pedestrian and cycling amenities.
- With the adoption of the Official Plan amendment, the City can request landowners convey lands through the development approvals process to meet the new designated ROW.

## Background

The Dundas Connects Master Plan, herein referred to as “the Plan”, is a combined land use and transportation study for the City’s Dundas Street corridor. The Plan envisions a Dundas Street corridor with a mix of housing options and retail and employment uses within a walkable, transit-supportive built form. City Council endorsed the final Dundas Connects Master Plan in 2018.

In support of Provincial, Regional and City policies, the Plan makes three high-level recommendations:

1. Mixed-use, transit-supportive intensification across the Dundas Street corridor
2. Implement Bus Rapid Transit (BRT) along Dundas Street as the preferred transit option
3. Create a complete street that is safe and attractive for all users, including pedestrians and cyclists

In order to achieve the preferred BRT transit option along with the other complete street objectives for the corridor, the Plan recommends widening the Dundas Street ROW<sup>1</sup> across the City from generally 35 m to 40-42 m through most of the corridor. In the absence of an Official Plan amendment to implement the new ROW, staff cannot prevent new development from encroaching on the planned corridor.

### Implementation of Dundas Connects Recommendations

Implementation of land use policy recommendations, including potential use conversions, will proceed once the Region has finalized its growth allocation targets and employment land needs assessment for the three local municipalities. This will occur through the Region’s ongoing Municipal Comprehensive Review (MCR) process. In the meantime, the following projects will implement in part the recommendations from the Plan:

- Transit Project Assessment Process (TPAP)<sup>2</sup> to consult on and finalize the design of the Dundas Street corridor
- Downtown Cooksville Official Plan review which includes lands within the Dundas Street corridor
- Special Policy Areas Review to re-examine existing floodplain boundaries and associated land use policies in the Dixie/Dundas area
- Region-led Major Transit Station Area study and boundary delineation
- Official Plan amendment to widen the designated ROW along Dundas Street – the subject of this report

<sup>1</sup> The ROW is the basic road width along roadway sections to accommodate planned and existing transportation and general public realm infrastructure.

<sup>2</sup> A Transit Project Assessment Process (TPAP) is an expedited Environmental Assessment (EA) process for transit projects.

## Comments

The MOP amendment for the revised ROW will ensure the protection of the corridor as properties redevelop and will enable staff to secure the required land through the development approvals process. Land requirements that are not acquired through the development approvals process will be identified following the completion of the TPAP. The TPAP was funded in the 2019 budget and will be undertaken by the Transportation and Works Department.

### Existing Mississauga Official Plan Right-of-Way Policies

To support growth and ensure the safe, efficient and environmentally responsible movement of people and goods, the City protects the network ROW along its public streets. The designated ROW is considered the basic land requirement along roadway sections to achieve the MOP goal of a safe and efficient multi-modal transportation network.

On the basis of these policies, the City may require the conveyance of land within the designated ROW as a condition of subdivision, severance, minor variance, condominium or site plan approvals when abutting properties redevelop.

### Proposed Mississauga Official Plan Changes

The amendment proposes changes to Table 8:1 in Road Classification – Arterials in Chapter 8 and Schedule 8 of the Official Plan to achieve the Plan's recommended ROW. The changes proposed to the ROW along Dundas Street in the amendment are shown below in Table 1.

Table 1: Proposed Changes to ROW along Dundas Street

Note No.	Area of Amendment along Dundas Street West and East	Existing MOP Designated ROW	Proposed MOP Designated ROW	Increase in MOP Designated ROW*
1	Ninth Line to Highway 403	42 m	42 m	n/a
2	Highway 403 to Mississauga Road	35 m	40 m	5 m
3	Mississauga Road to Mindemoya Road	35 m	35 m	n/a
4	Mindemoya Road to Proudfoot Street	30 m	35 m	5 m
5	Proudfoot Street to Credit Woodlands Court	35 m	35 m	n/a
6	Credit Woodlands Court to Etobicoke Creek	35 m	42 m	7 m

\* Since the City owns 40 m in some areas, land required from private landowners may be less

The new, wider ROW will accommodate the BRT while maintaining four general traffic lanes along Dundas Street and adequate space for pedestrians and cyclists.

Appendix 1 is an illustration from the Dundas Connects Master Plan that shows existing and proposed MOP designated ROW widths along the entire stretch of Dundas Street in Mississauga. Currently, the Official Plan designated ROW is generally 35 m – except for two portions of the corridor from Ninth Line to Highway 403 (42 m) and from Mindemoya Road to Proudfoot Street (30 m). As shown in Appendix 1, the width of current City-owned property already exceeds the designated MOP width in some areas.

Appendix 2 shows the future space allocation of the various street elements such as street trees, sidewalks, bus lanes and vehicular lanes within and adjacent to the public ROW.

#### Provincial and Regional Policy Conformity

The proposed amendments to the MOP are consistent with the *Provincial Policy Statement* (PPS), *Growth Plan for the Golden Horseshoe* (Growth Plan) and *Region of Peel Official Plan* (ROP). The *Greenbelt Plan* and the *Parkway Belt Plan* policies do not apply. Appendix 3 provides a detailed analysis of consistency and conformity with Provincial and Regional policies.

## **Financial Impact**

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

## **Conclusion**

Amendments are proposed to the MOP to implement the Dundas Connects Master Plan recommended ROW widths along the Dundas Street corridor. The widened ROW will assist the City in achieving the Plan's transportation and corridor design recommendations.

## Attachments

Appendix 1: Dundas Street Corridor Recommended Official Plan ROW

Appendix 2: Dundas Street Corridor Cross-Section

Appendix 3: Summary of Applicable Policies



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

Prepared by: Christian Binette, Planner, City Planning Strategies

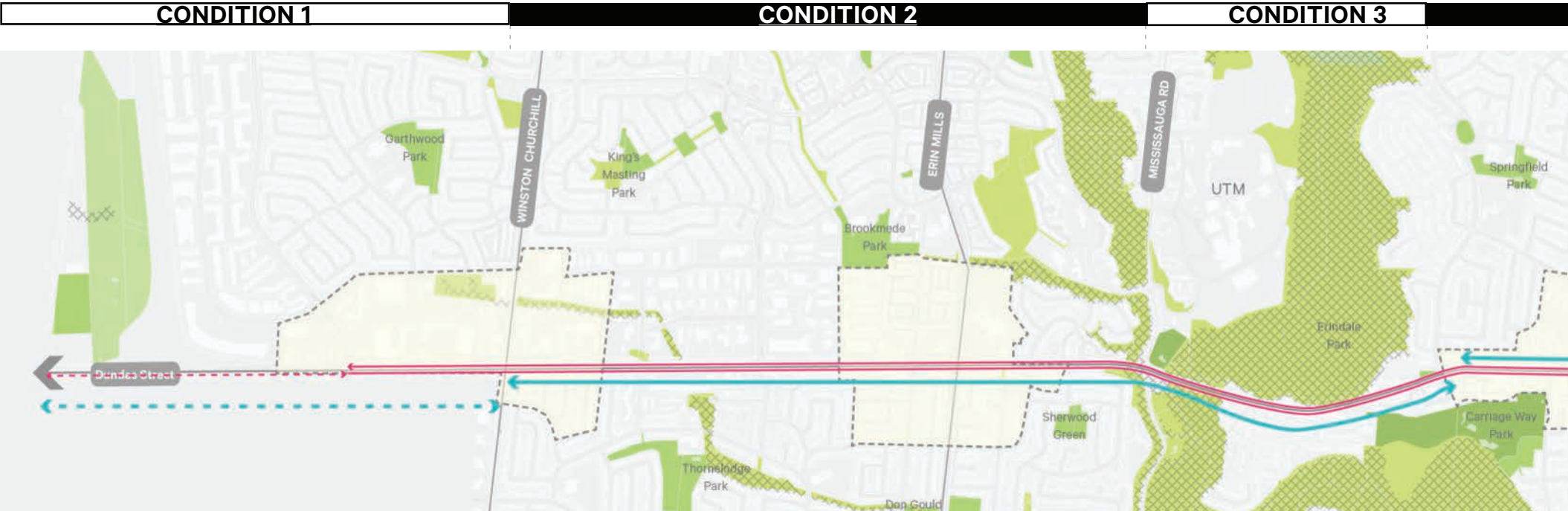


# V. DUNDAS CONNECTS RECOMMENDATIONS

## CORRIDOR WIDE PROPOSED CONDITIONS

Legend

- Protected Multi-Use Trail
- Protected Cycle Track
- Hydro Underground Existing Location
- Hydro Aboveground Existing Location
- Focus Area



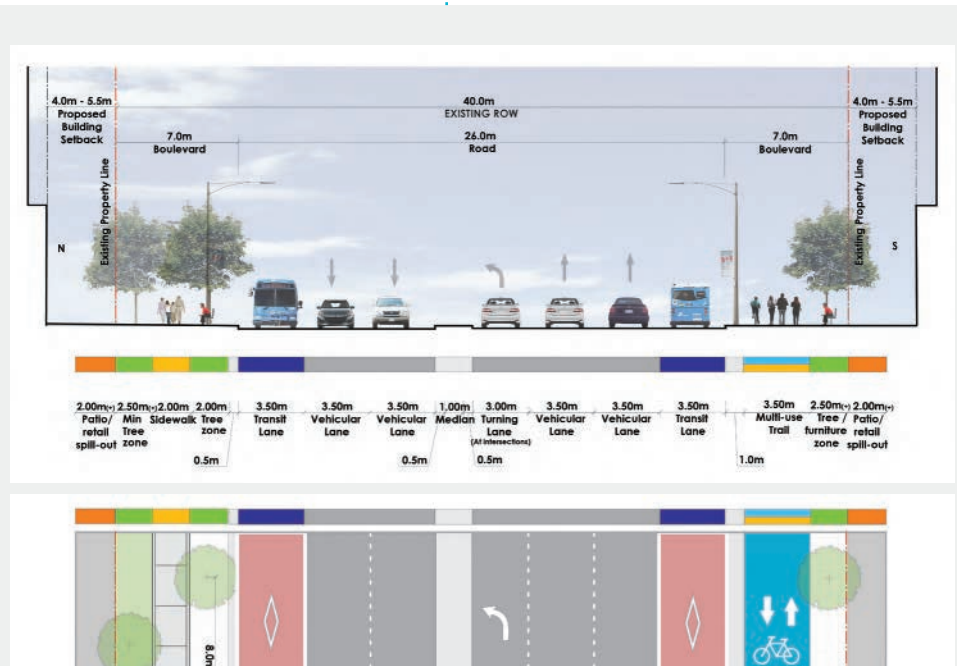
EXISTING PUBLICLY OWNED RIGHT-OF-WAY  
OFFICIAL PLAN DESIGNATED RIGHT-OF-WAY  
DUNDAS CONNECTS PROPOSED RIGHT-OF-WAY  
PROPOSED TRANSIT LOCATION

CONDITION 1	CONDITION 2	CONDITION 3
Generally 40m	Generally 40m	Generally 30m
42m	35m	30m
42m	40m	35m
BRT CURBSIDE WITH MULTI-USE TRAIL	BRT CURBSIDE	BRT REVERSIBLE

CONDITION 1

West of Winston Churchill  
Boulevard:

- Existing Right-of-Way generally 40m
- Existing 40m Right-of-Way to remain
- Roadway 26m
- Four vehicular lanes
- Two curbside transit lanes (assuming westerly extension to Oakville)

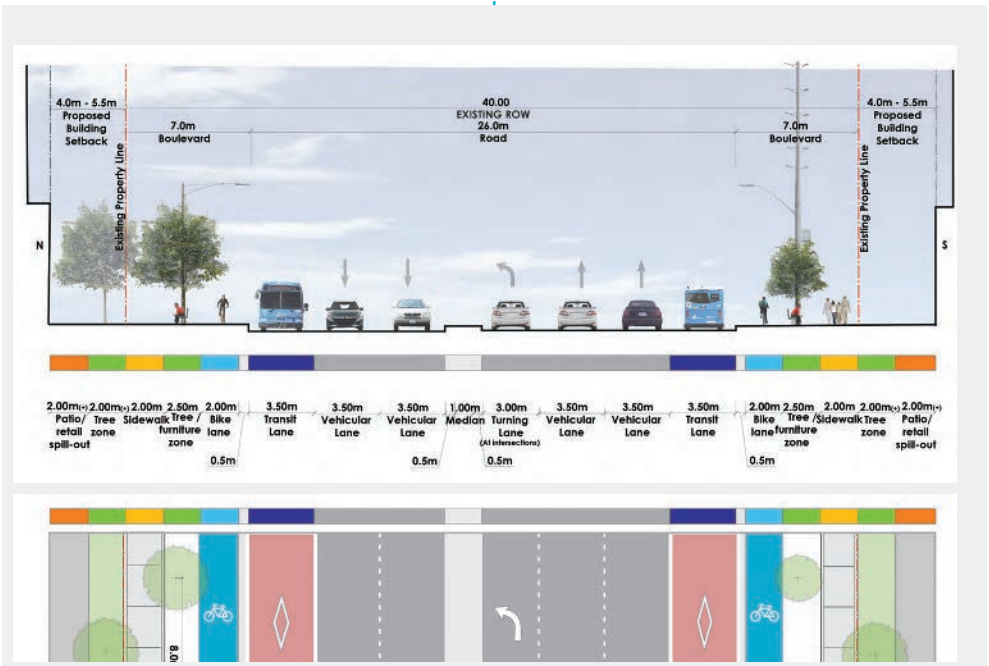


These cross sections represent a general condition of the corridor.

CONDITION 2

From Winston Churchill  
Boulevard to Mississauga  
Road:

- Existing Right-of-Way generally 40m
- Existing 40m Right-of-Way to remain
- Roadway 26m
- Four vehicular lanes
- Two curbside transit lanes

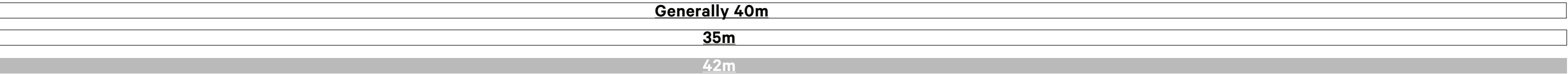




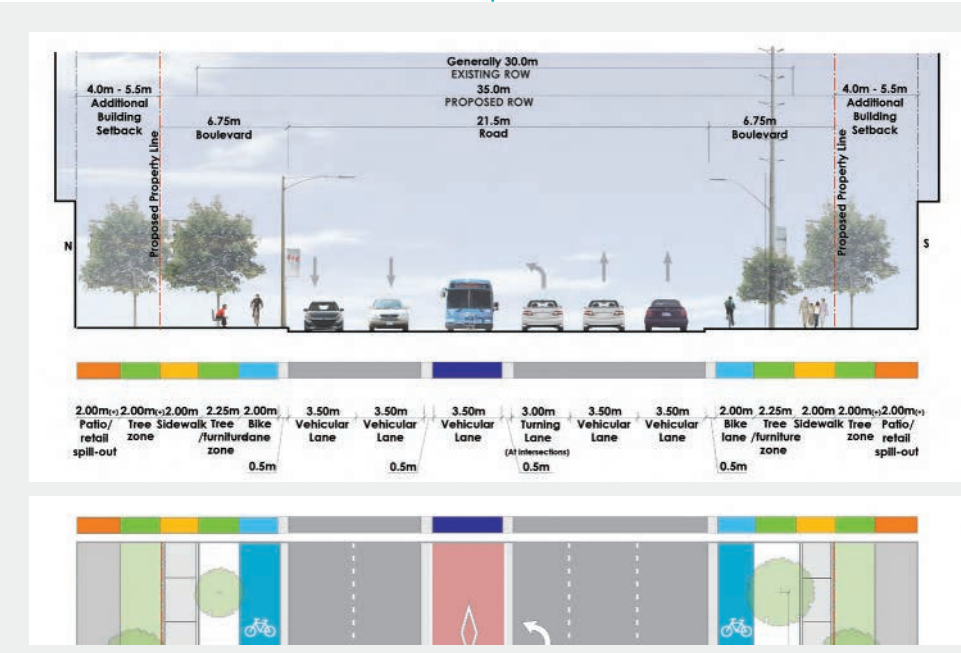
CONDITION 4



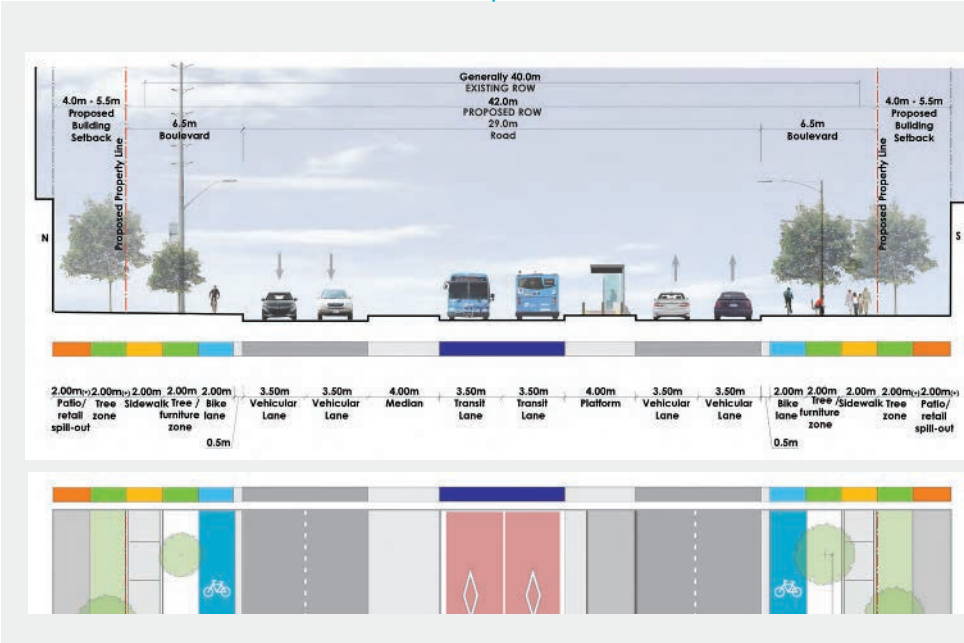
Figure 5-56.Recommended Corridor Design



BRT MEDIAN



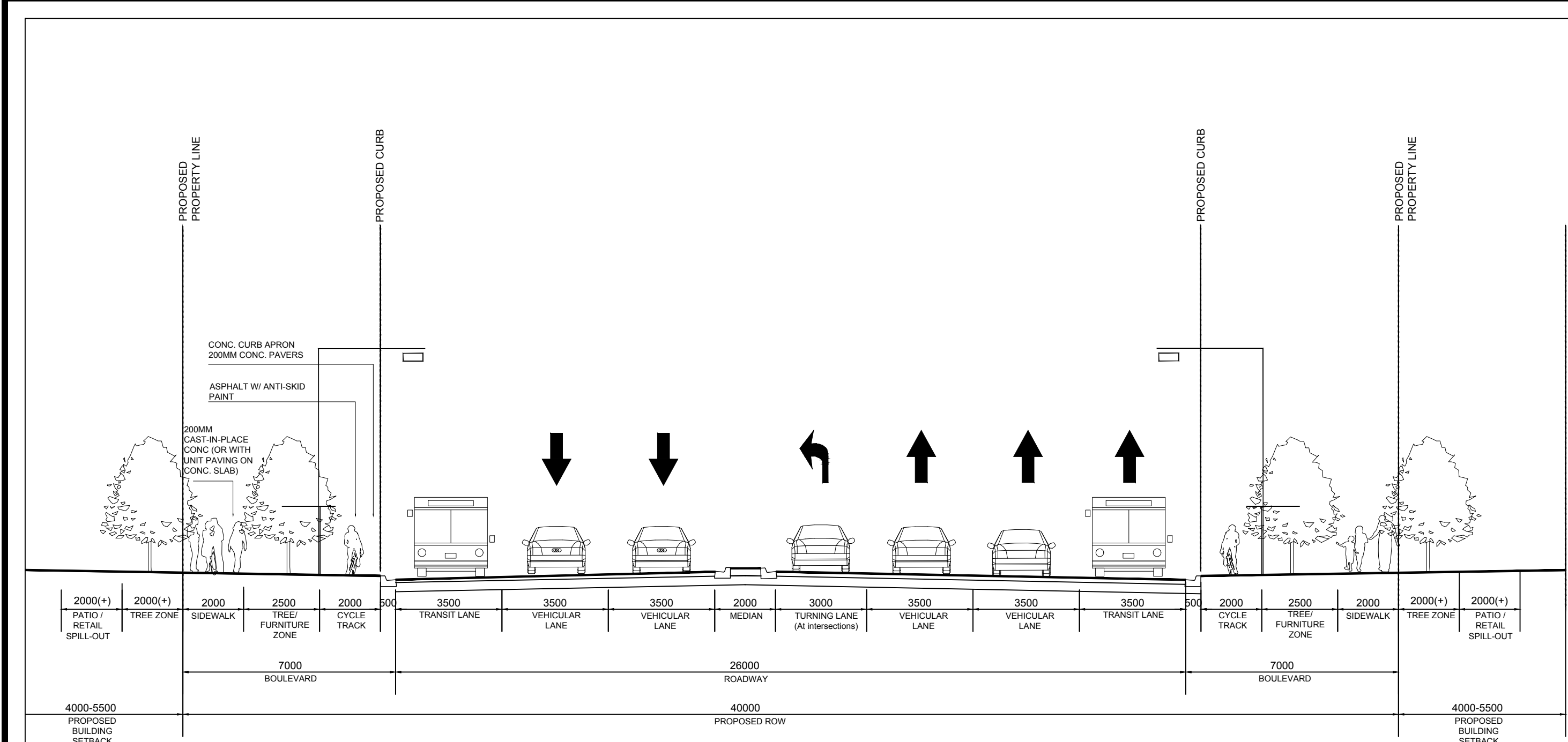
- CONDITION 3  
From Mississauga Road to The Credit Woodlands:
- Existing Right-of-Way generally 30m
  - Proposed Right-of-Way 35m
  - Roadway 21.5m
  - Four vehicular lanes
  - One reversible transit lane



- CONDITION 4  
East of The Credit Woodlands:
- Existing Right-of-Way generally 40m
  - Proposed Right-of-Way 42m
  - Roadway 29m
  - Four vehicular lanes
  - Two median transit lanes



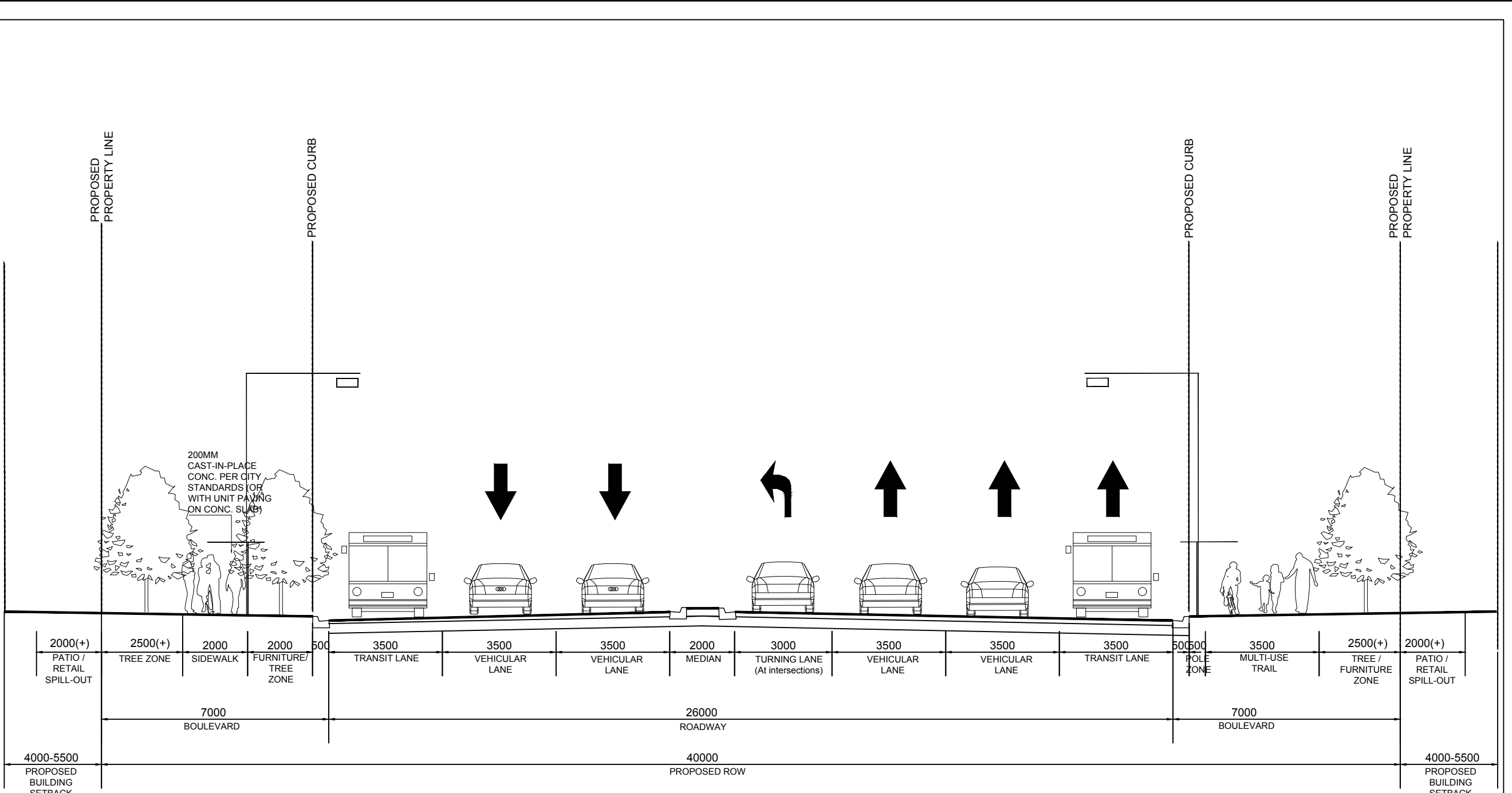
CAD FILE NAME: Dundas Connects - Streetscape sections and details.dwg



# SECTION

OPTION 1: BRT CURBSIDE

1  
UD 26



# SECTION

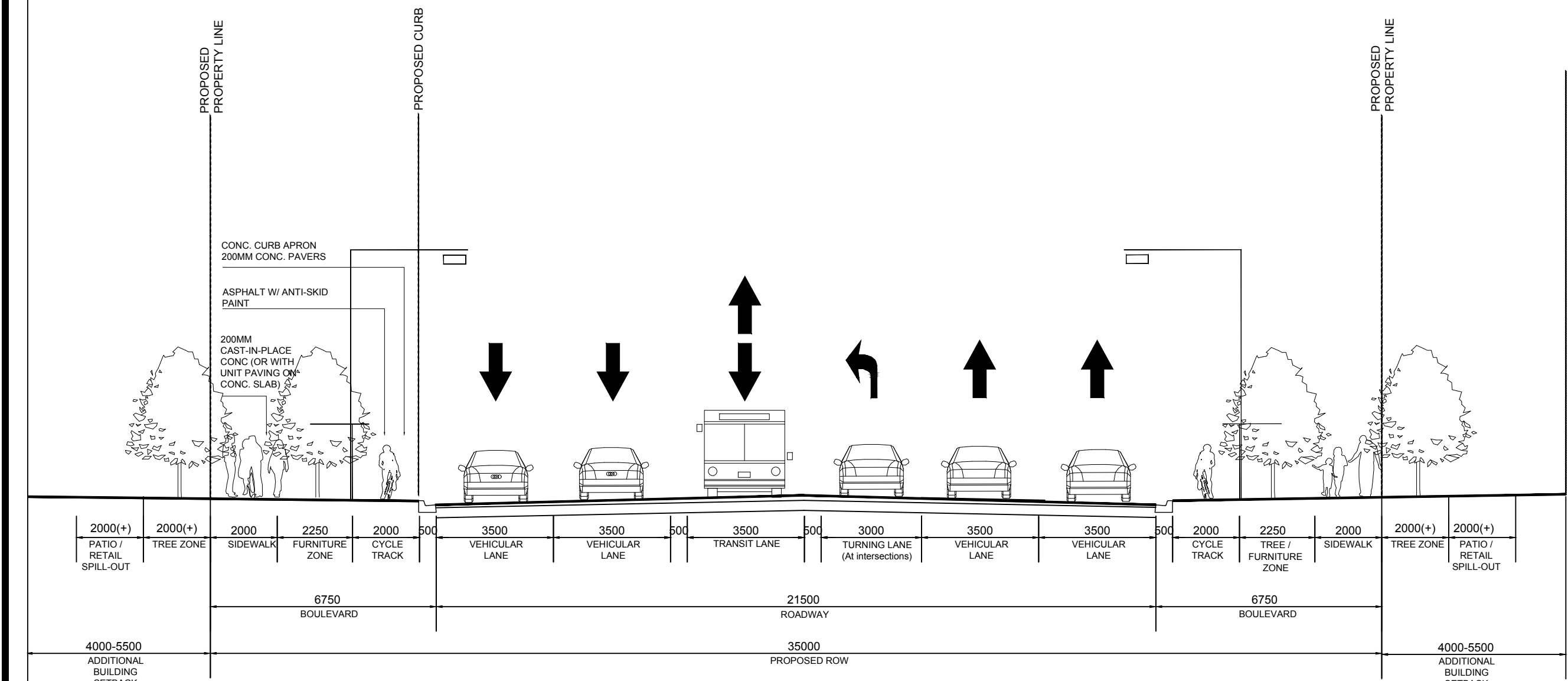
OPTION 2: BRT CURBSIDE WITH MULTI USE TRAIL

2  
UD 26

BLDG. REF. No.

FILE:

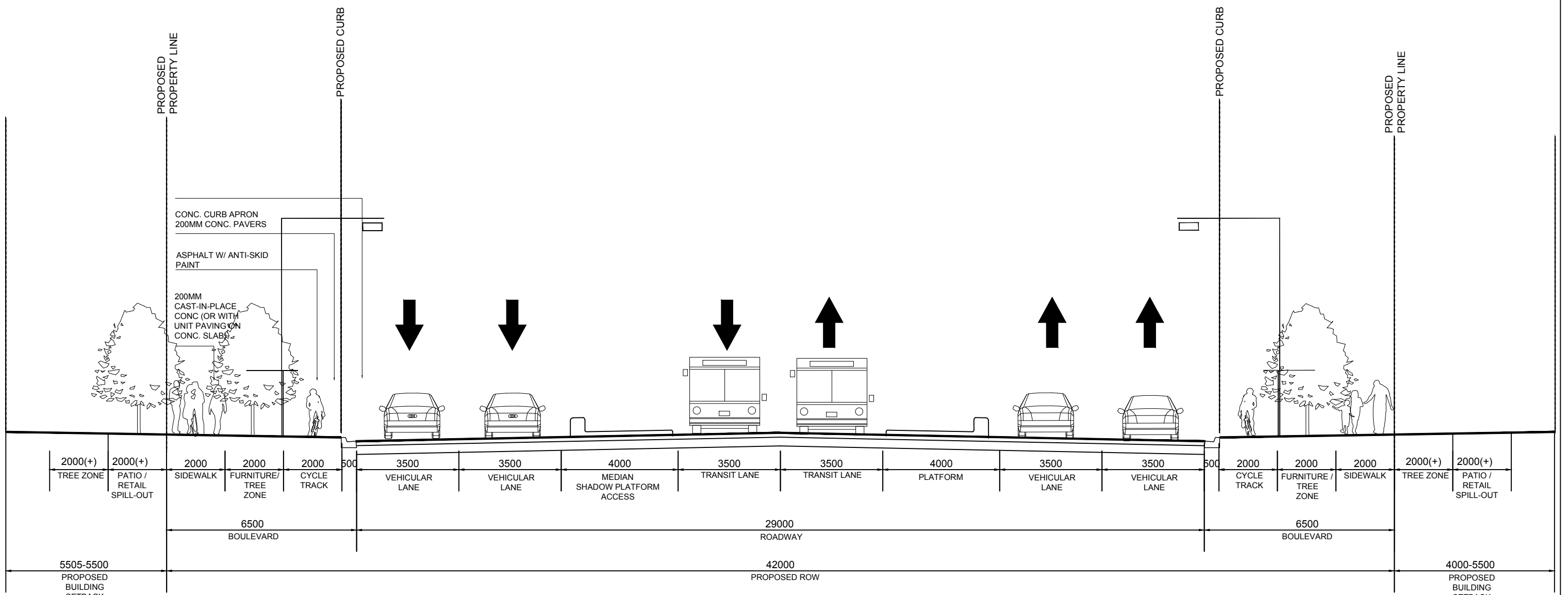
SHEET No.



# SECTION

OPTION 3: BRT REVERSIBLE


3  
UD 26



# SECTION

OPTION 4: BRT MEDIAN

4  
UD 26

REVISIONS		REVISIONS		DRAWING								DESIGNED - A. ESPINOSA 2017/-/-		DUNDAS CONNECTS		Plot Date: 2018/09/06	
1	2017-AUGUST-04 ISSUED FOR REVIEW			 DUNDASCONNECTS		FINAL								TITLE DUNDAS ST STREETSCAPE DESIGN		 MISSISSAUGA	
2	2018-SEPTEMBER-06 FINAL SUBMISSION																
				SCALE N.T.S								CHECKED - S. WANG 2017/-/-		TYPICAL CROSS-SECTION		Sheet No. UD 26	
												APPROVED - S. WANG 2017/-/-					

FINAL

## Summary of Applicable Policies and Regulatory Documents

The proposed Official Plan amendment has been evaluated against Provincial Plans and policies as well as the Regional Official Plan and those contained in the Mississauga Official Plan (MOP).

The following table summarizes the policy documents that affect these amendments. The following table is a preliminary assessment of MOP policies against provincial and regional planning tools and the proposed amendment.

Policy Document	Mississauga Official Plan (MOP) Policies	City Initiated Proposal
<b>Provincial Policy Statement (PPS), 2014</b>	The existing policies of MOP are consistent with the PPS.	The proposed amendments are consistent with the PPS.
<b>A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 (Growth Plan)</b>	Mississauga Official Plan is in general conformity with the <i>Growth Plan</i> ; however, certain aspects are undergoing conformity exercises to reflect the new changes in the <i>Growth Plan</i> .	The proposed amendments are in conformity with the <i>Growth Plan</i> .
<b>Greenbelt Plan, 2017</b>	n/a	n/a
<b>Parkway Belt Plan, 1978</b>	n/a	n/a
<b>Region of Peel Official Plan, 1996</b>	The existing policies of MOP conform to the ROP.	The proposed amendments are exempt from Regional approval.
<b>Mississauga Official Plan, 2011</b>	<p>The Dundas Street corridor is a key planned transit and active transportation corridor in the MOP (Schedules 6 and 7). Dundas Street is also classified as an arterial road on Schedule 5 of the Official Plan.</p> <p>To support growth and ensure the safe, efficient and environmentally responsible movement of people and goods, the City protects the network rights-of-way along its public streets. The designated ROW is considered the basic required road width along roadway sections to achieve the MOP goal of a safe and efficient multi-modal transportation network.</p> <p>Policies in the MOP are also intended to create an attractive, comfortable and functional public realm within and adjacent to the public realm and other types of public spaces.</p>	<p>The proposed amendment to MOP will ensure a sufficiently wide ROW to accommodate the necessary transportation infrastructure to support the City's multi-modal transportation objectives.</p> <p>The proposed amendment will also implement the recommendation for a wider right-of-way identified in the Dundas Connects Master Plan which is a combined land use and transportation study. The Plan completed Phases 1 and 2 of the Environmental Assessment process.</p> <p>The wider of right-of-way of generally 40-42 m will accommodate the planned BRT, dedicated cycling lanes, and a wide, attractive urban boulevard with sidewalks, street trees, street furniture and landscaping.</p>

**Consistency with Provincial Policy Statement**

The *Provincial Policy Statement* 2014 (PPS) is issued under Section 3 of the *Planning Act*. All decisions affecting land use planning matters "shall be consistent" with the *Provincial Policy Statement*.

The following table has been prepared to demonstrate how MOP policies are consistent with the relevant PPS policies. In addition, the table provides an assessment as to how the

proposed amendment is consistent with PPS and MOP policies (i.e. "City Initiated Proposal" column). Only key policies relevant to the proposed amendment have been included, and the table should be considered a general summary of the intent of the policies.

Official Plan Amendment No. 47 to MOP added and amended policies in the Official Plan so that it is consistent with the PPS. This amendment came into force on May 18, 2016.

**Consistency with the PPS Analysis**

Section No.	Provincial Policy Statement (PPS) 2014	Mississauga Official Plan (MOP) Policies 2011	City Initiated Proposal
	<b>1.0 Building Strong Healthy Communities</b>		
1	<b>General Statement of Intent:</b> Promoting efficient land use and development patterns are important to sustainable, liveable, healthy and resilient communities, protecting the environment, public health and safety and facilitating economic growth.	MOP provides policies for efficient land use patterns by directing growth to key strategic locations, including along Intensification Corridors such as Dundas Street (Chapter 5 – Direct Growth). MOP emphasizes policies that support completing communities through diverse housing options, mixed use developments, public health and safety, and community infrastructure (Chapter 7 – Complete Communities). A multi-modal transportation system will promote sustainable, active modes of transportation (Chapter 8 – Create a Multi-Modal City). To encourage economic development and competitiveness, Mississauga will ensure necessary infrastructure is provided to support current and projected employment needs (Chapter 10 – Foster a Strong Economy).	The wider right-of-way will provide sufficient space for bus rapid transit (BRT) along Dundas Street, and a walkable, transit-supportive streetscape with ample sidewalks and protected cycling facilities.  This will support the planned role of Dundas Street as an Intensification Corridor with a compact, walkable built form; promote public health and safety by facilitating active modes of travel; and, assist the City in meeting projected travel demand from population and economic growth.
	<b>1.1 Managing and directing land use to achieve efficient and resilient development and land use patterns</b>		
2	1.1.1 Healthy, liveable and safe communities are sustained by:	Mississauga will ensure that transportation corridors are identified and protected to meet current and	The revised right-of-way will protect for dedicated BRT lanes, maintain four general vehicle lanes, and

<b>Section No.</b>	<b>Provincial Policy Statement (PPS) 2014</b>	<b>Mississauga Official Plan (MOP) Policies 2011</b>	<b>City Initiated Proposal</b>
	g) ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs	projected needs for various travel modes (policy 8.1.9). Dundas Street is a key planned transit and active transportation corridor in the MOP (Schedules 6 and 7). Through the creation of a multi-modal transportation system, Mississauga will provide transportation choices that encourage a shift in lifestyle toward more sustainable transportation modes, such as transit and active transportation (8.1.1).	integrate dedicated, continuous pedestrian and cycling facilities. The proposed amendment is an important step to achieving the City's multi-modal transportation objectives and meeting current and projected travel needs in the area.
	<i>1.3 Employment</i>		
3	1.3.1 Planning authorities shall promote economic development and competitiveness by: d) ensuring the necessary infrastructure is provided to support current and projected needs.	See comments in Section 2.	In addition to comments in Section 2, improvements to transit and active transportation connectivity will enhance the attractiveness and competitiveness of employment lands along the Dundas Street corridor.
	<i>1.5 Public Spaces, Recreation, Parks, Trails and Open Space</i>		
4	1.5.1 Healthy, active communities should be promoted by: a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity.	Policies in MOP are intended to achieve an attractive, comfortable and functional public realm and are composed of public lands with a focus on streets and boulevards and edges of private properties as they are visible from, and as they interface with the public streets (section 9.1). In Intensification Areas, the public realm will be held to the highest standards (policy 9.2.1.19) and will include the coordination of well-designed streetscaping elements (policy 9.2.1.36). Dundas Street is identified as Intensification Area in Schedule 6 of the MOP. The public realm will be planned to promote healthy, active communities that foster social connections at all stages of life and encourage built and natural settings for recreation, culture and active	The increase in the right-of-way will protect for streetscaping elements that are intended to achieve an attractive, comfortable and functional public realm. These elements are planned to promote healthy, active communities by facilitating active modes of travel and include: ample sidewalks, dedicated and protected cycling facilities, street trees and street furniture.

<b>Section No.</b>	<b>Provincial Policy Statement (PPS) 2014</b>	<b>Mississauga Official Plan (MOP) Policies 2011</b>	<b>City Initiated Proposal</b>
		transportation (policy 9.3.5.9).	
	<i>1.6 Infrastructure and Public Service Facilities</i>		
5	1.6.7.3 As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries.	Mississauga will ensure that the transportation system will provide connectivity among transportation modes for the efficient movement of people and goods (8.1.6). Mississauga will promote the integration of transportation facilities to maximize opportunities for multi-modal travel (policy 8.2.1.6).	In addition to comments in Section 2, the BRT and cycling facilities along Dundas Street are planned to connect to a broader network of rapid transit and cycling routes identified in Schedules 2 and 6 of the MOP.
6	1.6.7.5 Transportation and land use considerations shall be integrated at all stages of the planning process.	The MOP identifies Dundas Street as a Higher-Order Transit Corridor and Intensification Corridor (Schedules 2 and 6). Parts of the Dundas Street corridor are also identified as a Primary On-Road Cycling Route in Schedule 7 of the Official Plan. Mississauga will create a well-connected, multi-modal transportation system that prioritizes services and infrastructure for Intensification Areas (policy 8.1.7).	The amendment will ensure that the City is able to build the necessary infrastructure within its right-of-way. This will enable the City to meet its broader intensification and complete community planning objectives as development applications are received.
7	1.6.8.1 Planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs	Mississauga will ensure that transportation corridors are identified and protected to meet current and projected needs for various travel modes (policy 8.1.9). Dundas Street West and Dundas Street East are identified as a Higher Order Transit Corridor in Schedule 6 of the Official Plan. To support growth and ensure the safe, efficient and environmentally responsible movement of people and goods, the City protects the network rights-of-way along its public streets. The designated rights-of-way are considered the basic required rights-of-way along roadway sections to achieve the City's Official Plan goal of a safe and efficient multi-modal transportation network (section 8.2.1). The City may require the conveyance of land within the designated right-of-way for abutting properties as	The wider right-of-way will protect for the necessary transportation infrastructure to meet current and projected needs. These needs were identified in the Dundas Connects Master Plan which recommends a right-of-way that is generally 40-42 m. This includes four general vehicular lanes, protected BRT lanes, dedicated cycling facilities, and a wide, attractive urban boulevard with sidewalks, street trees and street furniture. The Dundas Connects Master Plan completed Phases 1 and 2 of the Environmental Assessment process.



Section No.	Provincial Policy Statement (PPS) 2014	Mississauga Official Plan (MOP) Policies 2011	City Initiated Proposal
		a condition of subdivision, severance, minor variance, condominium or site plan approvals (policy 8.2.1.e). Right-of-way widths are intended to accommodate transit, vehicles and active transportation facilities (policy 8.2.1.4). Where necessary, the City may acquire lands for a public transit right-of-way along higher order transit corridors (policy 8.2.1.5).	
	<i>1.7 Long-Term Economic Prosperity</i>		
9	1.7.1 Long-term economic prosperity should be supported by: f) providing for an efficient, cost-effective, reliable multimodal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people.	See comments in Section 2.	In addition to comments in Sections 2 and 3, the new right-of-way will protect for a future BRT line that will provide fast, convenient connections to neighboring cities and regions – including to the subway in the City of Toronto.
	<b>4.0 Implementation and Interpretation</b>		
10	<b>General Statement of Intent:</b> Provides direction on how the <i>Provincial Policy Statement</i> is to be implemented and interpreted. 4.2 Decisions of the council of a municipality shall be consistent with the Provincial Policy Statement. 4.7 The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement.	As outlined in the table, relevant MOP policies are consistent with the PPS.	The policies of MOP and the proposed amendments are consistent with relevant policies of the <i>Provincial Policy Statement</i> as outlined in this table.



**Conformity with Growth Plan 2019**

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (*Growth Plan*) (2019) was issued under Section 7 of the *Places to Grow Act*. All decisions affecting lands within this area will conform to this Plan.

The following table has been prepared to demonstrate how MOP policies conform to the relevant *Growth Plan* policies. In addition the table provides an assessment as to how the proposed amendments conform to *Growth Plan* and MOP policies (i.e. “City Initiated Proposal” column). Only key policies

relevant to the proposed amendment have been included, and the table should be considered a general summary of the intent of the policies.

MOP was prepared and approved in accordance with the *Growth Plan* 2006. Mississauga is in the process of reviewing MOP policies to ensure conformity with the new *Growth Plan* 2019. The proposed policies have been reviewed against *Growth Plan* 2019 policy direction to ensure conformity.

**Conformity with the Growth Plan Analysis**

Section No.	<i>A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019</i>	Mississauga Official Plan (MOP) Policies, 2011	City Initiated Proposal
	<b>1. Introduction</b>		
	<b>1.1 The Greater Golden Horseshoe</b>		
1	<b>General Statement of Intent:</b> The Greater Golden Horseshoe plays an important role in accommodating growth, however, the magnitude of anticipated growth will present challenges to infrastructure, congestion, employment, healthy communities, aging, and climate change.	MOP recognizes that Mississauga’s sustained population and employment growth will continue to present both challenges and opportunities that need to be addressed through an appropriate growth management strategy (section 4.3). The Official Plan focuses on the strategic management of growth and change through the integration of land use, transportation and design objectives. It includes promoting growth in locations where it is financially sustainable and where it can be developed in compact efficient forms, supported by existing and planned infrastructure (section 4.4). Mississauga will also provide a range of mobility options for all ages and abilities (section 4.4). Growth is also to be directed to locations that will be supported by higher order transit (section 4.5). Mississauga will support the creation of complete, healthy communities and build a multi-modal city (section 4.5).	The wider right-of-way will provide sufficient space for bus rapid transit (BRT) along Dundas Street, and a walkable, transit-supportive streetscape with ample sidewalks and protected cycling facilities. This will support the planned role of Dundas Street as an Intensification Corridor with a compact, walkable built form; promote public health and safety by facilitating active modes of travel; and, assist the City in meeting projected travel demand from population and economic growth.

Section No.	<i>A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019</i>	Mississauga Official Plan (MOP) Policies, 2011	City Initiated Proposal
<b>1.2 The Growth Plan for the Greater Golden Horseshoe</b>			
2	The Vision for the Greater Golden Horseshoe is that it will be a great place to live, supported by a strong economy, a clean and healthy environment, and social equity, with an extraordinary waterfront.	The Vision for Mississauga is that it will be a beautiful sustainable city that protects its natural and cultural heritage resources and its established stable neighbourhoods (Chapter 4 - Vision).	The protection for BRT lanes and pedestrian and cycling facilities will assist the City in building a multi-modal, sustainable transportation network.
<b>1.2.1 Guiding Principles</b>			
3	The policies of this Plan are based on the following principles: a) Complete communities; b) Prioritize intensification; c) Provide flexibility to capitalize on new economic and employment opportunities; d) Support a range and mix of housing options; e) Integrate land use planning and investment in infrastructure; f) Provide different approaches to manage growth that recognize diversity of communities; g) Protect natural heritage, hydrologic, landforms; h) Conserve and promote cultural heritage; i) Integrate climate change considerations.	The guiding principles of the <i>Growth Plan</i> are incorporated into MOP and include the following:  Chapter 5 – Direct Growth - prioritize intensification; provide different approaches to manage growth that recognize diversity of communities; integrate land use planning and investment in infrastructure. Chapter 7 – Complete Communities - complete communities; support a range and mix of housing options; conserve and promote cultural heritage. Chapter 8 – Multi-modal City – Build an interconnected, convenient and fast network of rapid transit routes and pedestrian/cycling infrastructure	See comments in Section 1.
<b>1.2.2 Legislative Authority</b>			
4	All decisions made on or after May 16, 2019 will conform with this Plan.	As illustrated through this table, MOP generally conforms to the <i>Growth Plan</i> .	As the decision on the amendments will occur after May 16, 2019, it must conform to the <i>Growth Plan</i> 2019.
<b>1.2.3 How to Read this Plan</b>			
5	<b>General Statement of Intent:</b> Outlines the relationship between the <i>Growth Plan</i> and other planning documents, and how to read the plan.	MOP has been reviewed in respect to the <i>Growth Plan</i> and other applicable provincial planning documents.	The proposed amendments have been reviewed accordingly.
<b>2. Where and How to Grow</b>			
<b>2.1 Context</b>			

6	<p>This Plan is about building compact and complete communities. Better use of land and infrastructure can be made by prioritizing intensification, building compact and complete communities, and increasing the modal share for transit and active transportation.</p>	<p>Policies in MOP are intended to achieve an attractive, comfortable and functional public realm and are composed of public lands with a focus on streets and boulevards and edges of private properties as they are visible from, and as they interface with the public streets (section 9.1).</p> <p>In Intensification Areas, the public realm will be held to the highest standards (policy 9.2.1.19) and will include the coordination of well-designed streetscaping elements (policy 9.2.1.36). Dundas Street is identified as Intensification Area in Schedule 6 of the MOP.</p> <p>The public realm will be planned to promote healthy, active communities that foster social connections at all stages of life and encourage built and natural settings for recreation, culture and active transportation (policy 9.3.5.9).</p> <p>Through the creation of a multi-modal transportation system, Mississauga will provide transportation choices that encourage a shift in lifestyle toward more sustainable transportation modes, such as transit and active transportation (8.1.1).</p>	<p>The increase in the right-of-way will protect for streetscaping elements that are intended to achieve an attractive, comfortable and functional public realm. These elements are planned to promote healthy, active communities by facilitating active modes of travel and include: ample sidewalks, dedicated and protected cycling facilities, street trees and street furniture.</p> <p>The protection for BRT lanes and pedestrian and cycling facilities will assist the City in building a multi-modal, sustainable transportation network.</p>
<b>3. Infrastructure to Support Growth</b>			
<b>3.1 Context</b>			
7	<p>This Plan provides the framework to guide and prioritize infrastructure planning and investments in the GGH to support and accommodate forecasted growth to the horizon of this Plan and beyond.</p> <p>The infrastructure framework in this Plan requires that municipalities undertake an integrated approach to land use planning, infrastructure investments, and environmental protection to achieve the outcomes of the Plan.</p>	<p>The City will create a multi-modal transportation system that integrates infrastructure investment with land use planning. This includes consideration of the environment and broader provincial planning goals related to directing growth to strategic growth areas and building complete communities.</p>	<p>The wider right-of-way is a recommendation that stems from the Dundas Connects Master Plan. The Plan is a combined land use and transportation master plan/environmental assessment that will guide land use and transportation planning along the Dundas Street corridor as a key Intensification Area in the City of Mississauga.</p>
<b>3.2 Policies for Infrastructure to Support Growth</b>			
<i>3.2.1 Integrated Planning</i>			
8	3.2.1.2 Planning for new or	Mississauga will strive to create a transportation	The proposed wider right-of-way is a key

	<p>expanded infrastructure will occur in an integrated manner, including evaluations of long-range scenario-based land use planning and financial planning, and will be supported by infrastructure master plans, asset management plans, community energy plans, watershed planning, environmental assessments, and other relevant studies where appropriate, and should involve:</p> <ul style="list-style-type: none"> <li>a) leveraging infrastructure investment to direct growth and development in accordance with the policies and schedules of this Plan, including the achievement of the minimum intensification and density targets in this Plan;</li> <li>b) providing sufficient infrastructure capacity in strategic growth areas;</li> <li>c) identifying the full life cycle costs of infrastructure and developing options to pay for these costs over the long-term; and</li> <li>d) considering the impacts of a changing climate.</li> </ul>	<p>system that reduces dependence on non-renewable resources (8.1.4).</p> <p>Mississauga will work in partnership with other levels of government and other agencies to support the reduction of transportation related greenhouse gas emissions (8.1.5).</p> <p>Mississauga will create a well-connected multi-modal transportation system that prioritizes services and infrastructure for Intensification Areas (8.1.7).</p> <p>MOP identifies Dundas Street is identified as an Intensification Corridor in Schedule 6 of the Official Plan and as such, is an strategic growth area in the City.</p>	<p>recommendation of the Dundas Connects Master Plan. The Plan is a combined long-range master plan and EA study that considered Provincial, Regional and City policies.</p> <p>The wider right-of-way will protect for BRT and active transportation infrastructure that will increase transit capacity and facilitate a shift in travel mode from single-occupancy vehicles to transit and active transportation, and contribute to a city-wide reduction in greenhouse gas emissions from the transportation sector.</p> <p>The building of transit and active transportation will also support the role of the Dundas Street corridor as an Intensification Corridor in the City. As an Intensification Corridor, the lands located within 200 to 300 metres of the centre line of the corridor have the potential for higher-density, mixed-use development that is consistent with the planned transit service levels.</p>
9	3.2.1.3 Infrastructure investment and other implementation tools and mechanisms will be used to facilitate intensification and higher density development in strategic growth areas.	See comments in Section 8.	See comments in Section 8.
3.2.2 Transportation – General			

11	<p>3.2.2 The transportation system within the GGH will be planned and managed to:</p> <ul style="list-style-type: none"> <li>a) provide connectivity among transportation modes for moving people and for moving goods;</li> <li>b) offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation;</li> <li>c) be sustainable and reduce greenhouse gas emissions;</li> <li>d) offer multimodal access to jobs, housing, schools, cultural, and recreational opportunities, and goods and services;</li> <li>f) provide for the safety of system users.</li> </ul>	<p>MOP contains policies that encourage a multi-modal transportation system that includes all modes of travel (Chapter 8 – Create a Multi-Modal City). Through the creation of a multi-modal transportation system, Mississauga will provide transportation choices that encourage a shift in lifestyle toward more sustainable transportation modes, such as transit and active transportation (8.1.1). Transit will be a priority for transportation infrastructure planning and major transportation initiatives (8.1.11). Mississauga will strive to create a transportation system that reduces dependence on non-renewable resources (8.1.4). Mississauga will plan and manage the transportation system to provide for the safety of all users (8.1.2)</p>	<p>The wider right-of-way will protect for future BRT and active transportation infrastructure. The Dundas BRT is a key component to a city-wide rapid transit network that will deliver fast, convenient transit across the City. This will increase transit capacity and facilitate a shift in travel mode from single-occupancy vehicles to transit and active transportation, and contribute to a city-wide reduction in greenhouse gas emissions from the transportation sector. Dedicated cycling facilities will also provide for the safety of cyclists along the corridor.</p>
12	<p>3.2.3 In the design, refurbishment or reconstruction of the existing and planned street network, a complete streets approach will be adopted that ensures the needs and safety of all road users are considered and appropriately accommodated.</p>	<p>The city will design its roads in a manner that:</p> <ul style="list-style-type: none"> <li>a) has regard for the safe movement of all road users, including transit, cyclists, pedestrians and motorists (8.3.1.1).</li> </ul>	<p>The wider right-of-way will safely and efficiently accommodate all users through dedicated cycling facilities, wide, ample sidewalks, BRT lanes and four general vehicular lanes.</p>
<i>3.2.3 Moving People</i>			
13	<p>3.2.3.1 Public transit will be the first priority for transportation infrastructure planning and major transportation investments.</p>	<p>Transit will be a priority for transportation infrastructure planning and major transportation initiatives (8.1.11).</p>	<p>See comments in Section 11.</p>
14	<p>3.2.3.2 All decisions on transit planning and investment will be made according to the following criteria:</p> <ul style="list-style-type: none"> <li>a) aligning with, and supporting, the priorities identified in Schedule 5;</li> <li>b) prioritizing areas with existing or planned higher residential or employment densities to optimize return on investment and the efficiency and viability of existing and planned transit service levels;</li> <li>c) increasing the capacity of existing transit systems to support strategic growth areas;</li> </ul>	<p>In addition to comments in Section 11, Mississauga will work in partnership with other levels of government and other agencies to support the reduction of transportation related greenhouse gas emissions (8.1.5). Mississauga will create a well-connected multi-modal transportation system that prioritizes services and infrastructure for Intensification Areas (8.1.7). MOP identifies Dundas Street as a Higher-Order Transit Corridor and Intensification Corridor (Schedules 2 and 6). Parts of the Dundas Street corridor are also identified as a Primary On-Road</p>	<p>In addition to comments in Sections 8 and 11, the transit and active transportation infrastructure are one piece of a broader transportation network that will provide continuous linkages to neighbourhoods throughout the city and to the neighbouring municipalities.</p>

	<ul style="list-style-type: none"> <li>d) expanding transit service to areas that have achieved, or will be planned to achieve, transit-supportive densities and provide a mix of residential, office, institutional, and commercial development, wherever possible;</li> <li>e) facilitating improved linkages between and within municipalities from nearby neighbourhoods to urban growth centres, major transit station areas, and other strategic growth areas;</li> <li>f) increasing the modal share of transit; and</li> <li>g) contributing towards the provincial greenhouse gas emissions reduction targets.</li> </ul>	<p>Cycling Route in Schedule 7 of the Official Plan. Decisions on transit planning and investment will be made according to the following criteria (8.2.3.8):</p> <ul style="list-style-type: none"> <li>a) using transit infrastructure to shape growth, and planning for high residential and employment densities that ensure the efficiency and viability of existing and planned transit service levels;</li> <li>b) placing priority on increasing the capacity of existing transit systems to support Intensification Areas;</li> <li>c) expanding transit service to areas that have achieved, or will be planned to achieve, transit supportive residential and employment densities, together with a mix of residential, office, institutional and commercial development, wherever possible;</li> <li>d) providing priority access to the Downtown, other Intensification Areas and the Airport; and</li> <li>e) increasing the modal share of transit.</li> </ul>	
15	<p>3.2.3.4 Municipalities will ensure that active transportation networks are comprehensive and integrated into transportation planning to provide:</p> <ul style="list-style-type: none"> <li>a) safe, comfortable travel for pedestrians, bicyclists, and other users of active transportation; and</li> <li>b) continuous linkages between strategic growth areas, adjacent neighbourhoods, major trip generators, and transit stations</li> </ul>	<p>The city will design its roads in a manner that:</p> <ul style="list-style-type: none"> <li>b) has regard for the safe movement of all road users, including transit, cyclists, pedestrians and motorists (8.3.1.1).</li> </ul> <p>Within Intensification Areas and Neighbourhoods, the design of roads and streetscapes will create a safe, comfortable and attractive environment for pedestrians, cyclists and motorists by:</p> <ul style="list-style-type: none"> <li>a) reducing lane width, where appropriate;</li> <li>b) providing streetscaping to reduce the apparent width of the right-of-ways;</li> <li>c) locating sidewalks and cycling facilities where conflicts with motorized traffic are minimized; and</li> <li>d) creating safe road crossings for pedestrians and cyclists.</li> </ul> <p>Pedestrian convenience and safety will be a priority in determining location and design of transit facilities within Intensification Areas (8.3.3.4).</p>	<p>The wider right-of-way will facilitate safe and comfortable pedestrian and cycling movement throughout the Dundas Street corridor. This is achieved by protecting for wide, attractive sidewalks and dedicated cycling facilities.</p> <p>The increase in the right-of-way will also protect for streetscaping elements, including street trees and street furniture that are intended to achieve an attractive, comfortable and functional public realm.</p>
3.2.5 Infrastructure Corridors			

16	<p>3.2.5.1 In planning for the development, optimization or expansion of existing and planned corridors and supporting facilities, the Province, other public agencies and upper- and single-tier municipalities will:</p> <ul style="list-style-type: none"> <li>a) encourage the co-location of linear infrastructure where appropriate;</li> <li>b) ensure that existing and planned corridors are protected to meet current and projected needs in accordance with the transportation and infrastructure corridor protection policies in the PPS.</li> <li>e) transportation: <ul style="list-style-type: none"> <li>i. consider increased opportunities for moving people and goods by rail;</li> <li>ii. consider separation of modes within corridors; and</li> <li>iii. provide opportunities for inter-modal linkages.</li> </ul> </li> </ul>	<p>Mississauga will ensure that transportation corridors are identified and protected to meet current and projected needs for various travel modes (policy 8.1.9). Dundas Street West and Dundas Street East are identified as a Higher Order Transit Corridor in Schedule 6 of the Official Plan.</p> <p>To support growth and ensure the safe, efficient and environmentally responsible movement of people and goods, the City protects the network rights-of-way along its public streets. The designated rights-of-way are considered the basic required rights-of-way along roadway sections to achieve the City's Official Plan goal of a safe and efficient multi-modal transportation network (section 8.2.1).</p> <p>The City may require the conveyance of land within the designated right-of-way for abutting properties as a condition of subdivision, severance, minor variance, condominium or site plan approvals (policy 8.2.1.e).</p>	<p>The wider right-of-way will protect for the necessary transportation infrastructure to meet current and projected needs. These needs were identified in the Dundas Connects Master Plan which recommends a right-of-way that is generally 40-42 m. This includes four general vehicular lanes, protected BRT lanes, dedicated, separated cycling facilities, and a wide, attractive urban boulevard with sidewalks, street trees and street furniture.</p>
17	<p>3.2.5.2 The planning, location and design of planned corridors and the land use designations along these corridors will support the policies of this Plan, in particular that development is directed to settlement areas.</p>	<p>MOP policies conform to the <i>Growth Plan</i> and direct growth to key intensification areas to accommodate provincial growth plan targets. Intensification Corridors, including Dundas Street, are a key element of the City's urban hierarchy and are intended to accommodate compact, transit-supportive development.</p>	<p>The wider right-of-way will protect for dedicated cycling facilities, BRT lanes, dedicated cycling facilities and ample, wide sidewalks. The building of transit and active transportation infrastructure are essential to achieving the vision of walkable, compact and transit-supportive development within Intensification Corridors.</p>
<b>5. Implementation and Interpretation</b>			
18	<p><b>Statement of Intent:</b></p> <p>Comprehensive municipal implementation is required to implement the <i>Growth Plan</i>. Where a municipality must decide on planning matters before its official plan has been updated it must still consider the impact of the decision as it relates to the policy of the <i>Growth Plan</i>.</p> <p>The policies of this section address implementation matters such as: how to</p>	<p>MOP must conform to the hierarchy of policy and legislation at the federal, provincial, regional and municipal levels. In particular, provincial policy initiatives provide strong direction for the growth management and development strategies (Section 2.0)</p>	<p>Not directly applicable to the proposed amendments. A comprehensive review of MOP will address the changing and evolving legislative and policy framework set out by the Province and the Region. The amendments, as proposed, are in conformity with the <i>Growth Plan</i>.</p>

	interpret the plan, supplementary direction on how the Province will implement the plan, co-ordination of the implementation, use of growth forecasts and targets, performance indicators and monitoring, interpretation of schedules and appendices.		
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**Region of Peel Official Plan**

The City Initiated Proposal does not require an amendment to the Region of Peel Official Plan. The proposed amendments were circulated to the Region.

The Regional Official Plan identifies the subject lands as being located within Peel's Urban System. General objectives, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form

and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.

MOP, which was approved by the Region of Peel on September 22, 2011, is the primary municipal instrument used to evaluate these amendments.

**Christian Binette**

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**From:** Ma, WanChi (MTO) <WanChi.Ma@ontario.ca>  
**Sent:** Monday, October 21, 2019 12:35 PM  
**To:** Katie Ashbourne  
**Cc:** Christian Binette; Lamptey, Stephen (MTO); Shen, Rey (MTO); Khan, Moin (MTO)  
**Subject:** RE: [MARKETING] Dundas Connects: Implementing Recommendation from the Master Plan - Dundas Street Right-of-Way Mississauga Official Plan Amendment  
**Attachments:** RE: Dundas Connect Master Plan - MTO Comments; MTO Comments on City's Responses.docx

Hello Katie,

Please see the ministry's last correspondence between the ministry and the City of Mississauga in regards to the Dundas Connect Study as stated below.

Several outstanding comments from the ministry have not been addressed.

Sincerely,

**Wan Chi Ma, P.Eng.**

Senior Project Engineer | Planning & Design  
 Highway Engineering  
 Ministry of Transportation  
 159 Sir William Hearst Avenue, 4<sup>th</sup> Floor  
 Toronto, ON M3M 0B7

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**From:** Khan, Moin (MTO) <[Moin.Khan@ontario.ca](mailto:Moin.Khan@ontario.ca)>  
**Sent:** October 17, 2019 1:33 PM  
**To:** Ma, WanChi (MTO) <[WanChi.Ma@ontario.ca](mailto:WanChi.Ma@ontario.ca)>  
**Subject:** FW: [MARKETING] Dundas Connects: Implementing Recommendation from the Master Plan - Dundas Street Right-of-Way Mississauga Official Plan Amendment

FYI

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**From:** Katie Ashbourne <[Katie.Ashbourne@mississauga.ca](mailto:Katie.Ashbourne@mississauga.ca)>  
**Sent:** October 17, 2019 11:20 AM  
**Cc:** Christian Binette <[Christian.Binette@mississauga.ca](mailto:Christian.Binette@mississauga.ca)>  
**Subject:** [MARKETING] Dundas Connects: Implementing Recommendation from the Master Plan - Dundas Street Right-of-Way Mississauga Official Plan Amendment



# Dundas Street Right-of-Way Mississauga

## Official Plan Amendment

Join us on **November 11, 2019** for a statutory public meeting to consider changes to the Official Plan for the Dundas Street right-of-way width. As a key recommendation of the Council approved [Dundas Connects Master Plan](#) (see pages 166 – 167), the proposed changes will widen the right-of-way to protect for dedicated bus lanes, four general vehicular lanes and enhanced pedestrian and cycling amenities.

### Meeting Details:

**When:** Monday, November 11, 2019 at 6:00 p.m.

**Where:** Mississauga Civic Centre, Council Chambers, 300 City Centre Drive

If a person or public body does not make oral submissions at a public meeting or make written submissions to the City before the by-law is passed, the person or public body is not entitled to appeal the decision of City Council to the Local Planning Appeal Tribunal, or be added as a party to an appeal of the decision to the Tribunal. The decision of City Council is final if a notice of appeal is not received on or before the last day for filing a notice of appeal.

If you would like to share your views in advance of the meeting, please contact Christian Binette by email at [christian.binette@mississauga.ca](mailto:christian.binette@mississauga.ca) or by phone at 905-615-3200, ext. 5753.

Best regards,

The Dundas Connects Team



The City of Mississauga

300 City Centre Dr.

Mississauga, ON

L5B 3C1

You're receiving this email because you are a registered participant on Dundas Corridor.  
If you wish to unsubscribe, please reply to this email with the subject line "Unsubscribe".

#### 4.3.

- Since the meeting the ministry's corridor office has not received any additional information regarding Dundas Connects. Please ensure to send all plans to Corridor's Office at the ministry. The contact will be Morgan Lawrence who is cc. on this e-mail
  - We've added Morgan Lawrence to our distribution list *Ok*
  - The plan is quite large and is difficult to send electronically; we would ask that you download it directly from [www.DundasConnects.ca](http://www.DundasConnects.ca) *Ok*
- During the last stakeholder meeting, the ministry traffic office requested the City submit the draft master plan with traffic analysis to the ministry for review and comments. However, till to date, we didn't receive copy of the report or traffic analysis. Please submit a draft master plan report with traffic analysis (should include traffic analysis of the surrounding ministry infrastructure – freeways and interchanges)
  - Please see the attached modelling report *See MTO comments on microsimulation report*
- As presented in the meeting, within the study limits, Dundas Street will reduce from 6 to 4 lanes for traffic and 2 exclusive BRT Lanes will be added. This will reduce the overall capacity of Dundas Street and might impact operations of the Highway 403 and 427 interchanges at Dundas. Please provide the exact project limits as well as preliminary exclusive BRT lane design for Dundas Street.
  - The Master Plan contains both the project limits and design of the BRT lanes *Ok*
- The city should also confirm either the proposed BRT design will impact / pass through the Highway 427 and 403 interchanges at East and West ends or not. If not, please provide exact location where the BRT lanes will discontinue at both ends. Please also provide detail traffic analysis and recommendations to improve the operations of the ramp terminals if impacted by reduced capacity / addition of BRT lanes on Dundas Street.
  - In the west, service will discontinue at Ridgeway Drive, and will not pass through the 403 interchange *Ok*
  - In the east, subject to City of Toronto approval, service will pass through the 427 interchange and continue to Kipling Station. *Ok*
  - For discussion of the 427 interchange, please see the response to the next question *Ok*
- It appears that this planning exercise also includes intensifying land use (high rise buildings etc.) at multiple locations on Dundas Street. This will generate more traffic and will impact operation of surrounding ministry freeways and interchanges. Please provide the ministry with detailed traffic impact study presenting analysis / impacts on the surrounding ministry infrastructure and recommended improvements required due to the future developments. The study area should include but not limited to following:

#### 4.3.

- Freeways QEW, 427 and 403
- Ramp terminals at Highway 403 Dundas, 427 Dundas, QEW Dixie, QEW Hurontario, QEW Erin Mills, QEW Winston Churchill, 403 Cawthra, 403 Hurontario, 403 Mavis, 403 Erin Mills and 403 Winston Churchill
  - The attached modelling report speaks to the analysis you require for the 403 interchange
  - For the 427 interchange, please see the attached CAD file and PDFs of the Toronto segment
    - Note that the Dundas Street West Concept Design between Etobicoke Creek and Aukland Rd in the City of Toronto is prepared for discussion purposes only. The City of Toronto does not endorse the concept design and further analysis and evaluation of alternatives is required as the work is advanced by Metrolinx through the updated Business Case Analysis and TPAP process
    - The preliminary plan is only a plan and we did not run profile and grading through it, so all it shows is that you can fit the BRT in plan in the existing cross-section generally. Also, another thing to note, the base map that was provided from Toronto is out of date so the N-EW ramp configuration is actually wrong. AECOM adjusted it based on Google Maps
    - The preliminary plan identified some impact to the interchange with respect to grading, median reconstruction, minor modification to the piers (potentially depending on the PD and DD designs), bullnose relocation/construction, etc. Major reconstruction or reconfiguration of the interchange is not expected and the majority of the works would be on Dundas Street with minor adjustments to the ramp terminal interfaces

*How about traffic impacts at the Hwy 427 interchange? This still needs to be assessed as part of the microsimulation based on the preliminary plan.*

- The report does not specify the impacts of the recommended alternative (Dundas Bus Rapid Transit) on the Hwy 403 and Hwy 427 interchanges as well as other adjacent interchanges and how any impacts will be addressed
  - Please see the answers to the other questions, which speak to the interchange impacts

*The answers provided to the other questions do not speak to the traffic impacts of the recommended BRT option on the Hwy 427 interchange as well as other adjacent interchanges (see MTO comments on microsimulation report).*

#### 4.3.

- It is mentioned on page 51 of the report that a 2041 VISSIM microsimulation traffic model was developed to evaluate traffic conditions in the peak hours after the implementation of the recommended alternative. However, there is no discussion of the results of this analysis as it pertains to the freeway interchanges. The VISSIM model must be submitted for our review.
  - Please find the VISSIM model attached for current conditions and for 2041  
*See MTO comments on microsimulation report.*

## Christian Binette

---

**From:** Anthony Sirianni <asirianni@gwdplanners.com>  
**Sent:** Thursday, November 14, 2019 2:24 PM  
**To:** Christian Binette  
**Cc:** Marc DeNardis; Michael Gagnon; Marilyn Mascarenhas; 'Margaret Kida'; 'Edyta Kida'; 'Chris Dydynski'; 'Chris Dydynski'; Adam Lucas; Romas Juknevicus; Marianne Cassin; Al Jeraj  
**Subject:** RE: 1565 Dundas Street East - Public Meeting Information Report (Ward 1, 2, 3, 4, 6, 7, 8) – Dundas Street Right-of-Way Mississauga Official Plan Amendment - PN: 2148 ROW  
**Attachments:** EXTRACT 1565 DUNDAS STREET EAST R.OW.PDF; 1565 DUNDAS STREET EAST R.OW.PDF; 2148 - 1565 Dundas Street East.png; Dundas\_ROW\_OPA\_Part6.pdf  
**Importance:** High

November 14, 2019

Christian, further to your email below and our inquiries regarding the Dundas Street East Right-of-Way Width, we are requesting confirmation that no further road widenings are required for 1565 Dundas Street East, Mississauga other than what has already been registered with the City of Mississauga.

As per the correspondence our office previously provide both yourself and Adam Lucas (attached), it is our opinion that a future road widening and dedication is not required.

As you indicated in your email below, Al Jeraj – the Region of Peel's Ontario Land Surveyor was to confirm the abovementioned. Please advise if you have received the required information from Al Jeraj. If so, kindly provide our office with a copy.

Looking forward to hearing back from you.

Regards,

**Anthony Sirianni**  
**Planning Associate**



**Brampton Office:** 21 Queen Street East, Suite 500, Brampton, ON L6W 3P1 P: 905-796-5790 ext. 262

**Markham Office:** 3601 Highway 7 East, Suite 310, Markham, ON L3R 0M3 P: 905-477-6556

E: [asirianni@gwdplanners.com](mailto:asirianni@gwdplanners.com) W: [www.gwdplanners.com](http://www.gwdplanners.com) TF: 1-855-771-7266

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**From:** Christian Binette [mailto:Christian.Binette@mississauga.ca]  
**Sent:** Friday, November 08, 2019 3:00 PM



#### 4.3.

**To:** Anthony Sirianni

**Cc:** Marc DeNardis; Michael Gagnon; Marilyn Mascarenhas; 'Margaret Kida'; 'Edyta Kida'; 'Chris Dydynski'; 'Chris Dydynski'; Adam Lucas; Romas Juknevičius; Marianne Cassin; Al Jeraj

**Subject:** RE: 1565 Dundas Street East - Public Meeting Information Report (Ward 1, 2, 3, 4, 6, 7, 8) – Dundas Street Right-of-Way Mississauga Official Plan Amendment - PN: 2148 ROW

Hello Anthony,

The map below provides an approximation of the existing (35 m) and proposed (42 m) right-of-way and was created based on CAD files from the consultant for the Dundas Connects Master Plan study – Aecom. As such, it cannot be used to confirm whether any additional land dedication would be required through the development process even if it appears that the amount of city-owned land exceeds the proposed right-of-way requirement.

In order for us to determine that there are no additional land requirements for 1565 Dundas Street East, we would require confirmation from a land surveyor of the right-of-way as measured from the centreline of the road compared to the current location of the property line. I have cc'd our land surveyor Al Jeraj who may be able to provide more assistance in this regard.

Thank you,

Christian



**Christian Binette**

Planner, Planning Programs

T 905-615-3200 ext.5753 | M 647-885-2153

[christian.binette@mississauga.ca](mailto:christian.binette@mississauga.ca)

[City of Mississauga](#) | Planning & Building,  
City Planning Strategies Division

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**From:** Anthony Sirianni [mailto:asirianni@gwdplanners.com]

**Sent:** Friday, November 8, 2019 9:38 AM

**To:** Adam Lucas

**Cc:** Marc DeNardis; Michael Gagnon; Marilyn Mascarenhas; 'Margaret Kida'; 'Edyta Kida'; 'Chris Dydynski'; 'Chris Dydynski'; Christian Binette

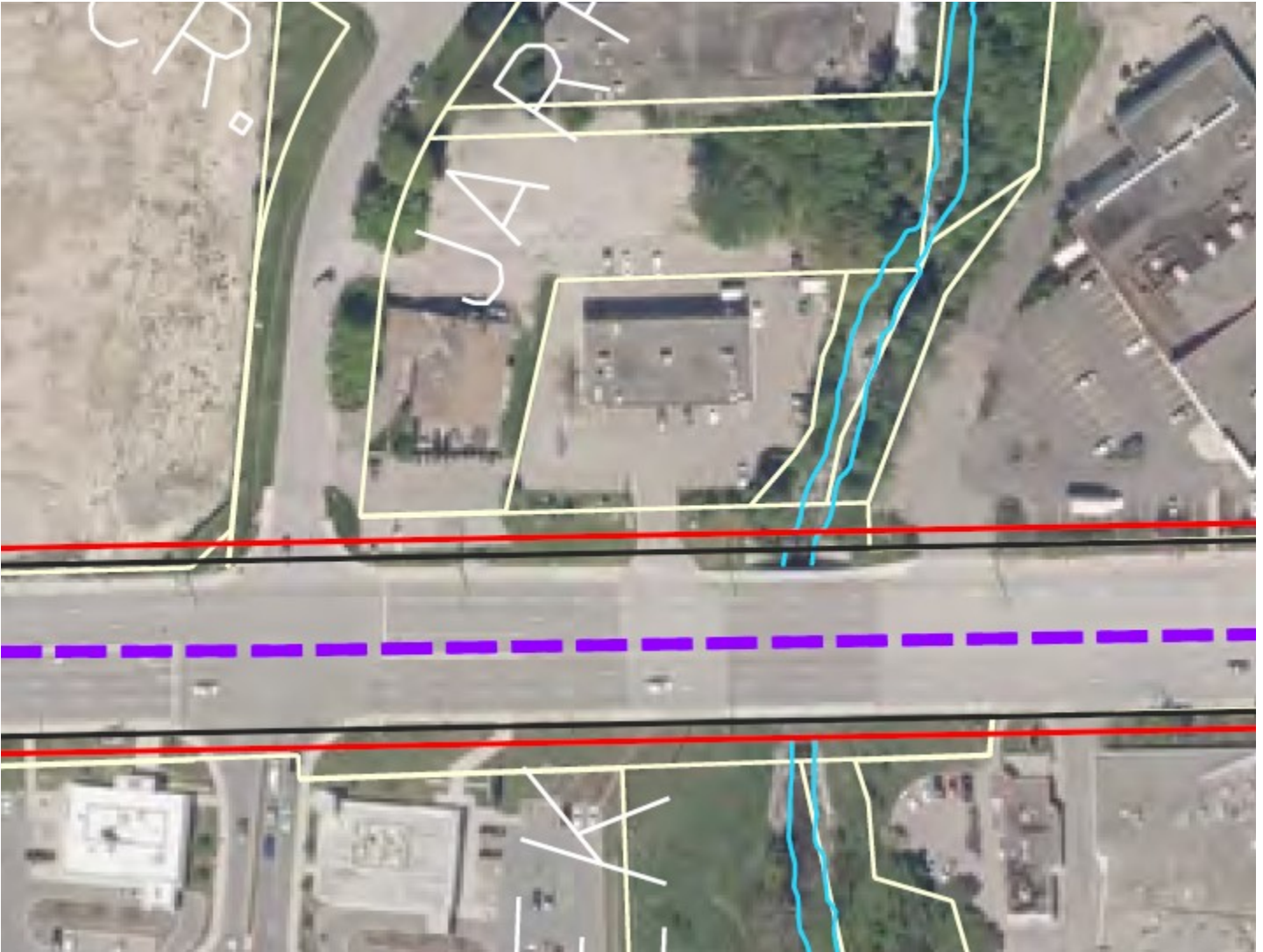
**Subject:** RE: 1565 Dundas Street East - Public Meeting Information Report (Ward 1, 2, 3, 4, 6, 7, 8) – Dundas Street Right-of-Way Mississauga Official Plan Amendment - PN: 2148 ROW

**Importance:** High

November 8, 2019

Adam and Christian, further to my email on November 5<sup>th</sup> (below) the current Right-of-Way width is greater than 42 metres along the frontage of our Client's property on Dundas Street East (1565 Dundas Street East). Please see extract below and the attached provided by Christian Binette to our office which identifies the proposed and existing Right-of-Way for the Dundas Street Corridor.

As such it is our opinion that a future road widening and dedication is not required. Please confirm. Kindly let us know before the end of the day today.



Regards,

**Anthony Sirianni**  
Planning Associate



**Brampton Office:** 21 Queen Street East, Suite 500, Brampton, ON L6W 3P1 P: 905-796-5790 ext. 262

**Markham Office:** 3601 Highway 7 East, Suite 310, Markham, ON L3R 0M3 P: 905-477-6556

E: [asirianni@gwdplanners.com](mailto:asirianni@gwdplanners.com) W: [www.gwdplanners.com](http://www.gwdplanners.com) TF: 1-855-771-7266

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**From:** Adam Lucas [<mailto:Adam.Lucas@mississauga.ca>]

**Sent:** Friday, November 08, 2019 9:29 AM

**To:** Anthony Sirianni

4.3.

**Cc:** Marc DeNardis; Michael Gagnon; Marilyn Mascarenhas; 'Margaret Kida'; 'Edyta Kida'; 'Chris Dydynski'; 'Chris Dydynski'; Christian Binette

**Subject:** RE: 1565 Dundas Street East - Public Meeting Information Report (Wared 1, 2, 3, 4, 6, 7, 8) – Dundas Street Right-of-Way Mississauga Official Plan Amendment - PN: 2148 ROW

Hi Anthony,

In speaking with other members of staff, it would appear that road widening requirements are increasing along this stretch of Dundas Street from 35 metres to 42 metres, being 3.5 metres on either side of the road. While the requirement to provide the additional road width is not currently in place, we are asking that those lands that are fronting along Dundas Street please review their proposed developments and see if the additional widening can be accommodated.

As such, it would be appreciated if can you please review your proposal and advise accordingly.

Thank you,

Adam



**Adam Lucas, MCIP, RPP**

Planner, Development Central

T 905-615-3200 ext.5525 |

[Adam.Lucas@mississauga.ca](mailto:Adam.Lucas@mississauga.ca) |

[City of Mississauga](#) | Planning and Building Department,  
Development and Design Division

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**From:** Anthony Sirianni [mailto:[asirianni@gwdplanners.com](mailto:asirianni@gwdplanners.com)]

**Sent:** 2019/11/07 2:04 PM

**To:** Adam Lucas

**Cc:** Marc DeNardis; Michael Gagnon; Marilyn Mascarenhas; 'Margaret Kida'; 'Edyta Kida'; 'Chris Dydynski'; 'Chris Dydynski'; Christian Binette

**Subject:** RE: 1565 Dundas Street East - Public Meeting Information Report (Wared 1, 2, 3, 4, 6, 7, 8) – Dundas Street Right-of-Way Mississauga Official Plan Amendment - PN: 2148 ROW

**Importance:** High

November 7, 2019

Adam, could you please provide our office with a response to my email below. Given that this Report is tabled at the November 11, 2019 City of Mississauga Planning and Development Committee Meeting please provide our office with your response before Friday, November 8<sup>th</sup>.

Regards,

**Anthony Sirianni**

**Planning Associate**



**Brampton Office:** 21 Queen Street East, Suite 500, Brampton, ON L6W 3P1 P: 905-796-5790 ext. 262

**Markham Office:** 3601 Highway 7 East, Suite 310, Markham, ON L3R 0M3 P: 905-477-6556

E: [asirianni@gwdplanners.com](mailto:asirianni@gwdplanners.com) W: [www.gwdplanners.com](http://www.gwdplanners.com) TF: 1-855-771-7266

#### 4.3.

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**From:** Anthony Sirianni

**Sent:** Tuesday, November 05, 2019 11:44 AM

**To:** Adam Lucas (Adam.Lucas@mississauga.ca)

**Cc:** Marc DeNardis; Michael Gagnon; Marilyn Mascarenhas; 'Margaret Kida'; 'Edyta Kida'; 'Chris Dydynski'; 'Chris Dydynski'; 'christian.binette@mississauga.ca'

**Subject:** 1565 Dundas Street East - Public Meeting Information Report (Wared 1, 2, 3, 4, 6, 7, 8) – Dundas Street Right-of-Way Mississauga Official Plan Amendment - PN: 2148 ROW

**Importance:** High

November 5, 2019

Adam, attached via the Drop Box Link below is a City of Mississauga Staff Report entitled: “Public Meeting Information Report (Wared 1, 2, 3, 4, 6, 7, 8) – Dundas Street Right-of-Way Mississauga Official Plan Amendment – Implementing Dundas Connects Master Plan” that has been tabled for the November 11, 2019 City of Mississauga Planning and Development Committee Meeting. I am writing to you out of an abundance of caution given the ongoing Site Plan Application for our Client’s property located at 1565 Dundas Street East, Mississauga and request confirmation that no further road widenings are required other than what has already been registered with the City of Mississauga.

**Drop Box Link:** <https://www.dropbox.com/s/5bzy6u01g0585am/Mississauga%20Staff%20Report%20-%20Dundas%20Street%20ROW.pdf?dl=0>

Attached to this email for your reference is the Survey of the subject site identifying the Dundas Street Right-of-Way, an enlargement of the aforementioned Survey and an Aerial Photo of the subject site identifying the Dundas Street Right-of-Way.

Looking forward to hearing back from you before Friday, November 8<sup>th</sup>.

Regards,

**Anthony Sirianni**  
**Planning Associate**



**Brampton Office:** 21 Queen Street East, Suite 500, Brampton, ON L6W 3P1 P: 905-796-5790 ext. 262

**Markham Office:** 3601 Highway 7 East, Suite 310, Markham, ON L3R 0M3 P: 905-477-6556

E: [asirianni@gwdplanners.com](mailto:asirianni@gwdplanners.com) W: [www.gwdplanners.com](http://www.gwdplanners.com) TF: 1-855-771-7266

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## Christian Binette

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**From:** Application Info  
**Sent:** Monday, October 28, 2019 10:28 AM  
**To:** LandUsePlanning@HydroOne.com  
**Cc:** Christian Binette  
**Subject:** RE: Mississauga - Dundas St W - CD.04-DUN

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hello

Please note via this Email, I have forwarded your comments to the Planner for this file, Christian Binette. In future you may submit any comments or questions to him directly at [Christian.binette@mississauga.ca](mailto:Christian.binette@mississauga.ca)

Thank You



### Stacey Ballan on behalf of application.info

City of Mississauga  
Development Assistant – Planning and Building Department  
Development and Design Division – 6<sup>th</sup> Floor  
T 905-615-3200 ext.5513  
[stacey.ballan@mississauga.ca](mailto:stacey.ballan@mississauga.ca)

---

**From:** [LandUsePlanning@HydroOne.com](mailto:LandUsePlanning@HydroOne.com) [<mailto:LandUsePlanning@HydroOne.com>]  
**Sent:** Friday, October 25, 2019 9:38 AM  
**To:** Application Info  
**Subject:** Mississauga - Dundas St W - CD.04-DUN

Hello,

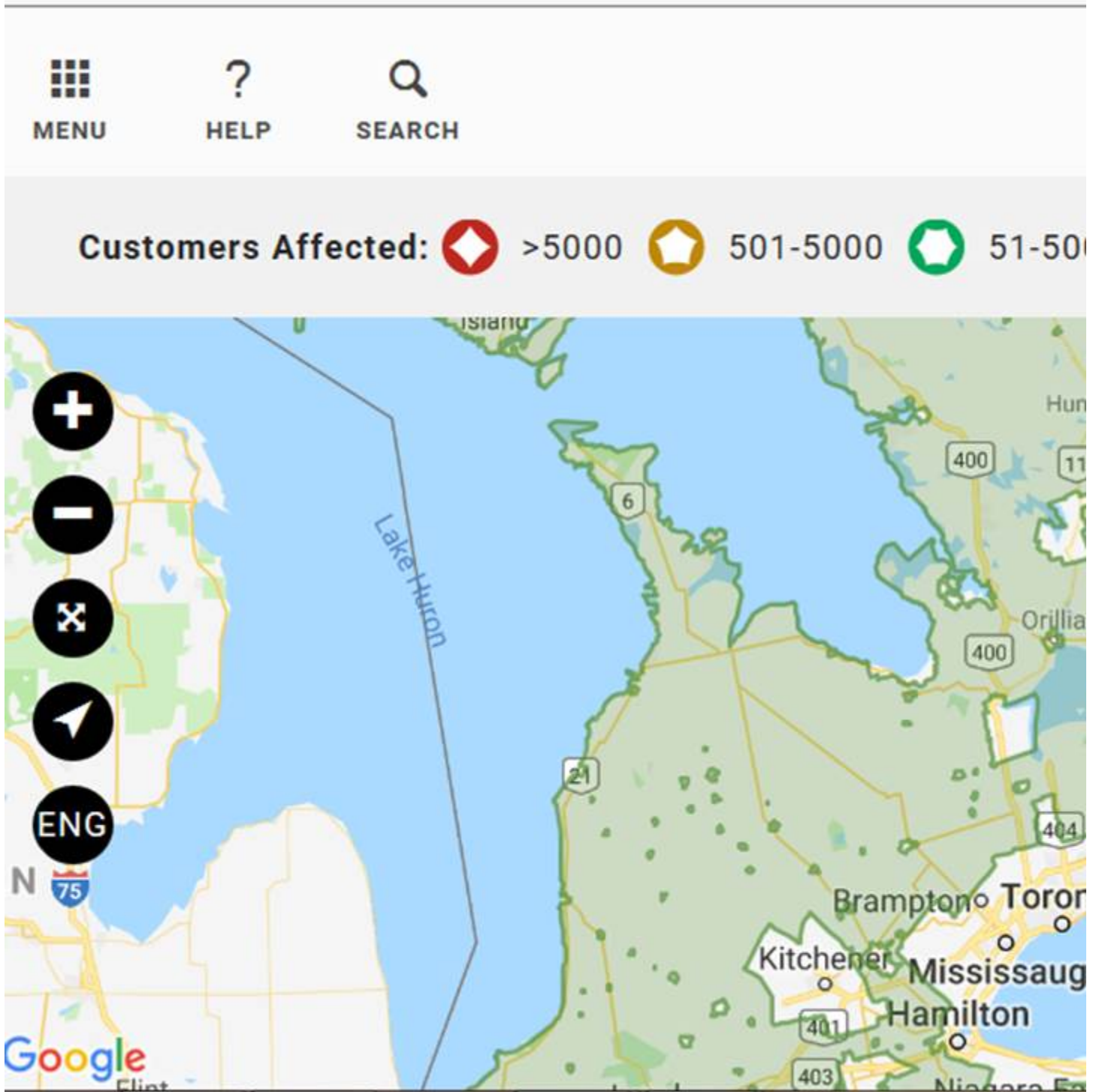
We are in receipt of your Application for Consent, CD.04-DUN dated October 18, 2019. We have reviewed the documents concerning the noted Application and have no comments or concerns at this time. **Our preliminary review considers issues affecting Hydro One's 'High Voltage Facilities and Corridor Lands' only.**

For proposals affecting 'Low Voltage Distribution Facilities' please consult your local area Distribution Supplier.

To confirm if Hydro One is your local distributor please follow the following link:  
<http://www.hydroone.com/StormCenter3/>

Please select " Search" and locate address in question by entering the address or by zooming in and out of the map





If Hydro One is your local area Distribution Supplier, please contact Customer Service at 1-888-664-9376 or e-mail [CustomerCommunications@HydroOne.com](mailto:CustomerCommunications@HydroOne.com) to be connected to your Local Operations Centre

Please let me know if you have any questions or concerns.

Thank you,

**Dennis De Rango**

Specialized Services Team Lead, Real Estate Department  
Hydro One Networks Inc.

Tel: (905)946-6237

Email: [Dennis.DeRango@HydroOne.com](mailto:Dennis.DeRango@HydroOne.com)

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# City of Mississauga

## Minutes



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### Planning and Development Committee

**Date**

2019/11/11

**Time**

6:00 PM

**Location**

Civic Centre, Council Chamber,  
300 City Centre Drive, Mississauga, Ontario, L5B 3C1

**Members Present**

Councillor George Carlson	Ward 11 (Chair)
Mayor Bonnie Crombie	
Councillor Stephen Dasko	Ward 1
Councillor Karen Ras	Ward 2
Councillor Chris Fonseca	Ward 3
Councillor John Kovac	Ward 4
Councillor Ron Starr	Ward 6
Councillor Dipika Damerla	Ward 7
Councillor Matt Mahoney	Ward 8
Councillor Sue McFadden	Ward 10
Councillor Carolyn Parrish	Ward 5 (ex-officio)

**Find it online**

<http://www.mississauga.ca/portal/cityhall/planninganddevelopment>



**Staff Present**

Mr. Andrew Whittemore, Commissioner, Planning & Building  
Ms. Lesley Pavan, Director, Development & Design Division  
Mr. Jason Bevan, Director, City Planning Strategies  
Mr. Hugh Lynch, Manager, Development South  
Mr. Chris Rouse, Manager, Development North  
Mr. Romas Juknevičius, Manager, Planning Programs  
Mr. Graham Walsh, Legal Counsel  
Mr. Jeremy Blair, Manager, Transportation Infrastructure Management  
Ms. Emma Calvert, Manager, Development Engineering, Transportation & Infrastructure  
Ms. Sangita Manandhar, Team Leader, Park Assets  
Mr. Christian Binette, Planner  
Mr. David Ferro, Planner  
Mr. Paul Stewart, Planner  
Ms. Angie Melo, Legislative Coordinator  
Ms. Megan Piercey, Legislative Coordinator

1. CALL TO ORDER - 6:00 PM
2. DECLARATIONS OF CONFLICT OF INTEREST - Nil
3. MINUTES OF PREVIOUS MEETING

Approval of the October 28, 2019 Draft Minutes

Approved (Councillor S. McFadden)

4. MATTERS CONSIDERED
- 4.1. PUBLIC MEETING INFORMATION REPORT (WARDS 1, 2, 3, 4, 6, 7, 8)  
Dundas Street Right-of-Way Mississauga Official Plan Amendment – Implementing  
Dundas Connects Master Plan

In response to Councillor Fonseca's inquiry regarding next steps and opportunities for the community to receive new information and provide feedback, Jason Bevan, Director, City Planning Strategies advised that Transportation and Works staff are undertaking the study to examine engineering elements relating to flooding in the area, and offered to meet with Councillor Fonseca and staff to provide an update.

In response to Councillor Damerla's inquiry regarding the acquisition of lands required to widen Dundas Street, Mr. Bevan, Director, City Planning Strategies explained the process.

The following person spoke:

1. Maurizio Rogato, Principal, Blackthorn Development Corporation, spoke on behalf of two land owners in the proposed development area, and noted support for the amendments to the Mississauga Official Plan and noted that he would like to see a more comprehensive implementation of the Master Plan that would include land use designation. Mr. Rogato requested that the lands recently designated by the province as employment, be considered as significant mixed use lands. Mr. Rogato further requested a copy of the Mississauga Official Plan as it was not included in the agenda, so that they can review and provide further comments.

**RECOMMENDATION**

PDC-0081-2019

1. That the report titled “Dundas Street Right-of-Way Mississauga Official Plan Amendment – Implementing Dundas Connects Master Plan,” dated October 18, 2019 from the Commissioner of Planning and Building, be received for information.
2. That the submissions made at the public meeting held on November 11, 2019 to consider the report titled “Dundas Street Right-of-Way Mississauga Official Plan Amendment – Implementing Dundas Connects Master Plan” dated October 18, 2019, from the Commissioner of Planning and Building, be received.
3. That one oral submission be received.

Received (Councillor J. Kovac) (11, 0, 0 – Absent)

<b>Recorded Vote</b>	<b>YES</b>	<b>NO</b>	<b>ABSENT</b>	<b>ABSTAIN</b>
Mayor B. Crombie	X			
Councillor S. Dasko	X			
Councillor K. Ras	X			
Councillor C. Fonseca	X			
Councillor J. Kovac	X			
Councillor C. Parrish	X			
Councillor R. Starr	X			
Councillor D. Damerla	X			
Councillor M. Mahoney	X			
Councillor S. McFadden	X			
Councillor G. Carlson	X			

4.2. **PERMISSION TO APPLY TO COMMITTEE OF ADJUSTMENT (WARD 2)**

To permit the property owner to apply for minor variances in accordance with section 45.1.4 of the *Planning Act*

1101 – 1125 Clarkson Road North

Owner: 1101 - 1125 Clarkson Road Developments Inc.

File: OZ 15/003 W2

In response to Councillor Ras’ inquiry regarding the applicant’s submission of new information, David Ferro, Planner confirmed that staff are requesting a deferral of this matter to allow the opportunity to review further information submitted by the applicant.

Councillor Ras moved an amending motion to defer the matter to a future Planning and Development Committee meeting.

#### RECOMMENDATION

PDC-0082-2019

That the report dated October 18, 2019 from the Commissioner of Planning and Development titled "PERMISSION TO APPLY TO COMMITTEE OF ADJUSTMENT (WARD 2) To permit the property owner to apply for minor variances in accordance with section 45.1.4 of the *Planning Act*, 1101 – 1125 Clarkson Road North - Owner: 1101 - 1125 Clarkson Road Developments Inc. - File: OZ 15/003 W2" be deferred to a future Planning and Development Committee meeting.

Deferred (Councillor K. Ras) - (10, 0, 1 – Absent)

<b>Recorded Vote</b>	YES	NO	ABSENT	ABSTAIN
Mayor B. Crombie			X	
Councillor S. Dasko	X			
Councillor K. Ras	X			
Councillor C. Fonseca	X			
Councillor J. Kovac	X			
Councillor C. Parrish	X			
Councillor R. Starr	X			
Councillor D. Damerla	X			
Councillor M. Mahoney	X			
Councillor S. McFadden	X			
Councillor G. Carlson	X			

#### 4.3. RECOMMENDATION REPORT (WARD 1)

Rezoning and draft plan of subdivision applications to permit 8 freehold detached homes and 18 common element condominium detached homes

2103, 2107, 2113, 2119 Primate Road, 1351, 1357 Wealthy Place, and 2116, 2122 Dixie Road, west side of Dixie Road, north of the Queen Elizabeth Way

Owner: City Park (Dixie Rd.) Inc.

Files: OZ 18/003 W1 and T-M 18002 W1

Paul Stewart, Planner, provided an overview of the Recommendation Report.

Committee Members commented regarding allowable and proposed heights, acceptable water table depth, liability if flooding occurs, and requirement for all homes to have sump pumps and permeable pavement driveways.

Paul Stewart, Planner explained the allowable heights in the Zoning By-law. Mr. Stewart, advised that Transportation and Works staff advised of the risk of sump pumps working 24/7 and advised it was not appropriate to have deep basements. Mr. Stewart further advised that the applicant submitted a storm water management study that did not identify any adverse impact to ground water and surrounding homes; this study was reviewed by Transportation and Works staff and deemed acceptable.

Emma Calvert, Manager, Development Engineering, Transportation & Infrastructure, advised that the storm water management proposal includes rain barrels and infiltration trenches which will be managed onsite.

Lesley Pavan, Director, Development & Design Division, advised that they can require the developer to have permeable pavement driveways and to ensure that it is maintained annually.

The following persons spoke:

1. Joanne Puttock, Resident, spoke opposing the development expressing concern with the level of intensification, increased density, height and traffic.
2. Beryl Chamberlain, Resident, spoke in opposition of this development, and echoed Ms. Puttock's comments, and noted that the community's request for public consultation was ignored.
3. Lisa MacCumber, Resident, spoke in opposition to the development and noted that the concerns expressed by the community have not been addressed, and further Ms. MacCumber questions the accuracy of the traffic study data and the misleading photo's included in the report.
4. Jim Levac, Partner, Glen Schnarr & Associates, spoke on behalf of the applicant and supports the staff's recommendation report and commended staff for their assistance in addressing technical issues.
5. Ryan Enright, Director, Sherway Homeowners and Recreation Association, spoke opposing the development expressing concerns with the proposed heights.
6. Paul Downs, Resident, spoke opposing the development and expressed concerns with the level of intensification and noted that the developer has ignored the concerns raised by the community. Mr. Downs requested the Committee not approve the development and request that the developer provide a proposal more suitable to the community.

7. Adam Norton, Resident, spoke opposing the development expressing concern with proposed heights and storm water management, noting that although homes will be required to have a rain barrel; what happens when they remove the rain barrel and go to a downspout method. Mr. Norton noted that current zoning by-laws ought to be maintained.

Councillor Dasko noted that his office has received over 130 emails from the community expressing concern that the development does not fit the neighbourhood character, increase in density/intensification, the challenges and pressures on services and infrastructure, parking capacity and roadway entrances/exits into the development.

Councillor Dasko opposes the development as presented and put forward an amended Motion, which was voted on and failed.

Councillor Parrish spoke in support of the development and moved the Recommendation Report Motion.

#### RECOMMENDATION

PDC-0083-2019

1. That notwithstanding that subsequent to the public meeting, changes to the applications have been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act*, any further notice regarding the proposed amendment is hereby waived.
2. That the application under File OZ18/003 W1, City Park (Dixie Rd.) Inc., 2103, 2107, 2113, 2119 Primate Road, 1351, 1357 Wealthy Place, and 2116, 2122 Dixie Road, to change the zoning to R4-Exception (Detached Dwellings) and R16-Exception (Detached Dwellings on a CEC-Road) and the draft plan of subdivision under File T-M 18002 W1, be approved subject to the provisions referenced in the staff report dated October 18, 2019 from the Commissioner of Planning and Building.
3. That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development.
4. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 36 months of the Council decision.
5. Notwithstanding subsection 45.1.3 of the *Planning Act*, subsequent to Council approval of the development application, the applicant can apply for a minor variance application, provided that the height and number of dwelling units shall not increase.

6. That seven oral submissions be received.

Approved (Councillor C. Parrish) - (8, 2, 1 – Absent)

<b>Recorded Vote</b>	YES	NO	ABSENT	ABSTAIN
Mayor B. Crombie			X	
Councillor S. Dasko		X		
Councillor K. Ras		X		
Councillor C. Fonseca	X			
Councillor J. Kovac	X			
Councillor C. Parrish	X			
Councillor R. Starr	X			
Councillor D. Damerla	X			
Councillor M. Mahoney	X			
Councillor S. McFadden	X			
Councillor G. Carlson	X			

5. ADJOURNMENT – 7:13 PM (Councillor M. Mahoney)