

Metrolinx / City of Mississauga

Socio-Economic and Land Use Study

Dundas Bus Rapid Transit Mississauga East

Date: October 2021

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Executive Summary

ES 1. Project Background and Study Purpose

In 2020, Metrolinx completed the Dundas Bus Rapid Transit Initial Business Case, which recommends a preferred Bus Rapid Transit alignment, and supportive service concept along Dundas Street between Kipling Station, in the City of Toronto, through the City of Mississauga and Halton Region, to Highway 6 in the City of Hamilton. AECOM Canada Limited (AECOM) was retained by Metrolinx and the City of Mississauga to evaluate the proposed 48-kilometre transit corridor. The evaluation involves the completion of the Preliminary Design, Preliminary Design Business Case and Transit Project Assessment Process.

A Transit Project Assessment Process is a focused environmental impact assessment process created specifically for transit projects. The process involves a pre-planning phase followed by a regulated (up to 120 days) consultation and documentation period. These phases include consultation, assessment of impacts, development of measures to mitigate negative impacts, and documentation. Consultation occurs with the public, stakeholders and Indigenous Nations throughout the process. Following these phases, there is a 30-day public review period where the public has the opportunity to review the Environmental Project Report (EPR) and provide additional comments, followed by a 35-day Minister's review period.

The preliminary design phase will build upon the pre-planning completed as part of the Transit Project Assessment Process. In this phase, the project team will utilize the environmental impact assessment from the Transit Project Assessment Process to refine the Bus Rapid Transit design to a 30% design level. The Preliminary Design Business Case analyzes the Dundas Bus Rapid Transit corridor against strategic objectives, financial and economic impacts and operations considerations. The Preliminary Design Business Case will compare the corridor against a business-as-usual scenario (i.e., without the project).

In 2018, the Dundas Connects Master Plan (Dundas Connects) was completed by the City of Mississauga. It guides future development and intensification along the Dundas Street Corridor in the City of Mississauga. Bus Rapid Transit, cycling infrastructure, and an enhanced public realm for pedestrians were among the recommendations in the Plan. Dundas Connects is being implemented through various studies and initiatives, including this Transit Project Assessment Process.

The Dundas Bus Rapid Transit Mississauga East Project (the Project) includes the planning and design of a 7-kilometre Bus Rapid Transit corridor from Confederation

Parkway to the City of Toronto boundary at Etobicoke Creek, within the City of Mississauga. This Socio-Economic and Land Use Report (the Report) has been prepared to support the Transit Project Assessment Process. The purpose of this Report is to:

- Provide an overview of the relevant regional and municipal policies and land use designations, including emerging policy directions, and describe how the Project is aligned with these policies;
- Document the existing land use and socio-economic features within the Study Area;
- Characterize future change, including planned and recently approved development, infrastructure projects, and city-building initiatives; and
- Identify potential adverse impacts and opportunities to socio-economic features and land use, including property, aesthetic/visual, safety, and light spillage associated with the Project. Appropriate mitigation measures and monitoring requirements will be provided for potential adverse impacts.

Refer to **Section 1** for more information related to Project background and Study purpose.

ES 2. Methodology

The methodology for the Study involves the completion of four (4) main tasks:

1. Background review of relevant planning policy;
2. Existing conditions review using municipal data portals, Census information, mapping software and other desktop sources;
3. Site visit to verify background review; and
4. Develop Potential Impacts, Mitigation Measures, and Monitoring Activities based on the results of Steps 1 through 4 and industry best practice.

A detailed methodology description is provided in **Section 2**.

ES 3. Planning Policy

Section 3 includes a discussion of planning policies and their applicability to the Project.

ES 4. Existing Conditions

Refer to **Section 4** for existing conditions information. A discussion of neighbourhood profiles, community amenities, and future development is included.

ES 5. Potential Effects, Mitigation Measures and Monitoring Activities

Section 5 includes an overview of potential effects, mitigation measures and monitoring activities associated with the Project. Potential effects, mitigation measures and monitoring activities are separated by the construction and operations phases of the Project.

ES 6. Future Commitments

Commitments to future work are summarized in **Section 6**. Commitments to future work are separated by the construction, operations, and design phases of the Project.

ES 7. Permits and Approvals

No permits or approvals associated with the socio-economic environment are anticipated.

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Appendices

Appendix A: Figures

Appendix B: Site Photos

1. Introduction

1.1 Background

In 2020, Metrolinx completed the Dundas Bus Rapid Transit Initial Business Case, which recommends a preferred Bus Rapid Transit alignment, and supportive service concept along Dundas Street between Kipling Station, in the City of Toronto, through the City of Mississauga and Halton Region, to Highway 6 in the City of Hamilton. AECOM Canada Limited (AECOM) was retained by Metrolinx and the City of Mississauga to evaluate the proposed 48-kilometre transit corridor. The evaluation involves the completion of the Preliminary Design, Preliminary Design Business Case and Transit Project Assessment Process.

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The preliminary design phase will build upon the pre-planning completed as part of the Transit Project Assessment Process. In this phase, the project team will utilize the environmental impact assessment from the Transit Project Assessment Process to refine the Bus Rapid Transit design to a 30% design level. The Preliminary Design Business Case analyzes the Dundas Bus Rapid Transit corridor against strategic objectives, financial and economic impacts and operations considerations. The Preliminary Design Business Case will compare the corridor against a business-as-usual scenario (i.e., without the Project).

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The Dundas Bus Rapid Transit Mississauga East Project (the Project) includes the planning and design of a 7-kilometre Bus Rapid Transit corridor from Confederation Parkway to the City of Toronto boundary at Etobicoke Creek, within the City of Mississauga.

1.2 Purpose

The purpose of the Socio-Economic and Land Use Study is to:

- Provide an overview of the relevant regional and municipal policies and land use designations, including emerging policy directions, and describe how the Project is aligned with these policies;
- Document the existing land use and socio-economic features within the Study Area;
- Characterize future change, including planned and recently approved development, infrastructure projects, and city-building initiatives; and
- Identify potential adverse impacts and opportunities to socio-economic features and land use, including property, aesthetic/visual, safety, and light spillage associated with the Project. Appropriate mitigation measures and monitoring requirements will be provided for potential adverse impacts.

1.3 Study Area

The Project Area is the area of direct disturbance required for the construction and operation of the Project. It includes the proposed alignment for the Project. The Project Area is shown in **Figure A1, Appendix A**. The Socio-Economic and Land Use Study Area (Study Area) is shown in **Figure A1, Appendix A**. The Study Area boundary includes the Project Area and extends 300 metres in all directions from the Project Area. The Study Area identifies the area to be investigated as part of the Socio-Economic and Land Use Study. The Study Area boundary extends east to fully encompass the Dundas Street and Neilson Drive intersection, which is within City of Toronto limits. The purpose of extending the Study Area is to incorporate all construction works required for the implementation of the Project.

2. Methodology

The methodology for the Study involves the completion of four (4) main tasks:

1. Policy review;
2. Existing conditions review;
3. Site Visit; and
4. Documentation of Potential Impacts, Mitigation Measures, and Monitoring Activities.

2.1 Policy Review

A background review was conducted using applicable provincial, municipal, and other relevant policy documents to identify and understand the planning framework and current land use designations affecting the Study Area.

2.2 Existing Conditions Review

An existing conditions review was conducted within the Study Area, which included neighbourhood profiles, community amenities, and development applications present. These categories broadly describe the socio-economic and land use environment along Dundas Street that the Project may interact with. Neighbourhood profiles were developed using municipal data portals, Census information, mapping software, site visit observations and other desktop resources. Community Amenities were captured using Google Maps and confirmed with site visit observations. Development Applications were available through municipal data portals.

2.3 Site Visit

A site visit was used to verify the data collected in the previous tasks, and to document any additional socio-economic features within the Study Area. The site visit occurred on April 14, 2021. Photos from the Site Visit are provided in **Appendix B**.

2.4 Potential Impacts, Mitigation Measures, and Monitoring Activities

Socio-economic features and land uses identified in the previous two sections were assessed against the Project to determine potential adverse impacts and opportunities which may result from the Project. Based on the potential adverse impacts identified, appropriate mitigation measures (where impacts are anticipated) are provided, with the aim of reducing or eliminating adverse impacts. Monitoring requirements are also identified, for both the construction and operation phases of the Project. Impacts and mitigation are based on industry best practice.

3. Planning Policy

The Province of Ontario, Peel Region, the City of Mississauga, and the City of Toronto have plans and policies which are relevant for the development of the Project. These plans and policies serve as important elements of the planning framework and provide insight into key provincial and municipal objectives while encouraging strategic transportation development. The following sections describe these planning considerations, including provincial policies and plans, municipal plans and initiatives, and other policy considerations.

3.1 Provincial

Over the past two decades, the Province has approved a series of initiatives, statutes and plans that have changed the way planning and development is to occur within Ontario. A significant number of these address transportation and public transit, as described in the following sections. Accordingly, the delivery of transit and public transit related developments should be consistent with these policies.

3.1.1 Provincial Policy Statement

The Provincial Policy Statement, 2020 is issued under Section 3 of the Planning Act and provides policy direction on matters of Provincial interest related to land use planning and development, with the aim of securing the long-term prosperity, environmental health and social wellbeing of the Province. The Provincial Policy Statement is premised on the efficient use of land and infrastructure, the protection of environmental resources and ensuring sufficient land is available for the development of future employment and residential uses.

Of relevance to the Project and Study Area are policies that relate to transportation systems and infrastructure, long-term economic prosperity, and the protection of natural, cultural and built heritage. In particular, the Provincial Policy Statement promotes:

- Healthy and active communities by facilitating active transportation and community connectivity (Provincial Policy Statement, 2020, Section 1.5.1);
- The planning for and protection of transportation infrastructure and transit to meet current and projected needs (Provincial Policy Statement, 2020, Section 1.6.8.1);

- Providing safe, energy efficient, integrated and reliable multimodal transportation systems which facilitate the movement of people and appropriately address projected needs (Provincial Policy Statement, 2020, Section 1.6.7);
- Maintaining or restoring the diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems (Provincial Policy Statement, 2020, Section 2.1.2);
- Restricting development and site alteration in, or adjacent to, significant wetlands, woodlands, valley lands, wildlife habitat and Areas of Natural and Scientific Interest, unless it has been demonstrated that there will be no negative effects on the natural features or their ecological functions (Provincial Policy Statement, 2020, Sections 2.1.4 and 2.1.5);
- Restricting development in habitat of endangered or threatened species except in accordance with Provincial and Federal requirements (Provincial Policy Statement, 2020, Section 2.1.7);
- Restricting development and site alteration in or near sensitive surface or groundwater features such that their features and related hydrological functions will be protected, improved, or restored (Provincial Policy Statement, 2020, Section 2.2.2); and
- Conserving heritage and significant cultural heritage landscapes; and restricting development and site alteration on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved (Provincial Policy Statement, 2020, Sections 2.6.1 and 2.6.2).

3.1.1.1 Applicability of the Provincial Policy Statement to the Project

The Project is consistent with the objectives of the Provincial Policy Statement, 2020, as it supports the expansion and optimization of a multi-modal transportation system that provides connectivity to existing local and regional transit and supports long-term economic prosperity. The Project will also support areas that are planned for residential and employment growth and the potential to support multiple modes of travel, foster improved connectivity, and allow for the development of compact, mixed-use communities.

3.1.2 A Place to Grow: Growth Plan for the Greater Golden Horseshoe

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, Office Consolidation 2020 (Growth Plan), is a long-term plan for Ontario to promote economic growth, increase housing supply, create jobs and build communities that make life easier, healthier and more affordable for people of all ages. As one of the most dynamic and

fast-growing regions in North America, the Greater Golden Horseshoe is a destination for many people and businesses from other parts of Canada and around the world.

The current Growth Plan came into effect on May 16, 2019 and was consolidated in August 2020. Changes to the Growth Plan since its original 2006 version and 2017 updated version have provided greater detail on policies for achieving vibrant and complete communities. A primary objective of the Growth Plan is the achievement of complete communities that provide access to transit networks and have an increased amount and variety of housing options.

The Growth Plan identifies Downtown Mississauga as an “urban growth centre”. It is noted that the Mississauga Official Plan includes Downtown Cooksville as part of the overall Downtown Mississauga Designation. Downtown Cooksville is located where Dundas Street intersects Hurontario Street. The Growth Plan notes that “urban growth centres” will be planned:

- a) As focal areas for investment in regional public service facilities, as well as commercial, recreational, cultural and entertainment uses;
- b) To accommodate and support the transit network at the regional scale and provide connection points for inter- and intra-regional transit;
- c) To serve as high-density major employment centres that will attract provincially, nationally or internationally significant employment uses; and
- d) To accommodate significant population and employment growth.

Each “urban growth centre” is given a minimum density target to achieve by 2031. The minimum density target for Downtown Mississauga is 200 residents and jobs combined per hectare. The Growth Plan directs growth within settlement areas to “strategic growth areas” which includes “urban growth centres” and “major transit station areas” (Policy 2.2.1.2). Of relevance to the Project and Study Area are policies that relate to the creation of complete communities and enhanced transit planning within “strategic growth areas”. In particular, the Growth Plan:

- Supports the achievement of complete communities that expand convenient access to a range of transportation options (Policy 2.2.1.4(d));
- Requires planning for lands adjacent to or near frequent transit to be transit-supportive, which relates to development that makes transit viable and improves the quality of the experience of using transit, often referring to compact, mixed-use development that has a high level of employment and residential densities (Policy 2.2.4.10);
- Requires municipalities to identify and protect lands that may be needed for future enhancement or expansion of transit infrastructure for lands adjacent or near

higher order transit corridors, as determined through consultation with Metrolinx (Policy 2.2.4.11);

- Promotes economic development and competitiveness by planning to better connect areas with high employment densities to transit (Policy 2.2.5.1(c));
- Requires the transportation system to be planned and managed to provide connectivity among transportation modes for moving people and goods, offering multimodal access to jobs, housing, schools, cultural and recreational opportunities, and goods and services (Policies 3.2.2(a) and (d));
- Supports public transit as the first priority for transportation infrastructure planning and major transportation investments (Policy 3.2.3.1);
- Provides criteria for transit planning and investment decisions, including prioritizing areas with existing or planned higher residential or employment densities, increasing the capacity of the existing transit system to support strategic growth areas; and expanding transit services to areas that have or will be planned to achieve transit-supportive densities and provide a mix of uses (Policy 3.2.3.2); and
- Supports existing and planned transit to reduce dependence on the automobile in an effort to address climate change adaptation and reduce greenhouse gas emissions (Policy 4.2.10.1(b)).

3.1.2.1 Applicability of the Growth Plan to the Project

The Growth Plan requires municipalities to recognize designations such as urban growth centres in their official plans to implement the policies of the Growth Plan. More discussion on the Region of Peel Official Plan and the City of Mississauga Official Plan is provided below in **Section 3.2.4**. The Growth Plan policies for “strategic growth areas” generally apply to the Study Area.

Overall, the Project conforms with the relevant policies of the Growth Plan. By delivering transit to areas of existing high-density housing, employment, cultural and institutional uses with the potential for new growth and development, the Project can help to deliver more complete communities, with a greater mix of uses. While the entire Project does not fall within the Downtown Mississauga urban growth centre, it will provide access to and from this important growth area. The Project will connect to the planned Hurontario Light Rail Transit line which is a Transit Priority Corridor, and the Milton GO Line with walking distance connections to the Dixie and Cooksville GO Stations. The Project will be associated with a number of future “major transit station areas” including one priority major transit station area at Dundas Street and Hurontario Street, and will contribute to greater intra-regional transportation options to reduce reliance on automobile use.

3.1.3 Greenbelt Plan

The Greenbelt Plan, 2017 identifies where urbanization should not occur in order to provide permanent protection to the agricultural land base and the ecological and hydrological features, areas and function occurring within the Greater Golden Horseshoe landscape (Province of Ontario, 2017). The Greenbelt Plan was introduced under the Greenbelt Act, 2005 and includes lands within, and builds upon the ecological protections provided by, the Niagara Escarpment Plan and the Oak Ridges Moraine Conservation Plan. The Greenbelt Plan, together with the Growth Plan, builds on the Provincial Policy Statement to establish a land use planning framework for the Greater Golden Horseshoe that supports a thriving economy, a clean healthy environment, and social equity (Province of Ontario, 2017).

The Greenbelt Plan, 2017 describes the “Greenbelt” as a broad band of permanently protected land which:

- Protects against the loss and fragmentation of the agricultural land base and supports agriculture as the predominant land use;
- Gives permanent protection to the natural heritage and water resource systems that sustain ecological and human health and that form the framework around which major urbanization in southcentral Ontario will be organized;
- Provides for a diverse range of economic and social activities associated with rural communities, agriculture, tourism, recreation and resource uses; and
- Builds resilience to and mitigates climate change (Province of Ontario, 2017).

The Project terminates near Etobicoke Creek, which is designated as an Urban River Valley under the Greenbelt Plan, 2017. The Urban River Valley designation, which applies to publicly owned urban river valley lands brought into the Greenbelt, promotes protection of natural and open space lands along river valleys in urban areas, provides connectivity between the Greenbelt and Lake Ontario, and directs land use planning in areas where the Greenbelt occupies river valleys in an urban context (Province of Ontario, 2017). The Greenbelt Plan lays out goals for Urban River Valleys (s. 1.2.3). Relevant to the Project and Study area are the following:

- Protection of natural and open space lands along river valleys in urban areas which will assist in ecologically connecting the rest of the Greenbelt Area to the Great Lakes and other inland lakes;
- Protection of natural heritage and hydrologic features and functions along urban river valleys, including coastal wetlands;
- Conservation of cultural heritage resources; and

- Provision of a range of natural settings on publicly owned lands for recreational, cultural and tourism uses, including parkland, open space land and trails.

Urban River Valley Policies, provided under Section 6 of the Greenbelt Plan, note that all existing, expanded or new infrastructure subject to and approved under the Environmental Assessment Act (or similar approval) are permitted within the Urban River Valley designation, provided that the goals of the Growth Plan and Greenbelt Plan are supported (Province of Ontario, 2017).

3.1.3.1 Applicability of the Greenbelt Plan to the Project

The Project will support the goals of the Greenbelt Plan and the Urban River Valley designation. Implementation of the project will protect the Etobicoke Creek as natural heritage and water resource systems that sustain ecological and human health. The Project will also support efforts to mitigate climate change by offering a rapid and reliable public transit alternative to individual automobile use. The project will protect the important function of the relevant Urban River Valleys as natural and open spaces which ecologically connect the rest of the Greenbelt to the Great Lakes and for their natural heritage and hydrologic features.

3.1.4 2041 Regional Transportation Plan

Metrolinx was established under the *Metrolinx Act, 2006* by the Government of Ontario to support transit connectivity throughout the Greater Toronto and Hamilton Area. Part of Metrolinx's mandate is to create a long-term strategic plan for an effective multi-modal regional transportation system, promoting the integration of all modes of transportation with the Greater Toronto and Hamilton Area. To do so, Metrolinx developed The Big Move (2008), being the first regional transportation plan for the Greater Toronto and Hamilton Area. The plan provided a strategic, long-term vision for a co-ordinated transportation network across the region. It proposed over 1,200 kilometres of rapid transit over 25 years so that over 80 per cent of residents in the region will live within 2 kilometres of a rapid transit line.

The 2041 Regional Transportation Plan (Metrolinx, 2018) builds on The Big Move to guide the continuing transformation of the Greater Toronto and Hamilton Area transportation system through the goals of creating strong connections, complete travel experiences, and sustainable and healthy communities. The Regional Transportation Plan identifies five strategies to achieve this:

1. Complete the delivery of current regional transit projects;
2. Connect more of the region with frequent rapid transit;

3. Optimize the transportation system;
4. Integrate transportation and land use; and
5. Prepare for an uncertain future.

3.1.4.1 Frequent Rapid Transit Network

The Frequent Rapid Transit Network is a group of transit projects identified under Strategy #2 of the 2041 Regional Transportation Plan. Metrolinx has developed a prioritization framework known as “Advancing Transit Priorities: Frequent Rapid Transit Network Prioritization” which establishes a process to evaluate and assess unfunded Frequent Rapid Transit Network projects to determine the sequencing of business case assessment. Among the projects under consideration are an extension of the Dundas Bus Rapid Transit past Kipling Station to Trafalgar Road (undergoing initial business case assessment), as well as several routes that may provide future or expanded interconnectivity with and access to the Project (such as a Dixie-Bramalea route or an extension of the Hurontario Light Rail Transit line northwards).

3.1.4.2 Applicability of 2041 Regional Transportation Plan to the Project

Metrolinx’s 2041 Regional Transportation Plan identifies a bus rapid transit corridor along Dundas Street linking Toronto, Mississauga and Oakville as an “In Development” project (transit projects in the Greater Toronto and Hamilton Area that are in advanced stages of planning and design). The Project will serve as a key link in an integrated, multi-modal, and regional transit system. It will meet the goals of the Regional Transportation Plan by creating strong connections to key destinations along Dundas Street including other intra-regional forms of transportation; and create a sustainable and healthy community by encouraging residents to use transit over automobiles.

3.2 Municipal

The Project traverses the Region of Peel and the City of Mississauga on a 7 kilometre stretch of Dundas Street. The Project Area terminates in the east at the City of Toronto boundary and in the west at Confederation Parkway. The Socio-Economic and Land Use Study Area extends 300 metres in all directions from the Project Area. Therefore, portions of the Study Area extend into the City of Toronto in the east. As such, the bulk of the municipal planning and policy analysis is focused on Peel Region and the City of Mississauga in the following sections. A review of relevant City of Toronto policy follows.

3.2.1 Region of Peel Official Plan

The Peel Region Official Plan, Office Consolidation 2018 is a long-term plan used to assist the Region in managing growth and development. The main purpose of the plan is to provide Regional Council with a long-term regional strategic policy framework for guiding growth and development in Peel, while having regard for protecting the environment, managing renewable and non-renewable resources, and outlining regional structure that manages this growth within Peel in the most efficient manner.

The Peel Region Official Plan was adopted by Council on July 11, 1996 and approved with modifications by the Minister of Municipal Affairs and Housing on October 22, 1996. The Region of Peel is currently in the process of completing the Peel 2041+ Regional Official Plan Review, to be completed in 2022. A December 2018 Office Consolidation is currently available.

3.2.1.1 Urban Growth Centres

Schedule D – Regional Structure and Schedule D4 – The Growth Plan Policy Areas in Peel identify a Conceptual Urban Growth Centre centred on Hurontario Street and extending from Highway 403 in the north to the Queen Elizabeth Way in the south. The portion of the Study Area around the intersection of Dundas and Hurontario (known as Cooksville) falls within the Urban Growth Centre Designation.

Urban Growth Centres are components of the Regional Urban System that are envisioned as major locations for intensification that will be developed in a compact form and provide a range and mix of housing, employment, recreation, entertainment, civic, cultural and other activities for residents, workers and area visitors. Urban Growth Centres are also focal areas for investment in region-wide public services and infrastructure, including major transit infrastructure.

Relevant objectives and policies for Urban Growth Centres include:

- Providing for a range and mix of high intensity compact forms and activities while taking into account the characteristics of existing communities and services (5.3.3.1.1);
- Supporting safe and secure communities, public transit, walking and cycling (5.3.3.1.2);
- Incorporating a mix of residential and employment opportunities (5.3.3.1.3);
- Achieving a minimum gross density target of 200 residents and jobs combined per hectare by 2031 or earlier (5.3.3.1.4); and
- Optimizing the use of the existing land supply of the Region by directing a significant portion of growth to the built-up areas through intensification, particularly

the urban growth centres, intensification corridors, and major transit service areas (5.5.1.1).

3.2.1.2 Mobility Hubs and Rapid Transit Corridors

Schedule G – Rapid Transit Corridors identifies the lands surrounding the intersection of Dundas Street and Hurontario Street, including the Cooksville GO Station, as a Gateway Mobility Hub. Furthermore, the lands surrounding the intersection of Dundas Street and Dixie Road, including the Dixie GO Station, are identified as a Potential Gateway Mobility Hub. Lastly, the entirety of Dundas Street within the Region of Peel is identified as a Rapid Transit Corridor.

Relevant objectives and policies for Mobility Hubs and Rapid Transit Corridors include:

- Supporting and encouraging transit-supportive development densities and patterns, particularly along rapid transit corridors and at designated nodes such as GO Stations and mobility hubs (5.9.5.1.4); and
- Encouraging the intensification of residential and non-residential development at mobility hubs and along corridors to support a higher level of transit service and other sustainable modes (5.9.5.2.10).

3.2.1.3 Applicability of the Region of Peel Official Plan to the Project

The Project will serve to meet the Region of Peel Official Plan objectives for Conceptual Urban Growth Centres, Mobility Hubs and Rapid Transit Corridors. The speed, safety and reliability that the Project is anticipated to provide will be a key step in facilitating the density targeted for the Downtown Mississauga Growth Centre (i.e., 200 residents and jobs per hectare).

3.2.2 Region of Peel Long Range Transportation Master Plan

The Let's Move Peel Long Range Transportation Plan (Region of Peel, 2019) outlines a vision for a connected Peel Region. The plan is meant to serve as a guide for the infrastructure programming and capital budgeting needs to meet the increasing demands on the Region's transportation system to come with the growth forecasted in the Growth Plan. The five-year plan was created in 2019 with a 2041 horizon.

The plan aims to balance three broad transportation goals of the Region:

- Sustainable Mobility: The Region of Peel will strive to create a transportation system that provides its residents with a variety of travel options and promote sustainable modes.

- **Safe Mobility:** The Region of Peel will create safer roads for pedestrians, cyclists and vehicle operators to reduce the number of fatal and serious injury collisions.
- **Vehicular Mobility and Goods Movement:** The Region of Peel will continue to improve vehicular flow (through innovative forms of traffic management, maintenance, and strategic road and highway infrastructure projects).

The plan details existing and proposed rapid transit projects, and the ways in which the Region is working with Metrolinx to advance projects in collaboration with local municipalities. The length of Dundas Street through the City of Mississauga is identified as a potential Light Rail Transit / Bus Rapid Transit line. A Mobility Hub is identified at the intersection of Dundas and Hurontario Streets. Policies are laid out for Mobility Hubs, which the plan defines as major transit stations and surrounding areas that are meant to support a high number of transit boardings and alightings and facilitate transfers between different modes.

3.2.2.1 Applicability of the Region of Peel Long Range Transportation Master Plan to the Project

The Project will support the Region of Peel in achieving the broad goals laid out the Region of Peel Long Range Transportation Master Plan, in particular Sustainable and Safe Mobility. The Project will be an efficient east-west transit option and provide residents with options other than automobile use. Additionally, an improved public realm will increase pedestrian safety. The line will connect to both the Hurontario Light Rail Transit line and the Milton GO Line around the Hurontario Street and Dundas Street intersection Mobility Hub.

3.2.2.2 Region of Peel Sustainable Transportation Strategy

The Sustainable Transportation Strategy builds on policies identified in the Regional Official Plan and the Region of Peel Strategic Plan through which Peel has committed to promoting sustainable transportation, healthy living and environmentally conscious practices. It identifies the roles and responsibilities of the Region regarding sustainable transportation modes such as walking, biking, carpooling, transit and teleworking. Regarding transit, the Sustainable Transportation Strategy outlines three desired outcomes:

- Transit will be fully integrated with new developments and other modes of travel;
- Transit will be more competitive with automobile use for more trips; and
- Residents will choose to travel by transit more often.

3.2.2.3 Applicability of the Region of Peel Sustainable Transportation Strategy to the Project

The Project will support the Region of Peel in achieving the desired transit outcomes in the Region of Peel Sustainable Transportation Strategy. The Project will support modal shift to the full spectrum of multi-modal transportation options.

3.2.3 City of Mississauga Strategic Plan

The City of Mississauga's Strategic Plan is the City's highest level policy document which guides strategic decision making for the City of Mississauga. It includes five Strategic Pillars for Change, one of which is a pillar called *Move*. This pillar has the following features:

- It provides direction that Mississauga will be a city where people are able to get around without automobiles and where transit is a desirable choice that connects people to destinations and directly influences and shapes the form of the city.
- It establishes the principle that the promotion of transit is a preferred, affordable and accessible choice consistent with a city that values clean air and healthy lifestyles.
- It sets out five strategic goals:
 - To contribute to environmental responsibility by reducing private automobile use and the development of compact mixed-use developments.
 - To support a 24-hour city by connecting communities within Mississauga and the Golden Horseshoe, contributing to a vibrant, successful city.
 - To make transit frequent, clean, safe, reliable, and within walking distance of every home with an intricate web of higher order transit so that it is a faster and more affordable alternative to the automobile.
 - To create additional capacity in the transportation system through strategic investments into transit and the addition of links in the street network and active mobility choices.
 - To support transit-oriented development policies and deliberate civic actions as a means of direct growth.

3.2.3.1 Applicability of the City of Mississauga Strategic Plan to the Project

As the highest level policy document at the City of Mississauga, the City's Strategic Plan creates the foundation for the policy framework that supports the implementation of the Project in Mississauga. In particular, implementation of the Project directly aligns with the directions, principles, and strategic goals set out in the *Move* Strategic Pillar.

3.2.4 City of Mississauga Official Plan

The Mississauga Official Plan, Office Consolidation 2020 sets out planning policies to manage and direct the physical change of the city and the effects of such change on the social, economic, cultural and natural environment. The Mississauga Official Plan provides direction for the next stage of the City's growth, one that will be defined by a sustained increase in population and employment that will primarily be accommodated through infill and redevelopment opportunities as most of Mississauga's greenfield lands have been developed.

At a high level, the Mississauga Official plan articulates a series of guiding principles and strategic actions that inform the document's specific planning policies. There are a number of strategic actions that are relevant to the Study Area, including:

- Directing growth to locations that will be supported by planned and higher order transit, higher density, pedestrian oriented development, and community infrastructure, services and facilities;
- Directing growth so as to protect stable areas and natural and cultural heritage;
- Complete communities that promote an urban form and development that itself supports public health and active living;
- Complete communities that ensure all have easy access to a range of uses and services required to meet all or most of one's daily needs throughout all stages of life;
- Creating a multi-modal city with a transportation network that connects nodes with a range of transportation modes, to reduce dependency on cars for local trips;
- Creating a multi-modal city by promoting transit as a priority for moving people and implementing a viable and safe active transportation network;
- Building a desirable urban form with buildings, streets, streetscapes, and public spaces that contribute positively to everyday living in Mississauga;
- Building a desirable urban form that creates vibrant mixed-use communities and addresses the live, learn, work, and play needs of present and future generations;
- Fostering a strong economy that supports existing and future office, industrial, institutional, and commercial businesses; and
- Fostering a strong economy by maintaining an adequate supply of employment lands to meet future needs and ensuring that there is adequate infrastructure to support development.

The above strategic actions are operationalized through planning policies associated with the City Structure, Intensification Areas and the Long-Term Rapid Transit Network, Land Use Designations, and Character Areas.

3.2.4.1 City Structure

The City Structure provides an overall framework for guiding change and growth within Mississauga, organizing the city into functional areas, some of which will accommodate intensification and others that are envisaged as remaining largely stable. The seven City Structure elements are:

- Downtown;
- Major Nodes;
- Community Nodes;
- Corporate Centres;
- Neighbourhoods;
- Employment Areas; and
- Special Purpose Areas.

The Study Area contains four of the City Structure elements outlined above: Downtown, Community Nodes, Neighbourhoods, and Employment Areas. Of the City Structure elements within the Study Area, both the Downtown and Community Node structure elements are identified as Intensification Areas.

Intensification Areas have considerable development capacity; it is anticipated that more than three-quarters of the city's growth in population and employment to 2031 will be accommodated within these areas. These areas are generally planned to feature a mix of medium- and high-density housing, community infrastructure, employment, and commercial uses, including mixed use residential/commercial buildings and offices. A key metric for determining appropriate densities within these areas revolves around supporting and sustaining transit usage. Pedestrian movement and access to and from transit is also a key consideration.

3.2.4.1.1 Downtown

The Downtown is divided into four character areas. The Downtown Cooksville and Downtown Hospital character areas fall within the Study Area. Across the Downtown, a minimum gross density of 200 people and jobs combined per hectare is to be achieved by 2031 with a stretch target of between 300 to 400 people and jobs combined per hectare. A balance between population and employment is planned for the Downtown, with a ratio of 1:1 between people and jobs measured across the entirety of Downtown. The Downtown structure element is thus planned to achieve the highest densities and greatest mix of uses of any area within the City. Commensurate with this status, Downtown is to be developed as a major regional centre with the greatest concentration of activities and a focal area for investment in community infrastructure, institutional, commercial, recreational, educational, cultural and entertainment uses.

3.2.4.1.2 Community Nodes

Whereas the Downtown is to function as a major regional and City centre, Community Nodes are planned to serve as centres for the Neighbourhoods that surround them. The Dixie-Dundas Community Node falls partially within the Study Area. While some Community Nodes such as Streetsville and Port Credit are already well established with a mix of uses, the Dixie-Dundas Community Node is currently predominated by commercial uses and requires new community infrastructure. Community Nodes feature a lower density target than the Downtown structure element, with a gross density of 100 to 200 people and jobs combined per hectare envisaged. Furthermore, the ratio of people to jobs strikes a different balance, with a range offered between 2:1 and 1:2, again measured as an average across the entirety of the Community Node. In addition to encouraging investments in community infrastructure and other active uses, the Official Plan states that Community Nodes are intended to serve as older adult clusters where infrastructure, services and programs are in place to serve the needs of an aging population. Furthermore, Community Nodes are areas where the development of Secondary Office (i.e., offices less than 10,000 square metres or accommodating less than 500 jobs) will be encouraged. The specific boundaries of the Dixie Dundas Community Node are not yet defined in the Mississauga Official Plan, although boundaries are proposed in the Dundas Connects Master Plan (see below).

3.2.4.1.3 Neighbourhoods

The Study Area overlaps with several Neighbourhoods. The Neighbourhoods intersected by the Study Area are shown in **Figure A2, Appendix A** include Cooksville, Mississauga Valleys, Applewood and Dixie Dundas. Neighbourhoods are not identified as Intensification Areas within the Mississauga Official plan; they will accommodate the lowest densities and building heights and provide lands solely for residential uses. The Mississauga Official Plan is clear that Neighbourhoods are to remain stable residential areas where the existing character is to be preserved. Small scale intensification is permitted through the infill and the development of existing commercial sites as mixed-use areas. Higher density uses may be considered, but only where suitable sites have been identified through a local area review, along Corridors, or in conjunction with existing apartment sites or commercial centres. In all cases, development must be sensitive to the existing and planned context and will include appropriate transitions in use, form, density, and scale.

3.2.4.1.4 Employment Areas

The Dixie Employment Area near Dixie Drive is within the Study Area. Similar to Neighbourhoods, Employment Areas are not identified as Intensification Areas within the Mississauga Official plan; they will accommodate the lowest densities and building

heights and provide lands solely for employment. The Official plan directs that employment lands are to be protected to ensure an adequate supply of lands suitable for diversity of employment uses. Conversion of lands within Employment Areas to allow for non-employment uses will only be considered through a Municipal Comprehensive Review. The Mississauga Official Plan provides direction to encourage transit-supportive development and the minimization of surface parking, as appropriate, and requires that higher density employment uses, such as office, be located within those Major Transit Station Areas that are coincident to Employment Areas. Please refer to **Section 3.5.1** to learn more about the Major Transit Station Area Study, and **Section 3.5.2** to learn more about the Special Policy Area Review. Both studies impact the Dixie Employment Area lands.

3.2.4.2 Corridors, Major Transit Station Areas and Mobility Hubs

The various City Structure elements are connected to each other by Corridors, which are major roads and arterials that have the ability to transform over time to accommodate multi-modal transportation and become attractive public places with complementary land uses. Several north-south streets that intersect Dundas are identified as Corridors on Schedule 1c Urban System – Corridors, including Dixie Road, and Cawthra Road. In order to achieve the transformation of corridors, land uses and building entrances are to be oriented towards the Corridor and subject to a minimum height of two storeys and maximum height as specified in the City Structure element they travel through or abut.

Some Corridors are envisaged as accommodating an additional level of change over time and are identified as Intensification Corridors in recognition of this potential. Both Hurontario Street and Dundas Street are classified as Intensification Corridors for the entirety of their length. As with other Intensification Areas in the City, a mix of housing, community infrastructure, employment and commercial uses are permitted and at a density high enough to support transit usage along Intensification Corridors. Notwithstanding this broad vision for higher density, not all segments of an Intensification Corridor are appropriate for intensification and therefore appropriate locations for specific densities, land uses and building heights are to be developed through corridor-specific planning studies (e.g., the Dundas Connects Master Plan – see **Section 3.2.7** for more information on this plan).

Major Transit Station Areas are an additional type of Intensification Area identified in the Mississauga Official Plan. They are defined as an area with an approximate 500 metre radius around an existing or planned higher-order transit (i.e., transit that generally operates in its own right-of-way) station. In addition to the policies provided for all Intensification Areas, Major Transit Station Areas feature policies that establish general

minimum heights of two storeys for all buildings and that emphasize access to the transit station by various modes of transportation, particularly pedestrians and cyclists. The GO Stations at Dixie and Cooksville are identified as Major Transit Station Areas and fall within the Study Area. Please refer to **Section 3.5.1** to learn more about the Major Transit Station Area Study.

Mobility Hubs are identified within the Mississauga Official Plan as part of the Long-Term Transit Network and areas that have a concentration of employment, housing, shopping and recreational uses centred on a transportation node featuring both local and regional connections. While the Mississauga Official Plan does not identify Mobility Hubs specifically as Intensification Areas, it does include a policy that speaks to promoting development in a manner that supports the Metrolinx Regional Transportation Plan, which as noted previously, contains strategies and actions related to encouraging high density, mixed use, transportation-oriented development within Mobility Hubs. Cooksville is identified as a Mobility Hub and Dixie is identified as a Potential Mobility Hub.

3.2.4.3 Land Use Designations

There are fourteen land use designations that cover the lands that either front Dundas or are within the Study Area. These land use designations are generally as follows, and can be seen on **Figures A3-1 through A3-4, Appendix A** (land use permissions vary by Character Area and may be more permissive or restrictive. Policies specific to Character Areas are discussed in the following section):

- **Mixed Use** – lands designated mixed use permit a broad range of commercial, residential and institutional uses, including secondary office, retail, services and higher density residential uses (i.e., detached and semi-detached dwellings excluded). All parcels within this designation are encouraged to have a mix of uses on site and residential uses are discouraged on the ground floor of buildings. Nearly the entirety of the properties fronting Dundas from Confederation Parkway to Etobicoke Creek are designated mixed use. Other areas with substantial lands designated mixed use include the intersections of Mavis and Dundas, Erindale Station and Dundas, and the north side of Dundas between Erin Mills and Highway 403.
- **Office** – this designation permits major office (i.e., office buildings equal to or greater than 10,000 metres square or accommodating 500 or more jobs), secondary office and accessory uses. A small portion of lands in the Cooksville neighbourhoods are designated Office.
- **Business Employment** – lands with this designation are permitted to have a variety of commercial and light industrial uses including but not limited to commercial

schools, overnight accommodation, secondary offices (up to a maximum floor space index of 1.0), research and development, manufacturing, trucking terminals, warehousing, distributing and wholesaling, and waste processing stations. Residential uses are not permitted under this designation. Lands with this designation are primarily between Cawthra Road and Etobicoke Creek and in Winston Churchill Park, located off-Dundas and behind the mixed-use designations that front Dundas.

- Residential High Density – the predominant land use permitted within this designation is apartment dwellings, however convenience commercial facilities are also permitted provided that they form an integral part of the ground floor of the building and are oriented to pedestrian use. The greatest concentration of lands designated Residential High Density are found within Cooksville and Erindale. Smaller pockets of this designation exist along the north side of Dundas where it is intersected by The Credit Woodlands, Elmcreek Road, Parkerhill Road, Cawthra Road, Haines Road, and Queen Frederica Drive.
- Residential Medium Density – this designation permits townhouse dwellings and all forms of horizontal multiple dwellings, however the latter does not include apartment dwellings. Lands with this designation are distributed in small pockets across the Dundas corridor, with larger concentrations near Erin Mills Parkway, in Erindale and Cooksville and where Dundas is intersected by The Credit Woodlands, Wolfedale Road, Elmcreek Road, Mason Heights, Franze Drive, Haines Road, Tomken Road and Constitution Boulevard.
- Residential Low Density II – this designation permits detached, semi-detached, duplex, triplex, street townhouses and horizontal multiple dwellings. Lands with this designation are typically not found within the Study Area nor immediately adjacent to Dundas, with exceptions where they are present near Winston Churchill Boulevard and Erin Mills Parkway and along the south side of Dundas between Wolfedale Road and Mason Heights, in addition to small pockets scattered throughout the Study Area.
- Residential Low Density I – this designation permits detached, semi-detached and duplex dwellings. Lands with this designation typically are not found within the Study Area nor immediately adjacent to Dundas with exceptions where they are found near Erin Mills Parkway, the Credit River and Cooksville (East) in addition to small pockets scattered throughout the Study Area.
- Convenience Commercial – lands that feature this designation are permitted to have a range of primarily retail and service related commercial uses, as well as secondary office. Furthermore, residential uses are permitted where they are combined on the same lot or same building with another permitted use and are not located on the ground floor. This designation is typically not found within the Study

Area, except where Dundas is intersected by Forrest Drive, Carriage Road, and Erindale Station Road.

- Institutional – lands designated institutional generally permit hospital, post-secondary education facilities and residential dwellings associated with these uses. Within the Study area, this designation is only present on the University of Toronto Mississauga lands.
- Utility – lands designated Utility permit a number of public or utility-related uses that are permitted under all designations (with the exception of Greenlands and Parkway Belt West), including but not limited to natural gas and oil pipelines, telecommunication facilities, community infrastructure and parkland. This designation is generally not present within the Study area, with the most significant exceptions being lands fronting onto the north side of Dundas Street between Hurontario Street and Jaguar Valley Drive, and the hydro corridor that crosses Dundas Street between Treadwells Drive and Wharton Way.
- Public Open Space – lands that feature this designation permit a number of open space uses, including agricultural demonstration sites, cemeteries, conservation uses, golf courses, nursery gardens, recreational facilities, stormwater retention and quality ponds and accessory uses. Public Open Spaces are present throughout the Study Area but generally do not front Dundas Street.
- Private Open Space – lands with this designation permit a more limited list of open space uses, including cemeteries, conservation uses, golf course and accessory uses. As with Public Open Spaces, Private Open Spaces are present throughout the Study Area but generally do not front Dundas Street.
- Greenlands – this designation is generally associated with natural hazards and/or natural areas where development is restricted to protect people and property from damage and to provide for the protection, enhancement and restoration of the Natural Heritage System. Uses permitted within this designation are in keeping with the above and include parkland, passive recreational activity, conservation and flood control and/or erosion management. This designation is present within the Study area wherever a watercourse is in the vicinity of or crosses Dundas Street, and most significantly on lands around the Credit River, Cooksville Creek and the eastern and western reaches of the Etobicoke Creek.
- Natural Hazard Lands – while not a land use designation per se, natural hazard lands are identified on Schedule 10 Land Use Designations and are significant in the context of the Project due to their presence on lands that have a designation other than Greenland. The Official Plan contains Natural Hazard Area policies associated with minimizing danger to life and property within flood plain areas, which are of particular significance for those lands with a Natural Hazard Lands overlay near Cooksville, Dixie and Etobicoke Creek. These policies generally prohibit development and site alteration and permit construction of buildings within

or adjacent to a flood plain only where they are protected to the elevation of the Regulatory Flood and do not impact upstream or downstream properties.

3.2.4.4 Policies Specific to Character Areas

The general land use policies contained within the Mississauga Official Plan are further modified by area-specific policies associated with Character Areas. All of Mississauga is divided into a series of Character Areas which are commensurate with the City Structure elements. There are several Character Areas covered by the Study area. References to Character Area policies below only include those that significantly modify or provide additional guidance for land uses / lands that are found within the Study area.

3.2.4.4.1 Downtown Character Areas

There are a number of policies associated with Downtown Character Areas that provide further guidance on land use and built form. Policies that modify those associated with the general land use designations include a stipulation that retail or office uses are to be provided on the ground floor within lands designated Mixed Use, Convenience Commercial or Office, that major office is a permitted use within the Mixed Use Designation. Additional built form policies include the establishment of a minimum building height of three storeys, transitions from higher density and height to lower density and height developments and setting a maximum building height for Residential High Density uses at 25 storeys.

The general designation and Downtown Character Area policies are further modified by policies associated with the Downtown Cooksville Character Area. Additional policy direction is provided to encourage a high level of urban design and intensity of development along principal street frontages, a main street character for Hurontario and Dundas Streets, active street edges through grade-related retail, and built form that judiciously frames streets without overwhelming them. The main street, pedestrian friendly role of Dundas and Hurontario is further articulated through policies that direct that development feature commercial frontages broken up into smaller retail units, the placement of parking and servicing behind the building rather than between the building and the street, and the avoidance of split level frontages and long, continuous building faces without perceptual breaks in volume or articulation. These policies also speak to highlighting the Dundas and Hurontario intersection with taller, more prominent buildings and a general height progression from this intersection to the edges of the Character Area. Building heights are further regulated the establishment of a ratio of 1:2 of building height to eventual street width along Hurontario and Dundas.

3.2.4.4.2 Neighbourhood Character Areas

Neighbourhood Character Areas are defined by additional policies that govern the height of development, including a maximum building height of four storeys, and consideration for proposals that exceed this height only on the basis that they demonstrate an appropriate transition in height and that the City Structure hierarchy is maintained. The Neighbourhood Character Area specific policies also contemplate infill development on sites with existing apartment buildings, with this infill development restricted to uses permitted under the Residential Medium Density designation.

Within three Neighbourhood Character Areas that are coincident with the Study Area, the Residential Medium Density designation permits low-rise apartment dwellings. This additional permission applies to the Applewood, Cooksville and Mississauga Valleys Neighbourhood Character Areas. The former two Character Areas also include additional policies related to built form, including a maximum building height of eight storeys on lands designated Residential High Density in the Cooksville Neighbourhood and a maximum height consistent with that of existing buildings on properties designated Residential Medium and High Density in the Applewood Neighbourhood. This height restriction in Applewood is explicitly associated with transitioning to adjacent low density housing forms, a concept that is repeated in the Cooksville Neighbourhood where policy directs that transition take place between sites that front Dundas and those that are immediately behind. The Applewood Neighbourhood Character Area provides further direction for properties along Dundas Street related to promoting a continuous street frontage and minimizing the amount of parking between the building face and street.

3.2.4.4.3 Employment Character Areas

Within Employment Character Areas, the general land use designations are modified to place primacy on those uses that are employment-focused, and to diminish or disallow those that may come into conflict. As such, Residential, Mixed Use and Convenience Commercial designations beyond those that already exist will not be permitted, and residential uses will not be permitted within existing Mixed Use and Convenience Commercial designations. The Mixed Use designation is further modified within the Dixie Employment Area, with outdoor flea markets prohibited and manufacturing, research and development and warehousing, distributing and wholesaling permitted within enclosed buildings. Existing uses that require extensive outdoor processing and storage will be permitted and may expand, with the exception of those lands that are adjacent to residentially designated lands.

The Dixie Employment Area also features policies related to urban design, including the creation of gateway treatments through the massing of buildings, the punctuation of built

form with architectural interest and landscape and streetscape design at select sites such as the city boundary at Etobicoke, and the intersections of Dundas Street with Dixie Road, Haines Road and Stanfield Road. Enhanced urban design is also encouraged along Dixie Road between Dundas Street and the Dixie GO Station so as to encourage active pedestrian use through pedestrian-friendly building siting and massing.

3.2.4.4.4 Downtown Fairview, Cooksville and Hospital Policy Review (Ongoing)

The Downtown Fairview, Cooksville and Hospital Policy Review is a city-led initiative to update Official Plan policies to manage anticipated growth in communities along the Hurontario Street corridor. These communities are anticipated to experience growth in the coming years that is spurred by the completion of the Hurontario Light Rail Transit, which is currently under construction. One of the major concepts being explored in this initiative is that of the “15-minute city,” where it is possible for a community to shop, work, play and learn within a 15 minute walk from their home.

The policy review is in Phase 2 of 3 at the time of this report.

3.2.4.5 Applicability of the City of Mississauga Official Plan to the Project

Overall, the Project conforms with the broad policy goals of the Mississauga Official Plan which envision a multi-modal city of complete communities served by higher order transit. The Project will provide a key east-west connection between many parts of the City of Mississauga’s City Structure, including two main intensification areas (the Cooksville and Hospital Downtown Area and the Dixie-Dundas Community Node), and several Neighbourhoods and Employment Areas. The Project will be a key feature of the Dundas Street Intensification Corridor, where a high density of residents and jobs in a mix of uses oriented toward the street are planned. The Study Area contains a diverse range of land uses where residents of Mississauga live, work and play. These land uses will benefit from increased transit accessibility, which will be an important component needed to achieve the goal of creating neighbourhoods where residents can access most of their daily needs within a 15-minute walk from where they live.

3.2.5 Mississauga Transportation Master Plan

The Mississauga Transportation Master Plan lays out a vision for mobility within the City in 2041: “In Mississauga, everyone and everything will have the freedom to move safely, easily and efficiently to anywhere at anytime”. The plan is Mississauga’s first ever Transportation Master Plan and was endorsed by Council in May 2019. Six goals for transportation are outlined:

- *Safety: Freedom from Harm* Safe conditions for all travellers, advancing Vision Zero by supporting hazard-free travel and striving for zero fatalities;
- *Inclusion: Freedom from Barriers* An accessible network, where moving is easy regardless of a person's age, ability, income, or familiarity with the city;
- *Integration: Freedom of Choice* An integrated network, where people and goods have viable options for moving within and beyond the city;
- *Connectivity: Freedom of Access* Simple and pleasant connections between people and the places and things they need to prosper;
- *Health: Freedom to Flourish* Support for the health of people and the planet, with more people-powered trips, lower vehicle emissions, and better stewardship of the natural environment; and
- *Resilience: Freedom to Evolve* Leadership in adapting to changes that reshape the transportation system and how it is used.

Nearly 100 actions are laid out including policies, plans, programs, procedures and partnerships that will move the City toward these six goals. Among those, relevant actions to the Project include:

- Completing the ongoing planning work by the City and the Region regarding Major Transit Station Areas (Goal 11);
- Advocating for an all-day two-way GO train service on the Milton GO Line (Goal 73);
- Working with Metrolinx and the Region of Peel to ensure consideration of future development on Metrolinx owned land around GO Stations (Goal 74); and
- Establishing protocols for engaging with neighbouring municipalities to coordinate transportation investment (Goal 78).

Transportation oriented visions are laid out for various 'Place Types' (corresponding with the city structure land use types identified in the City of Mississauga Official Plan). In particular to the project, the plan envisions Corridors as pedestrian oriented stretches that connect people to work and home and are centres of economic activity themselves. Corridors are outlined to be the focus for high-frequency transit service.

3.2.5.1 Applicability of the Mississauga Transportation Master Plan to the Project

The Project will support the City of Mississauga in providing its residents with the freedom to move envisioned in the City's Transportation Master Plan, enabling more options for east-west travel among the different land uses and existing or planned transit options along Dundas Street. The project will support the City's six broad transportation goals of Safety, Inclusion, Integration, Connectivity, Health and

Resilience. The Project is consistent with the Plan's vision for Corridors as pedestrian oriented spaces will be provided through an enhanced public realm as well as providing a new high-frequency transit line.

3.2.6 City of Mississauga Cycling Master Plan

The purpose of the City of Mississauga Cycling Master Plan is to transform Mississauga into a bicycle-friendly City, where people have the option to cycle for recreation, fitness, and daily transportation needs. The goals of the Cycling Master Plan include:

- Improve safety for cycling;
- Build a connected, convenient and comfortable bicycle network;
- Increase the number of cycling trips in Mississauga; and
- Foster a culture of cycling.

3.2.6.1 Applicability of the City of Mississauga Cycling Master Plan to the Project

As identified in the City of Mississauga Cycling Master Plan, cycling helps people get to and from transit. Cycling plans by each municipality (specifically, the City of Mississauga Cycling Master Plan in this segment) are being reviewed in detail as part of the Project and improvement to the cycling environment is being incorporated in the BRT plans in partnership with the City of Mississauga.

3.2.7 Dundas Connects Master Plan and related initiatives

The Dundas Connects Master Plan was finalized in 2018 to create a higher-order transit plan and changes to land use to support sustainable transit-supportive development and intensification along the Dundas Street Corridor within the City of Mississauga. The Plan was the result of a multi-year study which included an extensive public consultation process. The Dundas Connects Master Plan supports major improvements to transportation, land use and the public realm along the 19.5 kilometre corridor. Recommendations in the Master Plan include:

- Implementing Bus Rapid Transit (BRT) along Dundas Street;
- Encouraging mixed-use development that supports transit;
- Creating more open spaces and community facilities;
- Maintaining existing and supporting new affordable housing;
- Maintaining four traffic lanes along Dundas Street;
- Providing safe cycling infrastructure along the length of the Dundas Street Corridor;

- Enhancing pedestrian space and providing street trees; and
- Encouraging street-related retail while supporting existing businesses.

Several ongoing initiatives which are related to the Master Plan and pertinent to the Study Area and the Project are outlined below and in **Section 3.5**.

3.2.7.1 Right-of-way Width Mississauga Official Plan Amendment

In order to allow for the seamless operation of the future Dundas Connects bus rapid transit system, Dundas Street needs to be widened. A wider right-of-way will create a space for all users, allowing for enough space to maintain four lanes of through-traffic and accommodate the proposed bus lanes, bike lanes and enhanced sidewalks and pedestrian spaces.

A public meeting was held on November 11, 2019 at the Planning and Development Committee meeting. City staff presented the proposed changes to the Committee and gave the public the opportunity to ask questions and provide comments. On January 13, 2020, city staff presented the comments received through public consultation and recommended approval of the wider right-of-way.

On February 5, 2020, City Council passed Amendment 106 to the Mississauga Official Plan to widen the Dundas Street right-of-way from approximately 35 to 40-42 metres. The Official Plan amendment updated Table 8:1 in Road Classification – Arterials in Chapter 8 and Schedule 8 of the City of Mississauga's Official Plan to reflect the Dundas Connects Master Plan. The conceptual design that was developed in Dundas Connects will support securing the lands needed to allow for the development of the Bus Rapid Transit line.

3.2.7.2 Cooksville and Dixie GO Station Extensions

Future extensions to connect the system to Cooksville and Dixie GO Stations were considered as part of Dundas Connects to provide seamless transfers for passengers between the two transit systems. It was contemplated that this may include extensions of Cook Street to the Cooksville GO Station, and Neilco Crescent to the Dixie GO Station. While these extensions are not part of the scope of this Project and may be addressed through future Environmental Assessments, the preliminary design developed through this Project does not preclude either extension from being implemented in the future.

3.2.7.3 Vision Cooksville

The Dundas Connects Master Plan was informed by a number of preceding plans, including Vision Cooksville. Vision Cooksville is a Long-Range Community Vision for

Downtown Cooksville which sets out a series of six principles to guide improvement in the Cooksville neighbourhood. The Dundas Connects Master Plan adopted a number of principles found in Vision Cooksville, specifically regarding the vision outlined for the public realm and community identity.

In addition to this, the City of Mississauga has ongoing engagement to update Official Plan policies to guide anticipated growth in Cooksville spurred by the implementation of a new higher-order transit, especially the Hurontario Light Rail Transit line.

3.2.7.4 Applicability of the Dundas Connects Master Plan and Related Initiatives to the Project

The Project is the cornerstone recommendation to achieve the vibrant and connected street envisioned in the Dundas Connects Master Plan. The remaining recommendations for developing a variety of transit-oriented land uses along Dundas Street while balancing with other transportation modes will be carefully considered in the detailed design process of the Project. The passage of the Right-of-way width Official Plan Amendment is important in securing the lands necessary to implement the Project in a way that seamlessly connects with these other recommended land and transportation uses. The detailed design process will carefully coordinate with the Dundas Street Special Policy Areas Review (see **Section 3.5**) to ensure that construction mitigates negative impacts and enhances positive impacts to the natural environment in flood-prone areas.

3.2.8 City of Toronto Official Plan

The City of Toronto Official Plan was approved by the Ontario Municipal Board on July 6, 2006. Since that time, a number of Official Plan Amendments have been approved. The Official Plan sets out the vision for where and how Toronto will grow to the year 2031. An Office Consolidation from February 2019 is currently available. The Plan is intended to ensure that the City of Toronto evolves, improves and realizes its full potential in areas such as transit, land use development, and the environment. A relatively small portion of the Study Area extends into the City of Toronto along Dundas Street between Etobicoke Creek and Highway 427. Official Plan policies pertinent to those areas are outlined in the following sections.

3.2.8.1 Urban Structure

Map 2 – Urban Structure illustrates the City of Toronto’s Urban Structure designations. Within the portions of the Study Area that fall within the City of Toronto, Urban Structure designations include Green Space System and Greenbelt River Valley Connections

along Etobicoke Creek, and Employment Areas south of Dundas Street between Etobicoke Creek and Highway 427.

3.2.8.2 Land Use Designations

Map 15 – Land Use Plan of the City of Toronto Official Plan illustrates the City of Toronto's Land Use designations for the southwestern-most portion of the city. The designations relevant to the Study Area are illustrated on **Figure A4, Appendix A**. Between Etobicoke Creek and Highway 427, lands fronting along the north side of Dundas Street West contain an Apartment Neighbourhoods designation and the lands behind this contain a Neighbourhoods designation. Apartment Neighbourhoods are made up of apartment buildings and parks, local institutions, cultural and recreational facilities, and small-scale retail, service and office uses that serve the needs of area residents. Neighbourhoods contain a full range of residential uses within lower scale buildings, as well as parks, schools, local institutions and small-scale stores and shops serving the needs of area residents. The lands along the south side of Dundas Street West contain an Employment Area designation. Employment Areas are places of business and economic activity. Uses that support this function consist of offices, manufacturing, warehousing, distribution, research and development facilities, utilities, media facilities, parks, hotels, retail outlets ancillary to the preceding uses, and restaurants and small scale stores and services that serve area businesses and workers. The lands along Etobicoke Creek are designated as Natural Areas, Parks, and Other Open Spaces (which includes a range of uses, in this case a golf course).

3.2.8.3 Applicability of the City of Toronto Official Plan to the Project

The Project will provide a key transit connection to Mississauga from this area of Toronto. The City of Toronto Official Plan envisions a range of transit-supportive uses along Dundas Street, which is supported by the Project.

3.3 Applicable Environmental Assessments

3.3.1 Hurontario Light Rail Transit Project

Metrolinx, and the Cities of Mississauga and Brampton completed an Environmental Project Report, in support of the Transit Project Assessment Process, for the Hurontario Light Rail Transit Project in 2014. The purpose of the Hurontario Light Rail Transit project is to provide 18 kilometres of new Light Rail Transit along Hurontario Street through central Mississauga and Brampton. It would connect several existing major transit systems with fast, frequent transit. A Dundas Street stop is included as one of the 19 proposed stops along the line.

In October 2019, Metrolinx and Infrastructure Ontario announced the winning bidder of the Hurontario Light Rail Transit project, meaning design and construction could commence. Design work started immediately, with major construction work starting in 2021. The project is anticipated to be completed by the fall of 2024.

3.3.1.1 Applicability of the Hurontario Light Rail Transit project to the Project

With a stop at Dundas Street, the Hurontario Light Rail Transit project will provide more connections to regional destinations such as Brampton and provide a direct connection to the Lakeshore West GO Line, linking Dundas to further regional destinations. With the implementation of Hurontario Light Rail Transit, residents along the Dundas Corridor will be able to use higher-order transit to access new destinations along Hurontario Street and beyond. In the future, the Cooksville GO Station will only be one stop away along the Hurontario Line, providing easy access to the Milton GO Line.

3.4 Conservation Authority Policies and Guidelines

3.4.1 Credit Valley Conservation Authority Policies and Guidelines

The Study Area falls under the jurisdiction of the Credit Valley Conservation Authority. Ontario Regulation 166/06 under Section 28 of the Conservation Authorities Act, 1998, establishes regulated areas within Credit Valley Conservation Authority's jurisdiction where development could be subject to flooding, erosion, or dynamic beaches, or where interference with wetlands and alterations to shorelines and watercourses might have an adverse effect on those environmental features.

3.4.2 Applicability of Credit Valley Conservation Authority Policies and Guidelines to the Project

Portions of the Study Area are within the regulated limits of the Credit Valley Conservation Authority, most notably this includes the Credit River, as well as Cooksville Creek, Mary Fix Creek, and Loyalist Creek,

3.4.3 Toronto and Region Conservation Authority Policies and Guidelines

The Study Area falls under the jurisdiction of the Toronto and Region Conservation Authority. Ontario Regulation 166/06 under Section 28 of the Conservation Authorities Act, 1998, establishes regulated areas within Toronto and Region Conservation Authority's jurisdiction where development could be subject to flooding, erosion, or dynamic beaches, or where interference with wetlands and alterations to shorelines and watercourses might have an adverse effect on those environmental features. Toronto

and Region Conservation Authority has also developed the Terrestrial Natural Heritage System to identify natural features and areas that need to be protected and expanded within their jurisdiction in order to protect ecological functions and biodiversity. Valley and stream corridors, wetlands, woodlands, and meadows are key components of this target system. Toronto and Region Conservation Authority also sets targets for improving the quality, integrity, quantity, and connectivity of terrestrial natural features within the System.

3.4.4 Applicability of Toronto and Region Conservation Authority Policies and Guidelines to the Project

Portions of the Study Area are within the regulated limits of the Toronto and Region Conservation Authority, near Etobicoke Creek and Little Etobicoke Creek.

3.5 Emerging Policy Documents

3.5.1 Region of Peel Major Transit Station Areas Study

Major Transit Station Areas are lands within an approximate 500-800 metre radius of a transit station or stop, primarily along existing or planned transit corridors. As part of the Peel 2041+ Regional Official Plan Review, the Region of Peel is leading a study in collaboration with local municipalities (Mississauga, Brampton and Caledon) to determine Major Transit Station Areas locations, boundaries and densities.

Major Transit Station Areas are intended to be developed as high density, mixed-use, transit-supportive neighbourhoods that provide access to local amenities, jobs, housing, and recreation opportunities. Major Transit Station Areas are one component of the overall Regional Official Plan Review 2041 project. There are over 60 potential Major Transit Station Areas within the City of Mississauga alone. Major Transit Station Areas in the study area are shown in **Figure A5**.

The Region has completed Phase 1A of the Study, meaning it has:

- Identified potential Major Transit Station Areas in Mississauga, Brampton and Caledon;
- Assessed the current condition of each potential Major Transit Station Area for its:
 - land use and built form
 - market and growth potential
 - mobility (active and vehicular transport)
 - community considerations
- Introduced draft Major Transit Station Areas boundary delineations; and

- Categorized station 'types' based on their current condition, opportunities, and challenges in redevelopment and meeting target densities.

The next steps presented are to:

- Prioritize the different types of Major Transit Station Areas in the Region;
- Set minimum transit-supportive densities;
- Finalize Major Transit Station Areas boundary delineations; and
- Develop Regional Official Plan policies to guide implementation planning by the local municipalities.

As of the December 2020 update, the study has suggested nineteen Major Transit Station Areas which fall within the Study Area, these being either Priority Major Transit Station Areas (as per Growth Plan, 2020), or Other Major Transit Station Areas. One priority Major Transit Station Area related to the Hurontario Light Rail Transit line falls just to the north of the intersection of Dundas and Hurontario. Another Major Transit Station Area just south of Dundas Street at Dixie is identified as being tied to the Dixie GO Station. Seventeen other Major Transit Station Areas are presented along the length of Dundas Street, which are identified as being tied to the proposed Dundas BRT. These are the areas where Dundas Street intersects with:

- Confederation Parkway;
- Hurontario Street;
- Kirwin Avenue;
- Grenville Drive;
- Cawthra Road;
- Tomken Road;
- Dixie Drive; and
- Wharton Way.

The latest update from December 2020 proposes draft Official Plan amendments to delineate the Major Transit Station Areas outlined above, identifies density targets and outlines planning steps needed to implement the Major Transit Station Areas.

3.5.1.1 Applicability of the Region of Peel Major Transit Station Areas Study to the Project

The Project will be a key step in implementing the Major Transit Station Areas suggested in the Study to date. The Project will provide key transit hubs from the two Major Transit Station Areas defined by other transit routes (i.e., Hurontario Light Rail Transit at Dundas Street and Dixie GO Station) and will be the primary transit mode

serving the six other Major Transit Station Areas identified along Dundas Street. The December 2020 report under the Study identifies the implementation of the Project as key to facilitating the densities envisioned for the proposed new Major Transit Station Areas.

3.5.2 City of Mississauga Dundas Street Special Policy Areas Review

The Dundas Street Special Policy Area review is examining the boundaries of two areas of flood risk along Dundas Street East. In this context a Special Policy Area is an area within a community that has historically existed in the flood plain that is regulated under different jurisdictions, such as provincial or by conservation authorities. Special Policy Areas are not meant to allow new or intensified development and site alteration, if the community has other possible locations for development outside the flood plain. The two areas of flood risk along Dundas Street East are:

- The area around the intersection of Dixie Road and Dundas Street East, known as the “Applewood Special Policy Area” (west of Dixie Road), and the “Dixie-Dundas Special Policy Area” (east of Dixie Road); and
- The area further east along Dundas Street East at Etobicoke Creek, the boundary with Toronto, known as the “Etobicoke Creek Special Policy Area”.

The review will assess the boundaries of these floodplains and the flood risks to existing and future residents, property, and infrastructure. The review includes three phases:

- **Phase 1: Baseline Conditions** - To review existing Special Policy Area boundaries, land use policies, properties and infrastructure;
- **Phase 2a: Planning Justification Report** - To assess feasible alternatives, consider policy changes, or updates to the Special Policy Area boundaries; and
- **Phase 2b: Full Flood Risk Assessment** - To review flood risk scenarios; and
- **Phase 3: Implementation** - Includes amendments to the Official Plan and Zoning By-law.

The review is at a preliminary stage (Phase 1). The City of Mississauga is using early engineering models used to determine possible flood mitigation measures. More analysis will determine the best engineering solution and inform future policies and zoning for these areas.

The City is working closely with the Toronto and Region Conservation Authority on this review. Any changes to the Special Policy Area boundaries, official plan policies, or land use designations must be approved by the Ministry of Municipal Affairs and Housing and the Ministry of Natural Resources and Forestry.

3.5.3 City of Mississauga Pedestrian Master Plan

The City of Mississauga Pedestrian Master Plan is a long-term plan (with a 20-year outlook) that aims to improve the pedestrian network, infrastructure, policies, programs and environment so that all people have the freedom to move easily and comfortably as a pedestrian. The goals of the Pedestrian Master Plan include:

- Make walking safer and more comfortable, and work towards achieving Vision Zero;
- Build sidewalks and trails that are connected and accessible;
- Encourage walking as part of an active and healthy lifestyle; and
- Increase the number of walking trips in Mississauga.

The City of Mississauga Pedestrian Master Plan is nearing completion, with approval anticipated soon.

3.5.3.1 Applicability of the City of Mississauga Pedestrian Master Plan to the Project

One of the key directions of the Pedestrian Master Plan is to improve walking connections with transit. Improved pedestrian connectivity makes access to transit more accessible for more people. The Dundas Bus Rapid Transit Project will also provide an enhanced public realm and new sidewalks, improving the current pedestrian environment along Dundas Street.

3.5.3.2 Peel 2041+

An update of the Regional Official Plan to ensure that official plan policies stay current with the Provincial plans and policy changes and reflect the community's needs. Initiated in 2013 with a goal of achieving Provincial conformity by July 1, 2022

4. Existing Conditions

The following sections outline the existing socio-economic and land use conditions within the Study Area. **Section 4.1** describes neighbourhood profiles by summarizing land use and built form patterns, the transit and transportation network, and demographics within various neighbourhoods. **Section 4.2** outlines the community amenities found within the Study Area including institutional uses, recreational uses, and community resources. **Section 4.4** describes future development potential within the Study Area through various land use approvals.

4.1 Neighbourhood Profile

4.1.1 Land Use and Built Form Patterns

The Study Area features many different land use and density types. Within and adjacent to Cooksville Downtown, low-rise commercial uses are located close to the road. The street pattern is tighter in this area compared to areas outside of Cooksville Downtown. The remainder of the Study Area east of Cooksville Downtown is predominantly low-rise commercial with some mid-rise residential. Some open space and institutional land uses are sporadically located along Dundas. Additionally, some industrial land uses are present behind the uses fronting Dundas Street. The public realm east of Cooksville Downtown is dominated by parking lots separating the public right of way from commercial uses.

4.1.2 Transit and Transportation Network

The Study Area is served by a variety of transit and transportation options. Vehicle access along Dundas Street varies from six lanes with left-hand turning lanes to four lanes with left-hand turning lanes. Major roads intersecting with Dundas include Confederation Parkway, Hurontario Street, Cawthra Road/Regional Road 17, Tomken Road, Stanfield Road and Dixie Road. All MiWay transit routes that can be accessed within the Study Area are shown on **Figure A6-1, Appendix A** and all TTC routes are shown on **Figure A6-2, Appendix A** and are described below in **Table 4-1**.

Table 4-1: Public Transit options in the Study Area

Route	Mode	Service Area, Connections and Variations
MiWay - 1 Dundas	Bus	<ul style="list-style-type: none">Operates locally east-west along Dundas between the Laird Road/Ridgeway Drive Loop and Kipling Transit Hub in Toronto.

Route	Mode	Service Area, Connections and Variations
		<ul style="list-style-type: none"> • Connections at Kipling Station to Milton GO Line and Toronto Transit Commission Bloor Danforth Line 2. • Includes the 1C Variation (South Common Centre – University Toronto Mississauga – Kipling Transit Hub).
MiWay – 1 Dundas Express	Bus	<ul style="list-style-type: none"> • Operates express east-west along Dundas between the South Common Centre Terminal and Kipling Transit Hub in Toronto. • Connections at Kipling Transit Hub to Milton GO Line and Toronto Transit Commission Bloor Danforth Line 2. • Includes the 101A Variation, operating during rush hour (Laird Road/ Ridgeway Drive Loop and Kipling Transit Hub in Toronto).
MiWay – 28 Confederation	Bus	<ul style="list-style-type: none"> • Operates locally north-south between Trillium Health Centre Mississauga and City Centre Transit Terminal. • Connections at City Centre Terminal with Mississauga Transitway and Regional GO buses. • Intersects the Study Area at Confederation Parkway. • Includes a rush hour only variation to the Cooksville GO Station (to in the morning, from in the evening), connecting to the Milton GO Line.
MiWay – 2 Hurontario	Bus	<ul style="list-style-type: none"> • Operates locally north-south along Hurontario Street between Port Credit GO Station and City Centre Transit Terminal. • Connections at Port Credit GO Station with Lakeshore West GO Line, at Cooksville GO Station with the Milton GO Line and at City Centre Terminal with Mississauga Transitway and Regional GO buses. • Intersects the Study Area at Hurontario Street.
MiWay – 103 Hurontario Express	Bus	<ul style="list-style-type: none"> • Operates express north-south along Hurontario St. between Trillium Health Centre (Mississauga) and Brampton Gateway Terminal. • Connections at Cooksville GO Station with the Milton GO Line and at City Centre Terminal with Mississauga Transitway and Regional GO buses. • Intersects the Study Area at Hurontario Street.
MiWay – 8 Cawthra	Bus	<ul style="list-style-type: none"> • Operates locally north-south between Port Credit GO Station and City Centre Transit Terminal. • Connections at Port Credit GO Station with Lakeshore West GO Line and at City Centre Terminal with Mississauga Transitway and Regional GO buses. • Intersects the Study Area at Cawthra Road. • Operates Monday to Saturday, and includes an off-peak stop at the Cawthra Senior's Centre.
MiWay – 51 Tomken	Bus	<ul style="list-style-type: none"> • Operates locally north-south along Tomken Road between Stanfield Road in the Dixie Employment Area and Cardiff Boulevard loop north of Derry Road. • Connections to the Mississauga Transitway at the Tomken Transitway station. • Intersects the Study Area at Tomken Road. • Operates Monday-Saturday.
MiWay – 5 Dixie	Bus	<ul style="list-style-type: none"> • Operates locally north-south along Dixie Road between the Long Branch GO Station in Toronto and Cardiff Boulevard loop north of Derry Road. • Connections at Long Branch GO Station with the Lakeshore West GO Line, the Dixie GO Station with the Milton GO Line and the Mississauga Transitway at the Dixie Transitway station. • Intersects the Study Area at Dixie Road.

Route	Mode	Service Area, Connections and Variations
		<ul style="list-style-type: none"> Operates Monday-Saturday.
Toronto Transit Commission – 112 West Mall	Bus	<ul style="list-style-type: none"> Operates, generally in a North-South direction between Kipling Station on Line 2 Bloor-Danforth, and the areas of Eglinton Avenue & Renforth Drive, Disco Road and Carlingview Drive, and Renforth Station in the City of Mississauga. Three services are operated (112B, 112C, and 112E), some of which operate at all times and others only during peak periods or with limited weekend service Connections with MiWay at Dundas Street, Bloor Street West, Burnhamthorpe Drive, MiWay and GO Transit at Kipling and Renforth Stations All services merge on to Dundas Street East from The West Mall north of Dundas Street, and operate on Dundas Street until terminating at Kipling Station
Toronto Transit Commission – 123F Sherway	Bus	<ul style="list-style-type: none"> Operates, generally in a north-south direction, between Kipling Station on Line 2 Bloor-Danforth and the Sherway Gardens shopping mall. Operates during peak periods, Monday-Friday only. Connections with Line 2, MiWay and GO Transit at Kipling Station, and MiWay at Sherway Gardens. Merges on to Dundas Street East from The West Mall south of Dundas Street, and operates on Dundas Street until terminating at Kipling Station.
Toronto Transit Commission – Line 2	Subway	<ul style="list-style-type: none"> Operates east-west along Bloor Street and Danforth Avenue between the Kipling Transit Hub and Kennedy Station. Connections with Line 1 at Spadina and Bloor – Yonge Stations. Connections at Kipling Transit Hub with the Milton GO Line and Kennedy GO Station with the Stouffville GO Line.

4.1.3 Pedestrian and Cycling Network

The central portion of the Study Area is serviced with concrete sidewalks and signalized intersections facilitating pedestrian crossings on major roads. Smaller lot sizes in the Cooksville Downtown Area result in better pedestrian connectivity compared to other neighbourhoods. The residential areas in the Cooksville West and East neighbourhoods (north and south of Dundas Street), as well as the Mississauga Valleys and Applewood Neighbourhoods are generally well served with sidewalks, although connectivity to Dundas Street is restricted due to a limited number of through streets. The Dixie Employment Area off Dundas Street is not well-served by sidewalks. The portions of Dundas Street in the City of Toronto are served with sidewalks; however, the highway-like conditions of vehicles moving increasingly quickly as they approach Highway 427 create potential hazards.

Dundas Street within the Study Area is generally not conducive to cycling due to the high volume of vehicle traffic and limited shoulder space. Several north-south streets which intersect Dundas Street provide some degree of cycling connectivity through bicycle lanes and multi-use trails. These include Confederation Parkway, Kirwin

Avenue. Constitution Boulevard, and Dixie Road. The cycling routes within the central portion of the Study Area are illustrated in **Figure A7, Appendix A**.

4.1.4 Demographics

The following section provides key demographic data available from the 2016 Census to outline the existing social and economic conditions in the neighbourhoods of the Study Area. Within Mississauga, these include Cooksville West, Cooksville Downtown, and Cooksville East, Mississauga Valleys and Applewood Neighbourhoods, and the Dixie Employment Area. Within the City of Toronto, these are the Islington-City Centre and Markland Wood Neighbourhoods. City-wide data are also provided to support analysis of local characteristics of neighbourhoods. Given that the two neighbourhoods within Toronto are located adjacent to Mississauga and would share many characteristics, city-wide data has not been provided for the City of Toronto.

Table 4-2 provides the proportion of population by age group in the Study Area. Most neighbourhoods are consistent with the City-wide average except Cooksville Downtown and the Dixie Employment Area. Cooksville Downtown has a higher than the average population in the 0-14 age bracket. Dixie Employment Area which has a large proportion of its population being 65+. It is worth noting that the Dixie Employment Area has a lower population than other neighbourhoods.

Table 4-2: Proportion of Population by Age Group of the Study Area and the City of Mississauga, 2016

Area	Total Pop.	0-14	15-64	65+
Cooksville (West) Neighbourhood	15,240	14.6%	68.0%	17.3%
Cooksville Downtown	9,310	19.9%	65.2%	14.9%
Cooksville (East) Neighbourhood	8,650	15.1%	66.2%	18.7%
City of Mississauga	721,599	16.8%	69.1%	14.1%
Mississauga Valleys Neighbourhood	12,215	15.5%	66.0%	18.5%
Dixie Employment Area	1,080	6.5%	57.9%	35.6%
Applewood Neighbourhood	36,655	17.3%	65.8%	16.9%

Area	Total Pop.	0-14	15-64	65+
Islington City Centre (Toronto)	43,965	13.5%	71%	15.5%
Markland Wood (Toronto)	10,554	12.8%	62.2%	25.0%
City of Mississauga	721,599	16.8%	69.1%	14.1%

Table 4-3 provides population growth between 2011 and 2016 in the Study Area. Compared to the City-wide average, all neighbourhoods saw population decline except the Cooksville East Neighbourhood, Islington City Centre and Dixie Employment Area which had population growth well above the City-wide average.

Table 4-3: Population Growth between 2011-2016 in the Study Area and the City of Mississauga

Area	Total Pop. (2011)	Total Pop. (2016)	Pop. change
Cooksville (West) Neighbourhood	15,685	15,240	-2.8%
Cooksville Downtown	9,645	9,310	-3.5%
Cooksville (East) Neighbourhood	8,130	8,650	6.4%
Mississauga Valleys Neighbourhood	12,970	12,215	-5.8%
Dixie Employment Area	495	1,080	118.2%
Applewood Neighbourhood	37,305	36,655	-1.7%
Islington City Centre (Toronto)	37,194	43,965	15.4%
Markland Wood (Toronto)	10,438	10,554	1.1
City of Mississauga	713,443	721,599	1.1%

Table 4-4 includes the proportion of population by gender in the central portion of the Study Area. All neighbourhoods are generally consistent with the City-wide average.

Table 4-4: Proportion of Population by Gender in the Study Area and the City of Mississauga, 2016

Area	Female	Male	Total Pop.
Cooksville (West) Neighbourhood	52.1%	47.9%	15,240
Cooksville Downtown	52.8%	47.2%	9,310
Cooksville (East) Neighbourhood	50.8%	49.2%	8,650

Area	Female	Male	Total Pop.
Mississauga Valleys Neighbourhood	51.5%	48.5%	12,215
Dixie Employment Area	51.9%	48.6%	1,080
Applewood Neighbourhood	51.1%	49.0%	36,655
Islington City Centre (Toronto)	52.1%	47.9%	43,965
Markland Wood (Toronto)	53.1%	46.8%	10,554
City of Mississauga	51.2%	48.8%	721,599

Table 4-5 describes the proportion of education attainment in the central portion of the Study Area. The Mississauga neighbourhoods in question tend to have lower proportions with University Certificates and above than the City-wide average and higher proportions with no certificate, diploma or degree. By contrast, the Toronto neighbourhoods have much lower proportions with no certificate, diploma or degree and much higher proportions with Bachelor's and above.

Table 4-5: Proportion of Education Attainment in the Study Area and the City of Mississauga, 2016

Area	No Certificate, diploma or degree	Highschool diploma or equivalency certificate)	Post-secondary Trade, certificate or diploma	University certificate diploma or degree at Bachelor or above
Cooksville (West) Neighbourhood	20%	26%	26%	29%
Cooksville Downtown	18%	26%	24%	31%
Cooksville (East) Neighbourhood	20%	30%	27%	22%
Mississauga Valleys Neighbourhood	15%	28%	31%	26%
Dixie Employment Area	26%	33%	28%	13%
Applewood Neighbourhood	20%	29%	27%	24%
Islington City Centre (Toronto)	6%	19%	27%	47%
Markland Wood (Toronto)	4%	19%	29%	47%
City of Mississauga	15%	26%	30%	34%

Table 4-6 includes the proportion of immigrants and recent immigrants in the central portion of the Study Area. Cooksville Downtown has a higher number of immigrants compared to the City-wide average. Cooksville East is lower compared to the City-wide average. Other Mississauga neighbourhoods are relatively consistent with the City-wide average. Both Toronto neighbourhoods saw less immigrants than the City-wide average

Table 4-6: Proportion of Immigrants and Recent Immigrants in the Study Area and the City of Mississauga, 2016

Area	Immigrants as a portion of total population	Recent Immigrants (2011 – 2016) as a portion of total population
Cooksville (West) Neighbourhood	57.4%	5.8%
Cooksville Downtown	67.2%	17.6%
Cooksville (East) Neighbourhood	42.6%	3.2%
Mississauga Valleys Neighbourhood	55.6%	5.1%
Dixie Employment Area	49.5%	4.8%
Applewood Neighbourhood	54.2%	8.1%
Islington City Centre (Toronto)	45.3%	6.6%
Markland Wood (Toronto)	37.2%	2.8%
City of Mississauga	53.4%	7.5%

Table 4-7 includes average household size in the central portion of the Study Area. Cooksville Downtown, Dixie Employment Area, Islington City Centre and Markland Wood neighbourhoods have a smaller average household size compared to the City-wide average. The remainder of neighbourhoods are consistent with the City-wide average.

Table 4-7: Average Household Size in the Study Area and the City of Mississauga, 2016

Area	Average Household Size
Cooksville (West) Neighbourhood	3
Cooksville Downtown	2
Cooksville (East) Neighbourhood	3
Mississauga Valleys Neighbourhood	3
Dixie Employment Area	2
Applewood Neighbourhood	3
Islington City Centre (Toronto)	2
Markland Wood (Toronto)	2

Area	Average Household Size
City of Mississauga	3

Table 4-8 provides a summary of the top five non-official languages spoken at home throughout the Study Area. In general, many of the top non-official languages spoken at home throughout the entire City of Mississauga are some of the top non-official languages spoken at home in the neighbourhoods in question. Of note is the presence of Tagalog as a top-five non-official language spoken at home in the Cooksville West and Cooksville Downtown neighbourhoods, despite not being a top-five City-wide language. Also of note is the presence of Polish as the top non-official language spoken at home in all three City of Mississauga neighbourhoods, whereas City-wide it is the fourth. Both of the City of Toronto neighbourhoods have several eastern European languages spoken as the top non-official languages spoken at home which are not in the top five in the City of Mississauga including Ukrainian and Serbian.

Table 4-8: Top 5 non-official Languages spoken at home by population in the Study Area and the City of Mississauga, 2016

Area	1	2	3	4	5	Total Pop.
Cooksville (West) Neighbourhood	Polish (830)	Portuguese (455)	Mandarin (365)	Urdu (335)	Tagalog (250)	15,240
Cooksville Downtown	Urdu (640)	Arabic (490)	Polish (490)	Tagalog (190)	Tamil (190)	9,310
Cooksville (East) Neighbourhood	Polish (420)	Italian (185)	Portuguese (175)	Vietnamese (160)	Urdu (130)	8,650
Mississauga Valleys Neighbourhood	Polish (790)	Tagalog (310)	Spanish (255)	Ukrainian (235)	Arabic (195)	12,970
Dixie Employment Area	Polish (50)	Urdu (30)	Portuguese (20)	Arabic (15)	Italian (15)	495
Applewood Neighbourhood	Polish (1,250)	Urdu (1,025)	Vietnamese (855)	Mandarin (835)	Ukrainian (830)	37,305
Islington City Centre (Toronto)	Korean (1,145)	Ukrainian (1,000)	Spanish (770)	Serbian (725)	Russian (660)	37,194
Markland Wood (Toronto)	Serbian (575)	Ukrainian (210)	Polish (205)	Korean (115)	Mandarin (110)	10,438
City of Mississauga	Urdu (23,285)	Mandarin (17,980)	Arabic (16,645)	Polish (14,595)	Punjabi (13,090)	713,443

Table 4-9 includes mean and median household incomes in the Study Area. With the exception of Cooksville East and West and Markland Wood, all of the neighbourhoods are below the mean and median household incomes compared to the City-wide average.

Table 4-9: Mean and Median Household Incomes in the Study Area and the City of Mississauga, 2016

Area	Mean (Average)	Median
Erindale Neighbourhood	\$98,567	\$77,812
Cooksville (West) Neighbourhood	\$101,620	\$80,659
Cooksville Downtown	\$55,725	\$49,722
Cooksville (East) Neighbourhood	\$100,783	\$85,129
Mississauga Valleys Neighbourhood	\$87,689	\$76,446
Dixie Employment Area	\$46,909	\$33,283
Applewood Neighbourhood	\$79,476	\$64,802
Islington City Centre (Toronto)	\$98,645	\$72,921
Markland Wood (Toronto)	\$127,211	\$86,965
City of Mississauga	\$105,462	\$83,018

Table 4-10 includes dwellings and proportions of dwelling tenures in the Study Area. Significantly more dwellings in Cooksville Downtown are rented compared to the City-wide average. This corresponds with the low median income in Cooksville Downtown as represented in the previous table. The Dixie Employment Area, Applewood, and Islington City Center neighbourhoods also have above-average dwelling rental, though less pronounced than Cooksville Downtown. Housing tenure is consistent with the City-wide average for other study neighbourhoods.

Table 4-10 Dwellings and Proportions of Dwelling Tenures in the Study Area and the City of Mississauga

Area	Total Dwellings	Owned	Rented
Cooksville (West) Neighbourhood	5,480	72.5%	27.5%
Cooksville Downtown	3,805	39.8%	60.2%
Cooksville (East) Neighbourhood	3,080	74.7%	25.3%
Mississauga Valleys Neighbourhood	4,245	79.6%	20.4%
Dixie Employment Area	520	51.0%	49.0%
Applewood Neighbourhood	13,390	56.3%	43.7%
Islington City Centre (Toronto)	19,911	58.0%	42.0%
Markland Wood (Toronto)	4,348	73.6%	26.4%

Area	Total Dwellings	Owned	Rented
City of Mississauga	240,910	72.3%	27.7%

Table 4-11 includes labour force status by percentage within the Study Area. The unemployment rate is generally consistent between the study area neighbourhoods and the City-wide average. The employment rate is generally lower and the population not in the labour force generally higher than the City-wide average. The one exception is the Dixie Employment Area, which has low employment and labour participation rates compared to the City-wide average.

Table 4-11: Labour Force Status by Percentage within the Study Area and the City of Mississauga, 2016

Area	Employment Rate	Unemployment Rate	Not in Labour Force
Cooksville (West) Neighbourhood	59.1%	4.0%	37.0%
Cooksville Downtown	54.4%	5.8%	39.8%
Cooksville (East) Neighbourhood	58.8%	5.1%	36.1%
Mississauga Valleys Neighbourhood	60.9%	5.2%	33.9%
Dixie Employment Area	42.9%	5.7%	51.4%
Applewood Neighbourhood	56.2%	5.6%	38.2%
Islington City Centre (Toronto)	63.6%	7.3%	29.1%
Markland Wood (Toronto)	56.2%	6.1%	37.7%
City of Mississauga	65.2%	5.3%	29.5%

Table 4-12 includes occupations by National Occupational Classification in the Study Area. Occupations between neighbourhoods and the City-wide average are relatively consistent with no major variations except for the Dixie Employment Area, which as explained previously, has a small population compared to other neighbourhoods.

Table 4-12: Occupations by National Occupational Classification (see key below) in the Study Area and the City of Mississauga, 2016

Area	0	1	2	3	4	5	6	7	8	9	Total Employed Population
Cooksville (West) Neighbourhood	10.4%	19.3%	7.4%	5.8%	9.5%	2.4%	23.5%	15.0%	0.5%	6.5%	8,210

Area	0	1	2	3	4	5	6	7	8	9	Total Employed Population
Cooksville Downtown	6.6%	18.5%	10.9%	5.3%	7.1%	1.7%	28.5%	13.8%	0.5%	7.2%	4,235
Cooksville (East) Neighbourhood	10.9%	18.2%	6.5%	4.5%	10.3%	2.1%	23.7%	16.4%	1.4%	6.1%	4,625
Mississauga Valleys Neighbourhood	8.7%	17.9%	8.0%	5.8%	9.5%	2.7%	25.2%	16.0%	1.3%	5.0%	8.7%
Dixie Employment Area	8.8%	15.0%	2.5%	2.5%	3.8%	5.0%	35.0%	20.0%	2.5%	8.8%	400
Applewood Neighbourhood	8.7%	16.9%	8.0%	4.7%	7.5%	2.9%	27.0%	16.2%	0.7%	7.4%	17,950
Islington City Centre (Toronto)	13.2%	20.0%	9.8%	5.6%	11.7%	4.0%	23.1%	9.3%	0.7%	2.5%	24,980
Markland Wood (Toronto)	13.7%	18.1%	10.7%	4.4%	13.2%	4.9%	20.9%	12.0%	0.5%	2.0%	5,345
City of Mississauga	11.5%	19.3%	9.8%	5.5%	9.1%	2.5%	24.4%	12.1%	0.7%	5.2%	382,205

National Occupation Codes:

0. Management
1. Business, Finance and Administration
2. Natural and Applied Sciences
3. Health
4. Education, Law and Social, Community and Government Services
5. Art, Culture, Recreation and Sport
6. Sales and Service
7. Trades, Transport and Equipment Operators
8. Natural Resources, Agriculture
9. Manufacturing and Utilities

Table 4-13 includes commute to work by mode within the Study Area. Public transit and walking make up a larger percentage of modes compared to the City-wide average for the Cooksville Downtown and Islington City Center neighbourhoods. Consequently, driving makes up a smaller percentage compared to the City-wide average. Other neighbourhoods are fairly consistent with City-wide averages.

Table 4-13: Commute to Work by mode within the Study Area and the City of Mississauga, 2016

Area	Vehicle (Driver)	Vehicle (Passenger)	Public Transit	Walking	Bicycle	Other
Cooksville (West) Neighbourhood	70.3%	6.7%	19.2%	2.5%	0.2%	1.1%
Cooksville Downtown	55.8%	5.8%	32.9%	4.3%	0.3%	0.7%
Cooksville (East) Neighbourhood	76.2%	6.1%	15.4%	1.3%	0.4%	0.6%
Mississauga Valleys Neighbourhood	72.0%	6.3%	18.5%	2.3%	0.3%	0.8%
Dixie Employment Area	70.3%	6.8%	14.9%	6.8%	0.0%	0.0%
Applewood Neighbourhood	65.6%	7.2%	22.2%	3.4%	0.5%	1.1%
Islington City Centre (Toronto)	53%	4%	37%	4%	1%	2%
Markland Wood (Toronto)	65%	6%	23%	4%	1%	1%
City of Mississauga	71.6%	6.4%	18.1%	2.6%	0.3%	1.0%

4.2 Community Amenities

This section provides an overview of community amenities within the Study Area to assess. The following community amenities were inventoried within the Study Area:

- Institutional Uses (Schools, Libraries, Places of Worship, Hospitals and Public Medical Clinics);
- Recreational Uses (Recreation Centres and Sporting Fields, Trails and Parks and Open Spaces);
- Community Resources (Housing and Long-term Care, Neighbourhood Associations, Daycares, and other Community Resources);
- Commercial Spaces with Community Significance* (Indoor Malls and Cultural Shopping Centers); and,
- Future Services and Facilities.

*Note: Only indoor malls have been included in this list as they can provide amenities to the community such as a place to informally gather, as cooling centers during

heatwaves, indoor walking space, and so on, that similar venues such as plazas and strip malls do not.

The following community amenities were identified within the central portion of the Study Area. These can be found in **Figures A7-1 through A7-4, Appendix A** using the Figure IDs provided in the table below.

Table 4-14: Community Amenities in the central portion of the Study Area

Name	Amenity Type	ID
Newcomer Centre of Peel	Community Resources	1
Correctional Service of Canada Peel Office	Community Resources	2
Sgt David Yakichuk Park	Parks and Open Spaces	3
Learning Jungle School Daycare (Cooksville Campus)	Daycares	3
Beacon House International College	Schools	5
C R D Health Care College	Schools	6
Archbishop Romero Catholic Secondary School	Schools	7
Tiny Treasure Mississauga Day Care Centre	Daycares	8
India Rainbow Community Services Of Peel	Community Resources	9
Algonquin Careers Academy	Schools	10
Thomas L Kennedy Secondary School	Schools	11
Canada Post Office	Community Resources	12
Newin Centre Mall	Indoor Mall	13
Cooksville Park	Parks and Open Spaces	14
John Howards Society Inc	Community Resources	15
John C Price Park	Parks and Open Spaces	16
Red Oaks Park	Parks and Open Spaces	17
Richard Jones Park	Parks and Open Spaces	18
Middle East Baptist Church	Places of Worship	19
Helping Hands	Community Resources	20
Cedarbrae Park	Parks and Open Spaces	21
Cawthra Gardens LTC Community	Housing and Long-term Care	22
Lolita Gardens Daycare	Daycares	23
Salvation Army Cawthra Road Shelter	Community Resources	24
Lakshmi Mandir Hindu Maha Sabha	Places of Worship	25
St John the Baptist Anglican Church	Places of Worship	26
St John's Dixie Cemetery & Crematorium	Parks and Open Spaces	27
Dixie Presbyterian Church	Places of Worship	28
Understanding Islam Academy	Community Resources	29

Name	Amenity Type	ID
Mississauga Chinese Center	Cultural Shopping Centre	30
Consulate General Of The Republic Of Croatia	Community Resources	31
Canada Post Office	Community Resources	32
Queen's College	Schools	33
Hawkins Glen	Parks and Open Spaces	34
Constitution Place	Housing and Long-term Care	35
Dixie Curling Club Ltd	Recreation Centres	36
Applewood Heights Park	Parks and Open Spaces	37
Kingdom Covenant Academy	Places of Worship	38
Canada Post Office	Community Resources	39
Serbian Orthodox Church Saint Sava	Places of Worship	40
Nanaksar That Isher Darbar	Places of Worship	41
Mississauga Muslim Community Center	Places of Worship	42
Church of Saint Mina and Saint Kyrellos Coptic Orthodox Church	Places of Worship	43
St Marys Food Bank	Community Resources	44
Peel Family Shelter	Community Resources	45
The Mississauga Food Bank	Community Resources	46
Etobicoke Creek Offleash Dog Park	Parks and Open Spaces	47
Canada Post Office	Community Resources	48
Canadian Parents For French (Ontario)	Community Resources	49
Markland Wood Golf Club	Parks and Open Spaces	50
Neilson Park	Parks and Open Spaces	51
Dom Lipa Nursing Home and Seniors Centre	Housing and Long-term Care	52

4.2.1.1 Institutional Uses

A variety of schools and places of worship are found in the central portion of the Study Area. Erindale Academy and Beacon House International College are both private high schools. Thomas L Kennedy is a public secondary school while Father Daniel Zanon and Archbishop Romero are catholic elementary and secondary schools, respectively. CRD Health Care College, Algonquin Careers Academy and Queen's College are private career colleges offering diploma and certificate programs. Thirteen places of worship serve various Christian denominations. A Hindu Temple and Sikh Gurudwara are also located in the study area.

4.2.1.2 Recreational Uses

Seventeen Parks and Open Spaces of varying size and function are found within the central portion of the Study Area. Erindale Park is one of Mississauga's most important

greenspaces, providing students and staff at the University of Toronto Mississauga campus as well as the broader Mississauga community access to large open spaces, accessible walking trails that meander by the Credit River, and much needed community amenities such as picnic areas and playgrounds. Credit Valley Golf and Country Club is a private golf club. Huron Park is a comprehensive park and community centre with a walking trails sports fields, an arena, and a range of indoor amenities. Brickyard Park is a large open space with various sports fields behind Father Daniel Zanon school. A variety of other smaller parks serve local residential areas with open space, playgrounds and tennis courts. St. John's Dixie Cemetery and Crematorium is a large green space which includes the St. John the Baptist Anglican Church and Dixie Presbyterian Church. Cedarbrae, Applewood Heights, and Neilson Parks are all medium sized parks with naturalized areas, open spaces, sports fields and play amenities. Etobicoke Dog Park offers a leash free area along the Etobicoke creek. Markland Wood Golf Club is a member only golf club along the Etobicoke creek. There is also one Recreation Centre in the study area, the Dixie Curling Club.

4.2.1.3 Community Resources

Three childcare centres are found within the central portion of the Study Area, the Learning Jungle School offering play-based learning for infants to pre-school and the Tiny Treasure Mississauga Day Care Centre offering Montessori education for toddlers to kindergarten, as well as the Lolita Gardens Daycare. Two long term care homes providing elder care are also within the eastern portion – Cawthra Gardens is a 192 bed long term care home, and Dom Lipa is a care home and associated charitable organization providing care for elder Canadians of Slovenian descent. Four non-profit housing facilities are found within the central portion including Springfield Co-operative Homes, Shalimar International Housing, Tetry Non-profit Housing and Arbour Mill Community Housing. Various other Community Resources within the central portion include non-profit support organizations for newcomer communities and incarcerated individuals, the Correctional Service of Canada Peel Office, the Erindale Community Hall, two food banks, a Region of Peel shelter providing emergency shelter for homeless families, the Embassy of the Republic of Croatia in Canada and the Canadian Parents for French Ontario office.

4.2.1.4 Future Services and Facilities

No future services and facilities are proposed within the central portion at the time of this Report preparation.

4.3 Utilities

4.3.1 Public Utilities

Public utilities are utility services operated by a municipal or provincial government, or an organization established to operate a utility on behalf of a governing body. Examples of these utility services identified within the corridor include fiber-optic communication lines that are operated by the Region of Peel and the City of Mississauga, and municipal servicing (water, wastewater, and stormwater systems) that the City of Mississauga operates. Two hydro companies, Alectra and Hydro One, also have ductbanks and/or overhead lines present in the corridor.

4.3.2 Private Utilities

Private utility services are those which are operated by private sector organizations. A number of private utility services have been identified in the corridor. These include telecommunications lines (mostly fiber optic lines) owned and operated by Bell, Rogers, and Zayo, as well as Enbridge Gas natural gas lines. A Trans-Northern Pipeline is also located in the vicinity of Stanfield Road.

4.4 Future Development

This section provides an overview of active projects to assess future growth and development potential within the Study Area. A review was conducted using information from the City of Mississauga's Planning Information Hub. The review focused on development applications which were most likely to notably increase density and/or provide new employment opportunities. As such, the review considered applications for Official Plan and Zoning By-law amendments, site plan control, plan of condominium, plan of subdivision, and part lot control and did not consider minor variances and applications for consent. Summary Tables are provided below for the relevant development applications.

At the time of this Report preparation, fourteen development applications are active within the central portion of the Study Area. As proposed, the developments would increase the supply of residential dwellings as most of the proposals are for multiple storey residential buildings (1569 dwellings are currently proposed). Several of these include commercial space on the ground floor. Additionally, one proposal is to expand a private school, and another is to create commercial units in an existing building. The development applications within the Study Area can be found in **Figures A8-1 through A8-4, Appendix A** using the Figure IDs provided in the table below.

Table 4-15: Active development applications within the central portion of the Study Area

ID	Address	File No.	Application Type	Summary of Proposed Development	Status
1	121 Agnes Street	SPM 20 130	Site Plan	A renovation and extension of existing eleventh and twelfth floor amenity spaces into twelve additional rental units	Withheld
2	79 Dundas Street West	OZ/OP A 19 17	Rezoning and Official Plan Amendment	An eighteen storey mixed use building consisting of 428 residential units and 272.9 square metres of ground floor commercial	Withheld
3	100-B Dundas Street West	OZ/OP A 19 17	Rezoning and Official Plan Amendment	An eighteen storey mixed use building consisting of 428 residential units and 272.9 square metres of ground floor commercial	Withheld
4	3065 Jaguar Valley Drive	21CDM -M 18 3	Condominium	A standard condominium conversion of 21 units	Withheld
5	86 Dundas Street East	H-OZ 20 5	Rezoning	A sixteen storey residential condo building with 336 dwelling units and 300 square metres of ground floor commercial	Withheld
6	400 Dundas Street East	21CDM -M 11006	Condominium	A standard commercial conversion of nine units	In process
7	368 Queen Street South	OZ/OP A 18 15	Rezoning and Official Plan Amendment	Mixed commercial uses including automotive and retail commercial in existing buildings	In process
8	620 Lolita Gardens	OZ/OP A 19 16	Rezoning and Official Plan Amendment	A 25 storey residential apartment building with 270 dwelling units	In process
9	3105 Cawthra Road	SP 20 101	Site Plan	Six townhouses with a private common element driveway	Withheld
10	700 Front Royal Street	SP 18 133	Site Plan	24 stacked townhouse units, 8 dual frontage condo townhouse units, and 2 freehold detached dwellings	Withheld
11	820 Dundas Street East	SP 19 149	Site Plan	A single storey addition to an existing convenience store and gas station including a new car wash building	Withheld
12	3085 Queen Frederica Drive	21CDM -M 15005	Condominium	A residential conversion of 73 apartment units	In process
13	2525 Dixie Road	SP 19 125	Site Plan	A new gas station with 4 islands and an associated convenience store and carwash.	Withheld

ID	Address	File No.	Application Type	Summary of Proposed Development	Status
14	1565 Dundas Street East	SP 18 24	Site Plan	A new 2-storey mixed-use retail, convenience take-out restaurant with second floor offices	Withheld

5. Potential Effects, Mitigation Measures and Monitoring Activities

5.1 Land Use and Built Form Patterns

5.1.1 Potential Effects

5.1.1.1 Construction

Temporary property effects, such as property takings for laydown areas, are unknown at this time and will be determined as design progresses. Similar to other Bus Rapid Transit Projects, it is not anticipated that a significant number of properties will be required for temporary property takings due to the nature of construction.

Construction work may also necessitate the temporary closure of driveways or building entrances.

Indirect effects resulting from construction activity include excess light spillage on to neighbouring properties as well as increased noise, dust and vibration emanating from construction work.

Construction work may also result in the temporary degradation of aesthetic quality of the streetscape. Businesses on the corridor may also experience lower visitation volumes if the corridor is perceived to be difficult to access and navigate.

All effects are subject to final design.

5.1.1.2 Operations

Potential direct impacts may include permanent property take and driveway or building entrance closure. Based on the 10% design, it is estimated that approximately 2 hectares of private lands fronting Dundas Street are required for the operation of the Project.

The operation of the Project may also necessitate the permanent closure of driveways or building entrances.

Indirect effects resulting from the operation of the Project include excess light spillage onto neighbouring properties as well as increased noise, dust and vibration emanating from Project operations.

The Project has the potential to result in negative aesthetic quality of the streetscape if not designed appropriately. All effects are subject to final design.

Overall, the Project is anticipated to have a positive effect on adjacent land uses, as it will provide a fast, reliable alternative mode of transportation to both residents living along the corridor as well as to visitors accessing local businesses. Easy access to fast and reliable transit has historically resulted in increased demand to be located near such a transit line, either as a resident living in and around the corridor or as a business located on the corridor. This demand typically encourages intensification and diversification of land use along the corridor. Communities with diverse land uses often become hubs of social and economic activity as most basic needs can be met through a short walk or transit ride. As a result of this, such communities decrease reliance on single-occupant vehicle usage which leads to a wide variety of social, health, economic, and environmental benefits to both the local and broader community.

5.1.2 Mitigation Measures and Monitoring Activities

5.1.2.1 Construction

Temporary property takings for construction of the Project will be confirmed as design progresses. Where property takings are identified, consultation and negotiation with the property owner will be initiated in advance to secure the required property and identify site-specific mitigations. Temporary property takings near residential and institutional uses should be avoided if possible.

The construction of the Project may cause private signs or billboards to be removed temporarily. The owner shall be consulted in advance to determine an appropriate mitigation approach.

Selection of staging/laydown areas will be in accordance with Metrolinx/City of Mississauga procedures. Staging/laydown areas should be located in areas that minimize adverse effects to sensitive receptors.

Closures of driveways and building entrances shall be avoided whenever possible during construction and shall be kept to a minimum when required. Where access to property is required, ongoing consultation with affected landowners will help identify appropriate site-specific mitigation measures.

Mitigation of potential nuisance effects shall be undertaken as described in the Air Quality and Noise and Vibration Reports, available under separate covers. An Erosion and Sediment Control Plan will be developed in accordance with the Greater Golden Horseshoe Area Conservation Authorities' Erosion and Sediment Control Guideline for

Urban Construction (December, 2006), as amended from time to time, that addresses sediment release to adjacent properties and roadways. A Communications Protocol will also be developed which will indicate how and when surrounding property owners and tenants will be informed of anticipated upcoming construction works, including work at night, if any. A Complaints Protocol shall also be developed.

Light trespass, glare and pollution effects will be minimized through the implementation of best practices to mitigate or avoid unnecessary and obtrusive light with respect to adjoining residents, communities and/or businesses. Local applicable municipal by-laws and Ministry of Transportation practices for lighting in areas near or adjacent to highways and roadways regarding outdoor lighting for both permanent and temporary construction activities shall be complied with, and industry best practices shall be followed.

To mitigate impact to the visual environment, screened enclosures should be considered as required, particularly for storage areas. Temporary landscaping may also be implemented, especially at the borders of the construction site between site fencing and walkways where space allows. Site enclosures should take into account wayfinding and safety considerations (particularly accidental egress onto a construction site). The constructor is also encouraged to assist local businesses, such as by permitting businesses to advertise on construction enclosures (i.e., “We’re still open!” signs) and coordinating the implementation of wayfinding/navigation with local businesses.

A Streetscaping and Urban Design Study is to be undertaken by AECOM during the 30% design stage and made available under separate cover to further develop and build on streetscaping and urban design recommendations made in the Dundas Connects Master Plan and Vision Cooksville.

5.1.2.2 Operations

Permanent property acquisition requirements for the operation of the Project will be confirmed as design progresses. Where property takings are identified, consultation and negotiation with the property owner will be initiated in advance to secure the required property and identify site-specific mitigations.

Where operation will affect a private sign or billboard and cause it to be removed permanently, the owner shall be consulted in advance to determine an appropriate mitigation approach.

Closures of driveways and building entrances shall be avoided whenever possible and shall be kept to a minimum when required. Where possible, alternate means of access shall be provided where a driveway is permanently removed.

Nuisance monitoring shall be undertaken as described in the Air Quality and Noise and Vibration Reports, available under separate cover. Erosion and sediment control monitoring will be conducted, and construction activities will be monitored by a qualified Environmental Inspector to confirm that all activities are conducted in accordance with mitigation plans.

To mitigate impact to the visual environment, screened enclosures should be considered as required, particularly for storage areas. The visual effects of project structures (e.g. retaining walls, etc.) should be mitigated by considering their location, building materials, architectural design, and surrounding landscape treatments. Municipal departments and the public should be engaged as Project planning and design progresses.

Operations activities such as corridor maintenance should be minimized in duration and footprint to the extent possible.

5.2 Transit and Transportation Network

5.2.1 Potential Effects

5.2.1.1 Construction

The following are possible effects to traffic flow within the Study Area as a result of the Project:

- Temporary lane reductions on Dundas Street and cross streets near intersections throughout the construction period;
- Temporary narrowing of lanes;
- Where necessary, one-way or full street closures may be enacted to support major infrastructure works (ex. bridge replacement);
- Temporary turning restrictions at intersections;
- Existing on-street parking may be reduced or eliminated as needed;
- Left turns across the median may be restricted (“right-in/right-out” operation only);
- Traffic may be temporarily halted to allow construction vehicles to enter/exit construction sites, and may be slowed by slow-moving equipment transitioning between locations; and
- Emergency response times may increase through the corridor and adjacent roads during periods of heavy traffic volume.

Traffic movements may be affected at the following intersections as a result of the Project:

- Confederation Parkway
- Hurontario Street
- Shepard Avenue
- Jaguar Valley Drive
- Littlejohn Lane
- Kirwin Avenue
- Edenhurst Drive
- Given Road
- Grenville Drive
- Franze Drive
- Hensall Circle
- Cawthra Road Access
- Cedar Creek Lane
- Haines Road
- Tomken Road
- Constitution Boulevard
- Palsten Road
- Arene Road
- Queen Frederica Drive
- Dixie Road
- Neilco Court
- Jarrow Avenue
- Nawbrook Road
- Treadwells Drive
- Coram Avenue
- Wharton Way
- Summeville Court
- Southcrest Road

Possible impacts to transit include:

- Increased travel times through the corridor, impacting routes 1/1c, 38, and 101/101A in particular;
- Increased crossing times at intersections for routes crossing the corridor, including routes 5, 8, 51, and 103 in particular; and
- Temporary movement of stops to alternate locations on corridor to support construction, impacting all routes on and crossing the corridor.

5.2.1.2 Operations

The following are possible operational effects of the Project:

- Existing on-street parking may be reduced or eliminated as needed;
- Left turns across the median may be restricted (“right-in/right-out” operation only);
- Through travel at minor intersections may be restricted, requiring a U-turn at nearby major intersections; and
- New turning movements (“U-turns”) may be introduced at major intersections.

The Project is anticipated to result in an improved experience for transit users, providing faster and more frequent connections to major destinations along Dundas Street and beyond.

5.2.2 Mitigation Measures and Monitoring Activities

5.2.2.1 Construction

The following mitigation should be considered to manage construction effects:

- Avoid simultaneous closure and construction on adjacent crossings;
- Install and provide advance advisory signage, such as:
 - Installation of roadway closing information signs at least two weeks in advance of the closing; and
 - Distribution of notices to affected residents and business establishments to advise of the upcoming road closure(s) in their area.

Prepare and implement emergency response and incident management plans during construction to assist emergency service providers (i.e., Fire, Police and Ambulance) in responding to incidents and emergencies within the construction area (i.e., an incident causing closure of a crossing adjacent to the construction site where the Contractor is able to permit emergency service vehicles to cross the crossing location under construction);

Conduct pre-construction planning meetings with representatives of the City of Mississauga Fire, Police, and Ambulance providers, other relevant City of Mississauga and Peel Region divisions (e.g., City of Mississauga Transportation and Works), and affected local transit authorities (e.g., MiWay); and

Traffic and Transit Management Plans and Traffic Control Plans shall be prepared.

The following will be done once a Contractor has been selected and a construction schedule developed:

- Coordinate the work with other planned road projects that may impact construction, so construction may be staged to minimize traffic impacts;
- Conduct a haul route analysis to confirm haul routes via public roads;
- Maintain existing residential and commercial access through the work zone to the extent practical; and
- Strive to accommodate local events and festivals by being prepared to postpone or reschedule certain construction tasks, if necessary. Consultation with the City of Mississauga will be completed to address any potential temporary lane diversions or temporary closures during construction, if required. Prior to construction, the City of Mississauga will be consulted to coordinate with their Capital Works Program.

Construction activities will be monitored by a qualified inspector/contract administrator with extensive Ontario Traffic Manual Book 7 (Temporary Conditions) knowledge to confirm that all activities are conducted in accordance with mitigation plans.

Traffic effects to be monitored in accordance with the Construction Traffic and Transit Management Plan and adjust the Traffic Control Plans as necessary during the construction period.

Transit effects to be monitored and adjusted as necessary during the construction period.

5.2.2.2 Operations

The following mitigations and monitoring suggestions are good practice to engage in for Project operation:

- In communities where U-turns are not common movements at intersections, consider information campaigns to clearly explain the new movement to residents;

- In general, it is good practice to reduce overall parking availability around higher-order transit corridors, however, significant loss of on-street parking may be compensated for by designating some new off-corridor parking spaces as appropriate and desired;
- Introduce appropriate signage and signaling to guide driver movement through corridor; and
- Monitor collision data to ensure driver guidance is achieving desired outcomes.

5.3 Pedestrian and Cycling Network

5.3.1 Potential Effects

5.3.1.1.1 Construction

The following are possible effects of the construction of the Project:

- Bike lanes, multi-use paths and other cycling facilities may be temporarily restricted or eliminated;
- Sidewalks may be temporarily closed or removed;
- Temporary sidewalks/paths may have a rough or bumpy surface that creates discomfort for those with assisted mobility devices, strollers, etc.; and
- Operation of construction equipment and large construction trucks in corridor may pose safety and comfort challenges for pedestrians and cyclists.

5.3.1.2 Operations

The following are possible effects of the construction of the Project:

- Left turns across the median may be restricted for cyclists (“right-in/right-out” operation only); and
- Through travel at minor intersections may be restricted, requiring a detour to a nearby crosswalk.

Once completed, the Project is expected to result in an improved experience for pedestrians and cyclists with new active transportation infrastructure. The Project should be designed to improve access to key destinations.

5.3.2 Mitigation Measures and Monitoring Activities

5.3.2.1 Construction

The following mitigation will be considered to manage construction impacts:

- Maintain pedestrian/cyclist access through the work zone whenever possible;
- Where a sidewalk or path needs to be removed, provide a temporary path as soon as the situation allows;
- Provide clear signage at decision points to pedestrians and cyclists informing of closures. For instance, a sidewalk closure should be indicated at an intersection and not mid-block;
- Ensure detours can be observed through line of sight and provide adequate signage where not possible;
- Develop a safety program that implements safety best practices in a construction zone and addresses pedestrian/cyclist movement through the corridor;
- Temporary access paths, walkways, cycling routes and fencing should be monitored; and

Cycling network impacts to be monitored and mitigation adjusted as necessary during the construction period.

5.3.2.2 Operations

The Project is expected to result in an improved experience for pedestrians and cyclists with new active transportation infrastructure. The Project should be designed to improve access to key destinations. A public information campaign may be required to educate residents on Bus Rapid Transit and to avoid crossing the median.

5.4 Community Amenities

5.4.1 Potential Effects

5.4.1.1 Construction

In general, effects to community amenities within the Study Area are mostly anticipated to be minor, mainly in the form of noise, vibration and dust generated by construction activity. Some amenities may experience temporary access restrictions, such as

driveway, trail or entrance closures due to nearby construction. Impacts to community amenities will be confirmed as the design progresses.

5.4.1.2 Operations

No impacts to community amenities are anticipated as a result of the operation of the Project, except where property may be required. Property acquisition will be confirmed as design progresses.

5.4.2 Mitigation Measures and Monitoring Activities

5.4.2.1 Construction

Construction noise is subject to the City of Mississauga Noise Control Bylaw. Where work is required outside of permitted times, an exemption shall be applied for in advance of this work.

Closures of driveways, trails and entrances shall be avoided whenever possible during construction and shall be kept to a minimum when required. Alternate means of access (ex. temporary driveway) shall be provided where a driveway is temporarily removed.

5.4.2.2 Operations

No effects to community amenities are anticipated as a result of the operation of the Project, except where property may be required. Property acquisition will be confirmed as design progresses. Where effects are anticipated, the property owner should be consulted with as soon as property impacts are understood. Property impacts to community amenities that serve vulnerable populations should be avoided.

5.5 Future Development

5.5.1 Potential Effects

5.5.1.1 Construction

Noise, vibration and dust generated by construction activity are all potential effects that should be given special consideration where construction of future development coincides with Project construction. Temporary access restrictions, such as driveways or sidewalk closures may also affect residents and visitors to the Study Area.

5.5.1.2 Operations

No effects to future development are anticipated as a result of the operation of the Project, except where property may be required. Property acquisition will be confirmed as design progresses.

Overall, the Project is expected to have a positive effect on the Dundas Street corridor. It is expected to provide access to rapid, reliable transit to the future development that it will spur along the corridor, which is consistent with provincial and municipal planning policies.

5.5.2 Mitigation Measures and Monitoring Activities

5.5.2.1 Construction

Construction noise is subject to the City of Mississauga Noise Control Bylaw. Where work is required outside of permitted times, an exemption shall be applied for in advance of this work.

Closures of driveways, trails and entrances shall be avoided whenever possible during construction and shall be kept to a minimum when required. Alternate means of access (ex. temporary driveway) shall be provided where a driveway is temporarily removed.

5.5.2.2 Operations

The Project should be designed to minimize effects to planned future development, where possible. Where effects are anticipated, the property owner should be consulted with as soon as property impacts are understood.

Construction activities will be monitored by a qualified Environmental Inspector to confirm that all activities are conducted in accordance with mitigation plans.

Overall, the Project is expected to have a positive effect on the Dundas Street corridor and spur additional development which is consistent with provincial and municipal planning policies.

5.6 Utilities

5.6.1 Potential Effects – Public Utilities

5.6.1.1 Construction

Impacts to public utility during construction are subject to final design. In general, existing public utilities are typically located at either side of the future guideway which is anticipated to significantly reduce the need for utility relocations during construction. Utility shut off is therefore mainly expected to be due to end-of-life or precautionary replacement undertaken as part of the Project.

5.6.1.2 Operations

No effects to public utilities are anticipated during Project operations.

5.6.2 Mitigation Measures and Monitoring Activities - Public Utilities

5.6.2.1 Construction

Effects of utility work on the community should be minimized through utility shut off best practices. These include minimizing the duration of shut offs, scheduling shut-offs during off-peak times (and avoiding early morning, evening, and weekend shut-offs whenever possible), and communicating shut-offs to affected residents and business in advance of the proposed shut-off. Special consideration should be given to the impact of shut-offs on sensitive locations such as schools, healthcare providers, and long-term care/seniors residences, and such locations should be identified early and engaged with in advance to minimize impacts to them.

A detailed Utility Infrastructure Relocation Plan shall be developed and implemented that identifies all utilities anticipated to be impacted by the construction works, all relevant utility agencies and authorities, and outlines the approach to the utility relocation process. Additional surveys shall be performed prior to construction to field locate and verify the existing utilities within the project area and document their condition. All work identified in the Utility Infrastructure Relocation Plan shall be performed to protect, support, safeguard, remove, and relocate all Utility Infrastructure.

5.6.2.2 Operations

No effects are anticipated; therefore, no mitigation is proposed.

5.6.3 Potential Effects – Private Utilities

5.6.3.1 Construction

Effects to private utility during construction are subject to final design. In general, existing private utilities are typically located to either side of the future guideway which is anticipated to significantly reduce the need for utility relocations during construction. Utility shut off is therefore mainly expected to be due to end-of-life or precautionary replacement undertaken as part of the Project, or to install additional capacity at the request of a private utility service provider.

A detailed Utility Infrastructure Relocation Plan shall be developed and implemented that identifies all utilities anticipated to be impacted by the construction works, all relevant utility agencies and authorities, and outlines the approach to the utility relocation process. Additional surveys shall be performed prior to construction to field locate and verify the existing utilities within the project area and document their condition. All work identified in the Utility Infrastructure Relocation Plan shall be performed to protect, support, safeguard, remove, and relocate all Utility Infrastructure.

Permits and consents from and with all Utility Companies shall be obtained with respect to the design, construction, installation, servicing, operation, repair, preservation, relocation, and or commissioning of Utility Infrastructure.

Where new utility crossings are proposed, application for a new utility crossing agreement will be required, and where modifications to an existing utility crossing takes place, updates to an existing utility crossing will be needed. Post- construction inspections of the new utility infrastructure shall be undertaken for applicable works upon completion of the construction works to document condition. As-built plans shall be obtained of the relocated infrastructure from utility agencies per as-built preparation standards Canadian Standards Association S250-11 – Mapping of Underground Utility Infrastructure (2011), as amended from time to time.

In the event of potential impacts to critical utilities, instrumentation and monitoring shall be carried out to protect the critical utilities and structures and reduce risks of damage due to construction activities.

A tracking system shall be developed to track as-built deliverables.

5.6.3.2 Operations

No effects to private utility are anticipated during Project operations.

5.6.4 Mitigation Measures – Private Utilities

5.6.4.1 Construction

Engagement with all private utility providers in the corridor should be undertaken early in and throughout the detailed design phase to ensure that their needs and requirements are taken into account in the project design. Private utility providers may wish to take advantage of construction to increase capacity in the corridor.

Impacts of utility work on the community should be minimized through utility shut off best practices. These include minimizing the duration of shut offs, scheduling shut-offs during off-peak times (and avoiding early morning, evening, and weekend shut-offs whenever possible), and communicating shut-offs to affected residents and business in advance of the proposed shut-off. Special consideration should be given to the impact of shut-offs on sensitive locations such as schools, healthcare providers, and long-term care/seniors residences, and such locations should be identified early and engaged with in advance to minimize impacts on them.

Regular communication and coordination shall be maintained through issuance of regular progress reports and updates to applicable utility agencies. All installation tolerances and how they are to be monitored shall be recorded, and inspection and testing shall be performed by qualified individuals to ensure successful utility relocation and safe and efficient installation.

In the event of potential impacts to critical utilities, instrumentation and monitoring shall be carried out to protect the critical utilities and structures and reduce risks of damage due to construction activities.

A tracking system shall be developed to track as-built deliverables.

5.6.4.2 Operations

No effects are anticipated; therefore, no mitigation is proposed.

5.7 Summary of Potential Effects, Mitigation Measures and Monitoring Activities

This section provides a summary of potential effects, mitigation measures and monitoring activities associated with the Project. **Table 5-1** summarizes potential impacts, mitigation measures and monitoring activities during the construction phase of the Project, and **Table 5-1** summarizes potential impacts, mitigation measures and monitoring activities during the operations phase of the Project.

Table 5-1: Potential Effects, Mitigation Measures and Monitoring Activities During Construction

Component	Potential Effects	Mitigation Measures(s)	Monitoring Activities
Land Use and Built Form Patterns	Property: Temporary property effects, such as property takings for laydown areas, are unknown at this time and will be determined as design progresses	<ul style="list-style-type: none">Temporary property takings for construction of the Project will be confirmed as design progresses. Where property takings are identified, consultation and negotiation with the property owner will be initiated well in advance to secure the required property and identify site-specific mitigations. Where access to property is required, ongoing consultation with affected landowners will help identify appropriate site-specific mitigation measures.Temporary property takings near residential and institutional uses should be avoided if possible.The construction of the Project may cause private signs or billboards to be removed temporarily. The owner shall be consulted in advance to determine an appropriate mitigation approach.Select staging/laydown areas in accordance with Metrolinx/City of Mississauga procedures. Staging/laydown areas should be located in areas that minimize adverse effects to sensitive receptors.	<ul style="list-style-type: none">Follow Metrolinx/City of Mississauga guidance with respect to monitoring requirements at construction staging/laydown areas.
	Nuisance effects from construction activities	<ul style="list-style-type: none">Mitigation measures related to potential nuisance effects are outlined in the Air Quality and Noise and Vibration commitment tables.An Erosion and Sediment Control Plan will be developed in accordance with the Greater Golden Horseshoe Area Conservation Authorities' Erosion and Sediment Control Guideline for Urban Construction (December, 2006), as amended from time to time, that addresses sediment release to adjacent properties and roadways.Develop a Communications Protocol, which will indicate how and when surrounding property owners and tenants will be informed of anticipated upcoming construction works, including work at night, if any.Develop a Complaints Protocol	<ul style="list-style-type: none">When applicable, monitoring related to potential nuisance effects are outlined in the Air Quality and Noise and Vibration commitment tables.Erosion and sediment control monitoring to be conductedNumber and resolution of complaints received
	Construction work may necessitate the temporary closure of driveways or building entrances	<ul style="list-style-type: none">Closures of driveways and building entrances shall be avoided whenever possible during construction and shall be kept to a minimum when required.Provide well connected, clearly delineated, and appropriately signed walkways and cycling route options, with clearly marked detours where required.Provide temporary lighting and wayfinding signs and cues for navigation around the construction site.Access to businesses during working hours will be maintained, where feasible. Where regular access cannot be maintained, alternative access and signage will be provided.	<ul style="list-style-type: none">Temporary access paths, walkways, cycling routes and fencing should be monitored.Number and resolution of complaints received.
	Light trespass, glare and light pollution effects	<ul style="list-style-type: none">Comply with all local applicable municipal by-laws and Ministry of Transportation practices for lighting in areas near or adjacent to highways and roadways regarding outdoor lighting for both permanent and temporary construction activities, and incorporate industry best practices provided in American National Standards Institute/Illuminating Engineering Society <i>RP-8-18 – Recommended Practice for Design and Maintenance of Roadway and Parking Facility Lighting</i>Light trespass, glare and pollution effects will be minimized through the implementation of best practices (i.e., full cutoff fixtures) to mitigate or avoid unnecessary and obtrusive light.Perform the work in such a way that any adverse effects of construction lighting are controlled or mitigated in such a way as to avoid unnecessary and obtrusive light with respect to adjoining residents, communities and/or businesses.	<ul style="list-style-type: none">Construction activities will be monitored by a qualified Environmental Inspector to confirm that all activities are conducted in accordance with mitigation plans.Number and resolution of complaints received.
	Increased noise, dust and vibration emanating from construction work	<ul style="list-style-type: none">Monitoring and mitigation of noise and vibration effects shall be undertaken as described in the Noise and Vibration Report, available under separate cover.	<ul style="list-style-type: none">In accordance with the Noise and Vibration Report.
	Businesses on the corridor may experience lower visitation volumes if the corridor is perceived to be difficult to access and navigate	<ul style="list-style-type: none">The constructor is also encouraged to assist local businesses, such as by permitting businesses to advertise on construction enclosures (i.e., "We're still open!" signs) and coordinating the implementation of wayfinding/navigation with local businesses.	<ul style="list-style-type: none">Construction activities will be monitored by a qualified Environmental Inspector to confirm that all activities are conducted in accordance with mitigation plans.

Component	Potential Effects	Mitigation Measures(s)	Monitoring Activities
Visual Characteristics	<ul style="list-style-type: none">Visual effects from construction areas/activitiesTemporary degradation of aesthetic quality of the streetscape.	<ul style="list-style-type: none">To mitigate impact to the visual environment, screened enclosures should be considered as required, particularly for storage areas. Temporary landscaping may also be implemented, especially at the borders of the construction site between site fencing and walkways where space allows. Site enclosures should take into account wayfinding and safety considerations (particularly accidental egress onto a construction site).The constructor is also encouraged to assist local businesses, such as by permitting businesses to advertise on construction enclosures (i.e., “We’re still open!” signs) and coordinating the implementation of wayfinding/navigation with local businesses.A screened enclosure for the development site will be provided, with particular attention to the waste disposal and material storage areas.Consideration will be given to providing temporary landscaping along the borders of the construction site between site fencing/enclosure and walkways, where space allows, and where necessary.	<ul style="list-style-type: none">Construction activities will be monitored by a qualified Environmental Inspector to confirm that all activities are conducted in accordance with mitigation plans and within specified areas.
Transit and Transportation Network	<ul style="list-style-type: none">Construction may result in traffic flow reductions	<ul style="list-style-type: none">Avoid simultaneous major closures and construction activities on adjacent major intersections along the corridor.Install and provide advance advisory signage, such as:<ul style="list-style-type: none">Installation of roadway closing information signs at least two weeks in advance of the closing; andDistribution of notices to affected residents and business establishments to advise of the upcoming road closure(s) in their area.Prepare and implement emergency response and incident management plans during construction to assist emergency service providers (i.e., Fire, Police and Ambulance) in responding to incidents and emergencies within the construction area (i.e., an incident causing closure of a crossing adjacent to the construction site where the Contractor is able to permit emergency service vehicles to cross the crossing location under construction).Conduct pre-construction planning meetings with representatives of the City of Mississauga Fire, Police, and Ambulance providers, other relevant City of Mississauga and Peel Region divisions (e.g., City of Mississauga Transportation and Works), and affected local transit authorities (e.g., MiWay); andPrepare Traffic and Transit Management Plans and Traffic Control Plans for each construction stage.The following will be done once a Contractor has been selected and a construction schedule developed:<ul style="list-style-type: none">Coordinate the work with other planned road projects that may impact construction, so construction may be staged to minimize traffic impacts. Prior to construction, local municipalities (i.e. Peel Region) will be consulted to coordinate with their Capital Works Programs;Conduct a haul route analysis to confirm haul routes via public roads;Maintain existing residential and commercial access through the work zone to the extent practical; andStrive to accommodate local events and festivals by coordinating and consulting with local communities and event organizers to find mutually feasible options.	<ul style="list-style-type: none">Construction activities will be monitored by a qualified Inspector/Contract Administrator with extensive knowledge of Ontario Traffic Manual Book 7 (Temporary Conditions to confirm that all activities are conducted in accordance with mitigation plans.Traffic impacts to be monitored in accordance with the Traffic and Transit Management Plans and adjust the Traffic Control Plans as necessary during the construction period.Transit impacts to be monitored and mitigation measures to be adjusted as necessary during the construction period.
Public Transit	<ul style="list-style-type: none">Construction may result in access restrictions to local bus routes and temporary disruptions	<ul style="list-style-type: none">Ensure that the public is notified in advance of any potential service disruptions.Consult with local transit agencies to establish a suitable mitigation strategy to be implemented.	<ul style="list-style-type: none">Traffic impacts to be monitored in accordance with the Construction Traffic Control and Management Plan and adjusted as necessary during the construction period.
Pedestrian and Cycling Network	<ul style="list-style-type: none">Bike lanes, multi-use paths and sidewalks may be temporarily restricted or eliminated	<ul style="list-style-type: none">Maintain pedestrian/cyclist access through the work zone whenever possible.Where a sidewalk or path needs to be removed, safe and accessible temporary path in accordance with the applicable municipal and/or provincial guidelines and standards.	<ul style="list-style-type: none">Temporary access paths, walkways, cycling routes and fencing should be monitored.

Component	Potential Effects	Mitigation Measures(s)	Monitoring Activities
	▪ Temporary sidewalks/paths may have a rough or bumpy surface that creates discomfort for those with assisted mobility devices, strollers, etc.	▪ Provide clear signage at decision points to pedestrians and cyclists informing of closures. For instance, a sidewalk closure should be indicated at an intersection and not mid-block. ▪ Ensure detours can be observed through line of sight and provide adequate signage where not possible.	▪ Cycling network impacts to be monitored in accordance with the Construction Traffic Control and Management Plan and mitigation adjusted as necessary during the construction period.
	▪ Operation of construction equipment and large construction trucks in corridor may pose safety and comfort challenges for pedestrians and cyclists	▪ Develop a safety program that implements safety best practices in a construction zone and addresses pedestrian/cyclist movement through the corridor.	▪ Construction activities will be monitored by a qualified Environmental Inspector to confirm that all activities are conducted in accordance with mitigation plans.
Community Amenities	▪ Noise, vibration and dust generated by construction activity	▪ Construction noise is subject to the City of Mississauga Noise Control Bylaw. Where work is required outside of permitted times, an exemption shall be applied for in advance of this work.	▪ Construction activities will be monitored by a qualified Environmental Inspector to confirm that all activities are conducted in accordance with mitigation plans.
	▪ Temporary access restrictions, such as driveway, trail or entrance closures due to nearby construction	▪ Closures of driveways, trails and entrances shall be avoided whenever possible during construction and shall be kept to a minimum when required. Alternate means of access (ex. temporary driveway) shall be provided where a driveway is temporarily removed.	▪ Temporary access paths, walkways, cycling routes and fencing should be monitored.
Future Development	▪ Noise, vibration and dust generated by construction activity	▪ Construction noise is subject to the City of Mississauga Noise Control Bylaw. Where work is required outside of permitted times, an exemption shall be applied for in advance of this work. ▪ Best Management Practices regarding construction air quality will be implemented.	▪ Construction activities will be monitored by a qualified Environmental Inspector to confirm that all activities are conducted in accordance with mitigation plans.
	▪ Temporary access restrictions, such as driveways or sidewalk closures may also affect residents and visitors to the study area	▪ Closures of driveways, trails and entrances shall be avoided whenever possible during construction and shall be kept to a minimum when required. Alternate means of access (ex. temporary driveway) shall be provided where a driveway is temporarily removed.	▪ Temporary access paths, walkways, cycling routes and fencing should be monitored.
Utilities Planning and Construction	▪ Utility serviceability effects due to design requirements and construction	▪ Develop and implement a detailed Utility Infrastructure Relocation Plan that identifies all utilities anticipated to be impacted by the construction works, all relevant utility agencies and authorities, and outlines the approach to the utility relocation process. ▪ Additional surveys shall be performed prior to construction to field locate and verify the existing utilities within the project area and document their condition. ▪ Perform all work identified in the Utility Infrastructure Relocation Plan to protect, support, safeguard, remove, and relocate all Utility Infrastructure. ▪ Obtain permits and consents from and with all Utility Companies with respect to the design, construction, installation, servicing, operation, repair, preservation, relocation, and or commissioning of Utility Infrastructure.	▪ Maintain regular communication and coordination through issuance of regular progress reports and updates to applicable utility agencies. ▪ Record all installation tolerances and how they are to be monitored. ▪ Perform inspection and testing to ensure successful utility relocation and safe and efficient installation. ▪ In the event of potential impacts to critical utilities, instrumentation and monitoring shall be carried out to protect the critical utilities and structures and reduce risks of damage due to construction activities.

Component	Potential Effects	Mitigation Measures(s)	Monitoring Activities
Public Utilities	<ul style="list-style-type: none">In general, existing public utilities are typically located at either side of the future guideway which is anticipated to significantly reduce the need for utility relocations during construction. Utility shut off is therefore mainly expected to be due to end-of-life or precautionary replacement undertaken as part of the Project.	<ul style="list-style-type: none">Effects of utility work on the community should be minimized through utility shut off best practices. These include minimizing the duration of shut offs, scheduling shut-offs during off-peak times (and avoiding early morning, evening, and weekend shut-offs whenever possible), and communicating shut-offs to affected residents and business in advance of the proposed shut-off. Special consideration should be given to the impact of shut-offs on sensitive locations such as schools, healthcare providers, and long-term care/seniors residences, and such locations should be identified early and engaged with in advance to minimize impacts to them.	<ul style="list-style-type: none">Construction activities will be monitored by a qualified Inspector to confirm that all activities are conducted in accordance with mitigation plans.
Private Utilities	<ul style="list-style-type: none">In general, existing private utilities are typically located to either side of the future guideway which is anticipated to significantly reduce the need for utility relocations during construction. Utility shut off is therefore mainly expected to be due to end-of-life or precautionary replacement undertaken as part of the Project, or to install additional capacity at the request of a private utility service provider.	<ul style="list-style-type: none">Engagement with all private utility providers in the corridor should be undertaken early in and throughout the detailed design phase to ensure that their needs and requirements are taken into account in the project design. Private utility providers may wish to take advantage of construction to increase capacity in the corridor.Impacts of utility work on the community should be minimized through utility shut off best practices. These include minimizing the duration of shut offs, scheduling shut-offs during off-peak times (and avoiding early morning, evening, and weekend shut-offs whenever possible), and communicating shut-offs to affected residents and business in advance of the proposed shut-off. Special consideration should be given to the impact of shut-offs on sensitive locations such as schools, healthcare providers, and long-term care/seniors residences, and such locations should be identified early and engaged with in advance to minimize impacts on them.	<ul style="list-style-type: none">Construction activities will be monitored by a qualified Inspector to confirm that all activities are conducted in accordance with mitigation plans.
Utilities Post-Construction Phase	<ul style="list-style-type: none">Future Utility Maintainability	<ul style="list-style-type: none">Where new utility crossings are proposed, application for a new utility crossing agreement will be required. Where modifications to an existing utility crossing takes place, updates to an existing utility crossing will be needed.Post- construction inspections of the new utility infrastructure shall be undertaken by qualified inspectors for applicable works upon completion of the construction works to document condition.Obtain as-built plans of the relocated infrastructure from utility agencies per as-built preparation standards Canadian Standards Association S250-11 – Mapping of Underground Utility Infrastructure (2011), as amended from time to time.	<ul style="list-style-type: none">Develop and implement tracking system for as-built deliverables.

Table 5-2: Potential Effects, Mitigation Measures and Monitoring Activities During Operations

Component	Potential Effects	Mitigation Measures(s)	Monitoring Activities
Land Use and Built Form Patterns	▪ Property: Based on the 10% design, it is estimated that approximately 2 hectares of private lands fronting Dundas Street are required for the operation of the Project	▪ Permanent property acquisition requirements for the operation of the Project will be confirmed as design progresses. During detailed design, the property requirements shall be reassessed in an attempt to eliminate or further reduce anticipated impacts to private properties, where possible. Where property takings are identified, consultation and negotiation with the property owner will be initiated in advance to secure the required property and identify site-specific mitigations. ▪ Where operation will affect a private sign or billboard and cause it to be removed permanently, the owner shall be consulted in advance to determine an appropriate mitigation approach.	▪ N/A
	▪ Permanent closure of driveways or building entrances	▪ Closures of driveways and building entrances shall be avoided whenever possible and shall be kept to a minimum when required. Where possible, alternate means of access shall be provided where a driveway is permanently removed.	▪ N/A
	▪ Excess light spillage onto neighbouring properties	▪ Lighting should be designed to minimize trespass, glare and pollution effects through the implementation of best practices to mitigate or avoid unnecessary and obtrusive light.	▪ N/A
	▪ Increased noise, dust and vibration emanating from Project operations	▪ Operations activities such as corridor maintenance should be minimized in duration and footprint to the extent possible.	▪ Operator(s) to monitor operational impacts.
	▪ Negative aesthetic quality if not designed appropriately	▪ To mitigate impact to the visual environment, screened enclosures should be considered as required, particularly for storage areas. ▪ The visual effects of project structures (e.g. retaining walls, etc.) should be mitigated by considering their location, building materials, architectural design, and surrounding landscape treatments. Municipal departments and the public should be engaged as Project planning and design progresses.	▪ N/A
Transit and Transportation Network	▪ Existing on-street parking may be reduced or eliminated as needed ▪ Left turns across the median may be restricted (“right-in/right-out” operation only) ▪ Through travel at minor intersections may be restricted, requiring a U-turn at nearby major intersections ▪ New turning movements (“U-turns”) may be introduced at major intersections	▪ The Project is anticipated to result in an improved experience for transit users, providing faster and more frequent connections to major destinations along Dundas Street and beyond. ▪ In communities where U-turns are not common movements at intersections, consider information campaigns to clearly explain the new movement to residents. ▪ In general, it is good practice to reduce overall parking availability around higher-order transit corridors, however, significant loss of on-street parking may be compensated for by designating some new off-corridor parking spaces as appropriate and desired. ▪ Introduce appropriate signage and signaling to guide driver movement through corridor.	▪ City of Mississauga to monitor collision data to ensure driver guidance is achieving desired outcomes.
Pedestrian and Cycling Network	▪ Left turns across the median may be restricted for cyclists (“right-in/right-out” operation only) ▪ Through travel at minor intersections may be restricted, requiring a detour to a nearby crosswalk	▪ The project is expected to result in an improved experience for pedestrians and cyclists with new active transportation infrastructure. The Project should be designed to improve access to key destinations. ▪ A public information campaign may be required to educate residents on Bus Rapid Transit and to avoid crossing the median.	▪ N/A

Component	Potential Effects	Mitigation Measures(s)	Monitoring Activities
Community Amenities	<ul style="list-style-type: none">Potential property impacts to community amenities	<ul style="list-style-type: none">No effects to community amenities are anticipated as a result of the operation of the Project, except where property may be required. Property acquisition will be confirmed as design progresses. Where effects are anticipated, the property owner should be consulted with as soon as property impacts are understood. Property impacts to community amenities that serve vulnerable populations should be avoided.	<ul style="list-style-type: none">N/A
Future Development	<ul style="list-style-type: none">Potential property impacts to planned future development	<ul style="list-style-type: none">The Project should be designed to minimize effects to future development, where possible. Where effects are anticipated, the property owner should be consulted with as soon as property impacts are understood.Overall, the Project is expected to have a positive effect on the Dundas Street corridor and spur additional development which is consistent with provincial and municipal planning policies.	<ul style="list-style-type: none">N/A
Public Utilities	<ul style="list-style-type: none">No effects to public utility are anticipated during Project operations	<ul style="list-style-type: none">No effects are anticipated; therefore, no mitigation is proposed.	<ul style="list-style-type: none">N/A
Private Utilities	<ul style="list-style-type: none">No effects to private utility are anticipated during Project operations	<ul style="list-style-type: none">No effects are anticipated; therefore, no mitigation is proposed.	<ul style="list-style-type: none">N/A

6. Future Commitments

Commitments to future work are summarized in **Table 6-1** below. With the development of future commitments, the Project is ensured to be implemented in accordance with the mitigation measures and monitoring activities described in **Section 5**.

Table 6-1: Future Commitments

Environmental Component	Project Phase	Commitments for Future Work
All	Construction	Construction activities will be monitored by a qualified inspector to confirm that all activities are conducted in accordance with mitigation plans and within specified areas.
Traffic and Transportation	Construction	Traffic effects to be monitored in accordance with the Traffic and Transit Management Plan and adjusted as necessary during the construction period. Transit effects to be monitored and mitigation adjusted as necessary during the construction period.
	Operations	Metrolinx / City of Mississauga to ensure Project operations is minimized in duration and footprint to the extent possible. City of Mississauga to monitor collision data to ensure driver guidance is achieving desired outcomes.
Pedestrian and Cycling Network	Construction	Temporary access paths, walkways, cycling routes and fencing should be monitored. Cycling network impacts to be monitored and mitigation adjusted as necessary during the construction period.

7. Permits and Approvals

No permits or approvals associated with the socio-economic environment are anticipated to be required.

8. References

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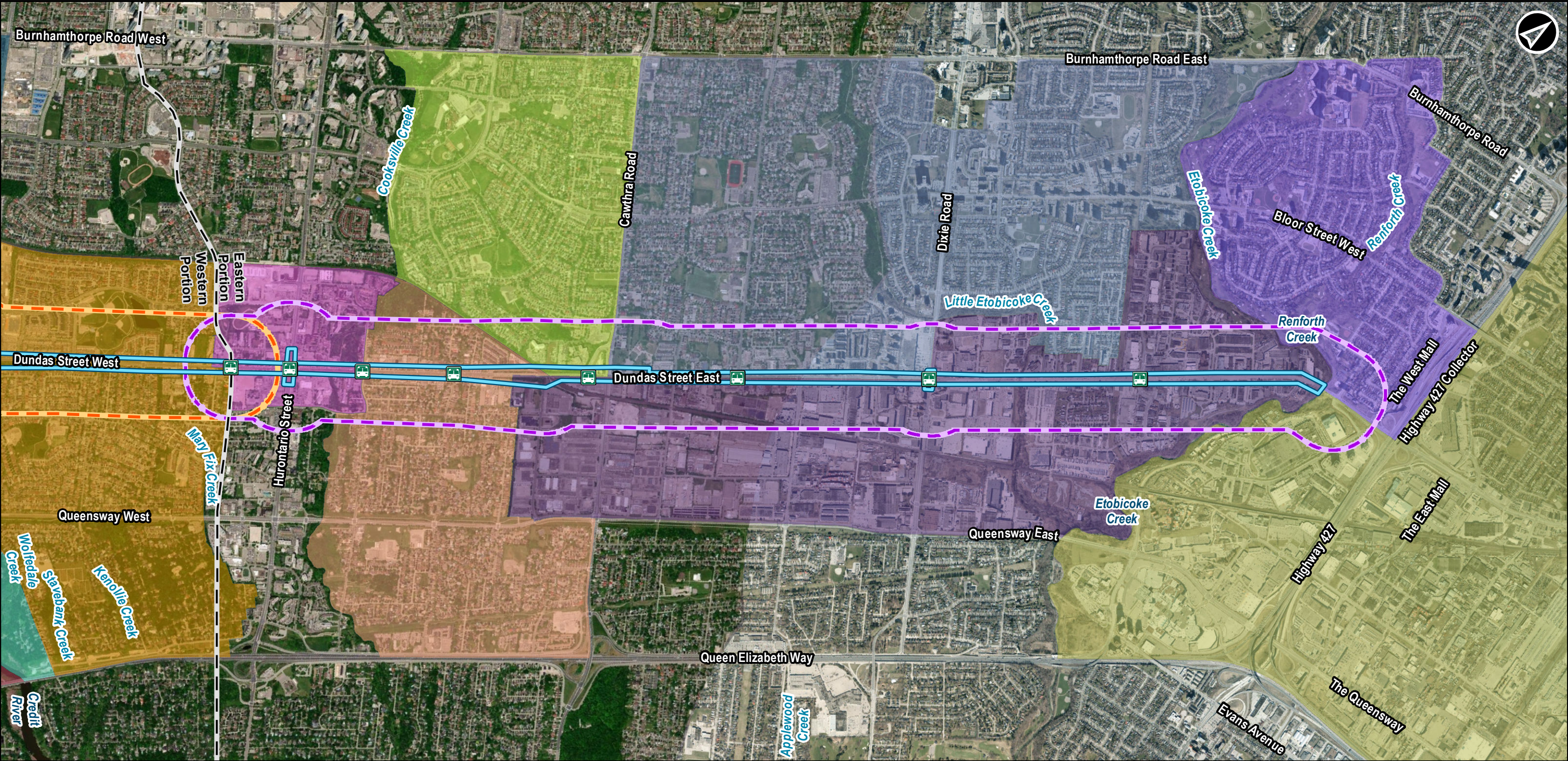
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Appendix A – Figures



Legend

- Dundas Bus Rapid Transit Mississauga Project Area
- Study Area Portion Boundary
- Proposed Bus Station

Socio-Economic Land Use Study Area

- Dundas Bus Rapid Transit Mississauga East Report
- Dundas Bus Rapid Transit Mississauga West Report

City of Mississauga Neighbourhoods

- Sheridan Neighbourhood
- Erindale Neighbourhood
- Mavis Erindale Employment Area
- Cooksville (West) Neighbourhood
- Cooksville Downtown
- Cooksville (East) Neighbourhood
- Mississauga Valleys Neighbourhood

City of Toronto Neighbourhoods

- Dixie Employment Area
- Applewood Neighbourhood
- Islington-City Centre West (14)
- Markland Wood (12)



Dundas Bus Rapid Transit Mississauga East Report
Socio-Economic and Land Use Study

Community Profile

02505001,0001,500

Meters

DATUM: NAD 1983 UTM Zone 17N

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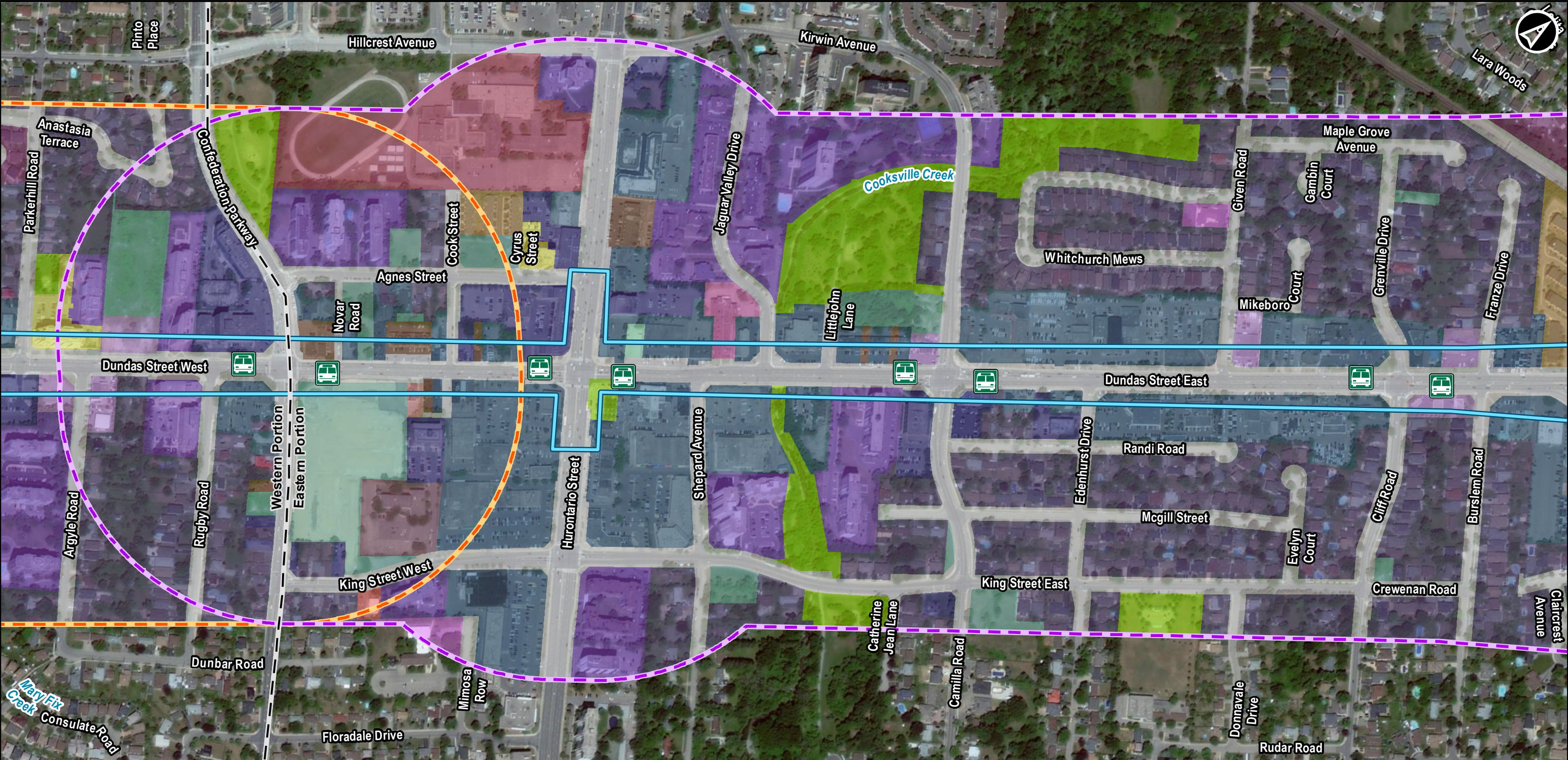
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Figure A2

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Legend

Dundas Bus Rapid Transit Mississauga Project Area

Study Area Portion Boundary

Proposed Bus Station

Socio-Economic Land Use Study Area

Dundas Bus Rapid Transit Mississauga East Report

Dundas Bus Rapid Transit Mississauga West Report

Land Use (from City of Mississauga Official Plan)

Automotive Service Commercial

Community/Cultural

General Retail Commercial

Mixed Residential Commercial < five storeys

Mixed Residential Commercial >= five storeys

Office

Open Space/Greenlands

Other Retail

Place of Religious Assembly

Public or Municipal Parking

Residential Apartments

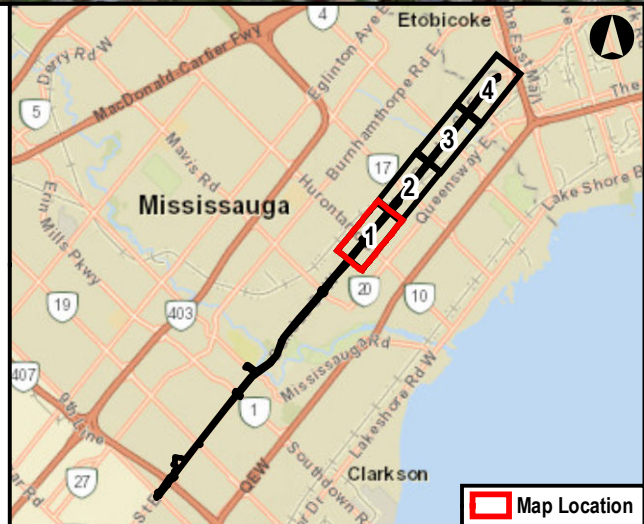
Residential Detached

Residential Other Multiples

Residential Semi-Detached

Residential Townhouses

School

Transportation Right-of-WayUtility/Public WorkVacant

Dundas Bus Rapid Transit Mississauga East Report
Socio-Economic and Land Use Study

Land Use - City of Mississauga

DATUM: NAD 1983 UTM Zone 17N

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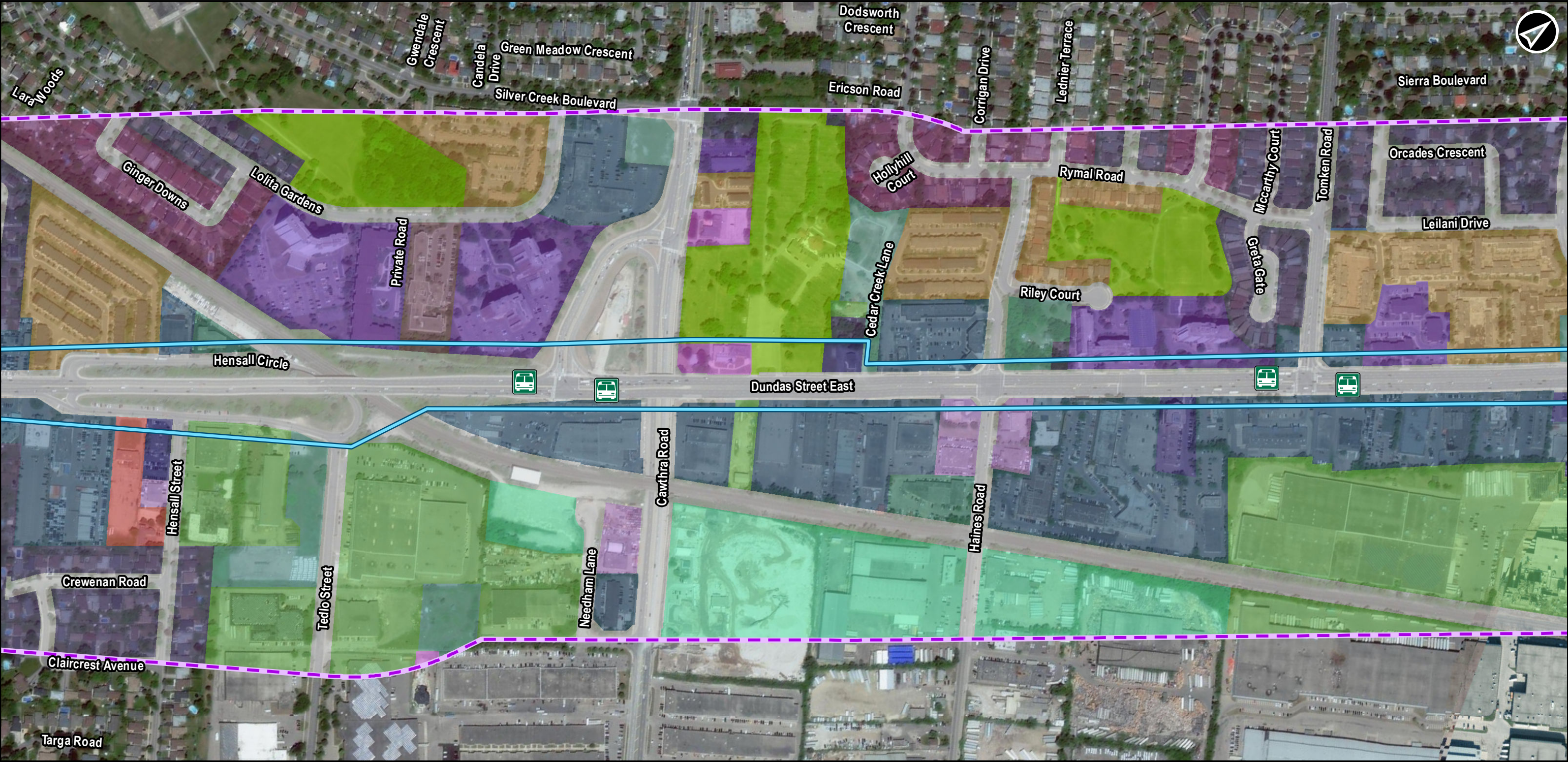
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Figure A3-1

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Legend

Dundas Bus Rapid Transit Mississauga Project Area

Study Area Portion Boundary

Proposed Bus Station

Socio-Economic Land Use Study Area

Dundas Bus Rapid Transit Mississauga East Report

Land Use (from City of Mississauga Official Plan)

Automotive Service Commercial

Community/Cultural

General Retail Commercial

Industrial General

Industrial Heavy

Industrial and Commercial Multiples

Office

Open Space/Greenlands

Place of Religious Assembly

Residential Apartments

Residential Detached

Residential Other Multiples

Residential Semi-Detached

Residential Townhouses

Transportation Right-of-Way

Vacant

Walkway

Dundas Bus Rapid Transit Mississauga East Report

Socio-Economic and Land Use Study

Land Use - City of Mississauga

0

50

100

200

300

Meters

DATUM: NAD 1983 UTM Zone 17N

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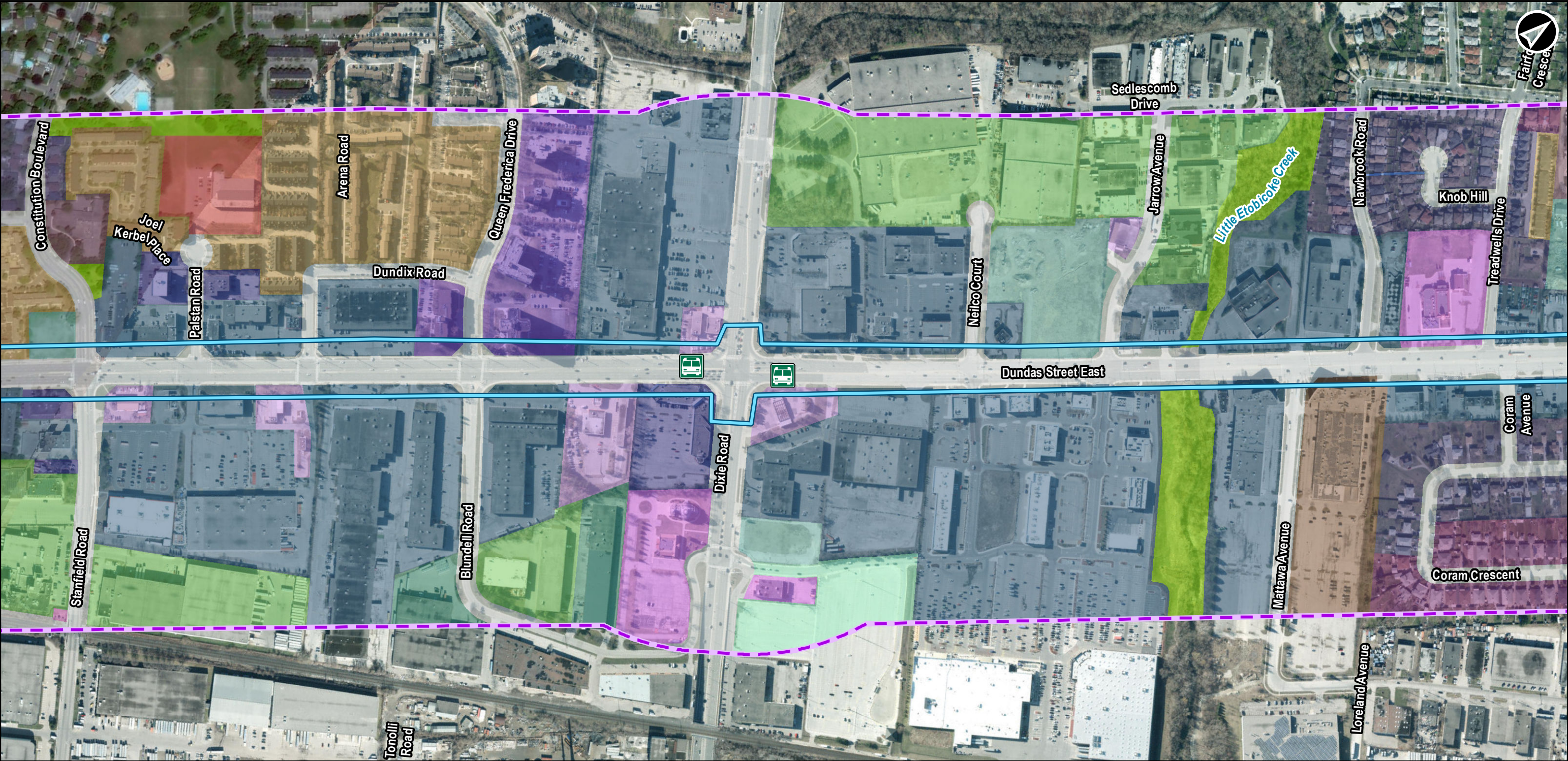
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Figure A3-2

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Legend

Dundas Bus Rapid Transit Mississauga Project Area

Study Area Portion Boundary

Proposed Bus Station

Socio-Economic Land Use Study Area

Dundas Bus Rapid Transit Mississauga East Report

Land Use (from City of Mississauga Official Plan)

Automotive Service Commercial

Community/Cultural

General Retail Commercial

Industrial General

Industrial and Commercial Multiples

Mixed Residential Commercial < five storeys

Office

Open Space/Greenlands

Place of Religious Assembly

Public or Municipal Parking

Residential Apartments

Residential Detached

Residential Other Multiples

Residential Semi-Detached

Residential Townhouses

Transportation Right-of-Way

Utility/Public Work

Vacant

Walkway

Map Location

**Dundas Bus Rapid Transit Mississauga East Report
Socio-Economic and Land Use Study**

Land Use - City of Mississauga

0

50

100

200

300

Meters

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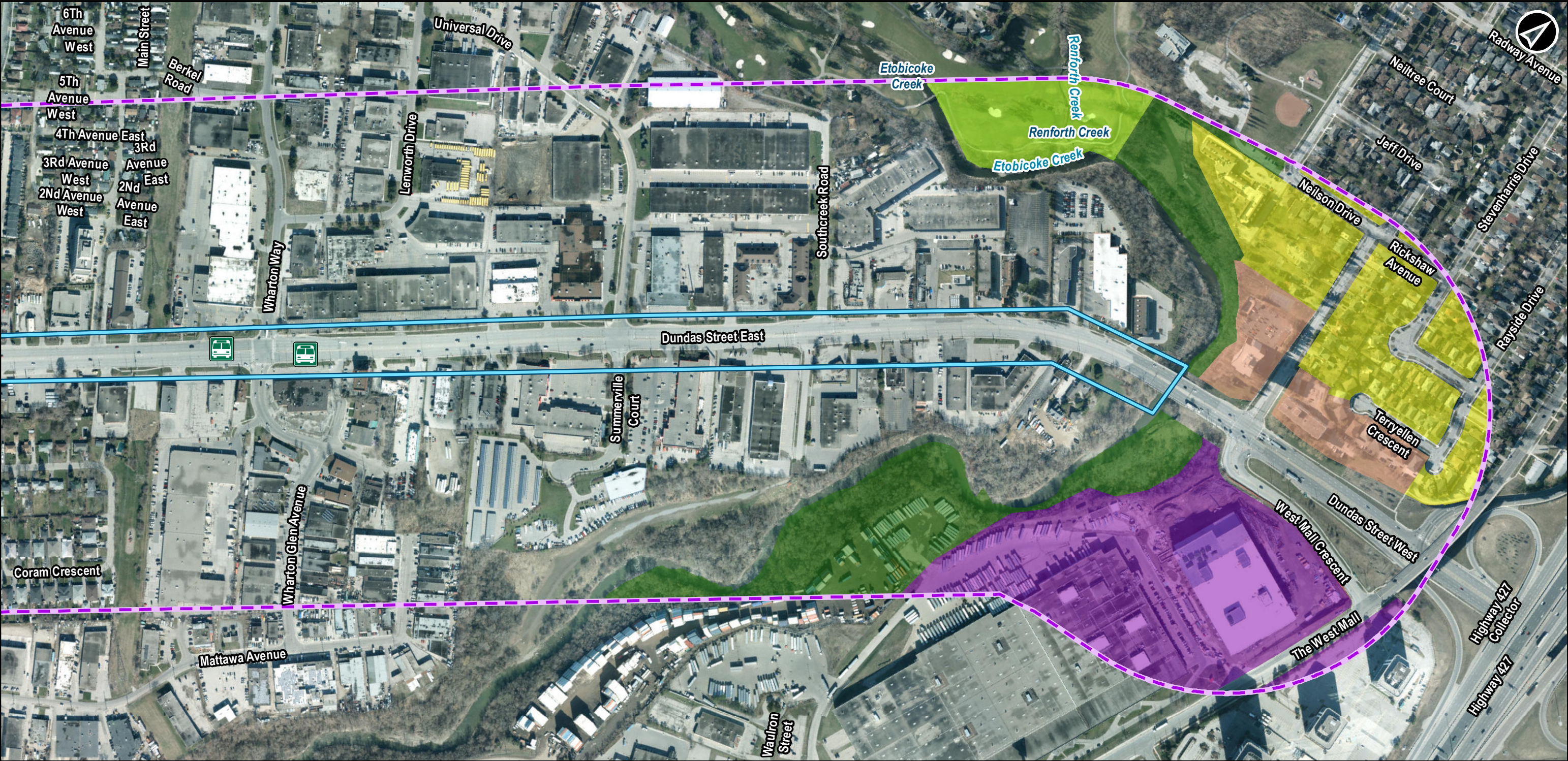
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Figure A3-3

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Legend

 Dundas Bus Rapid Transit Mississauga Project Area

 Proposed Bus Station

Socio-Economic Land Use Study Area

 Dundas Bus Rapid Transit Mississauga East Report

Land Use (from City of Toronto Official Plan)

 Neighbourhoods

 Apartment Neighbourhoods

 Core Employment Area

 Natural Area

 Other Open Space Areas (Including Golf Course, Cemeteries, Public Utilities)



Dundas Bus Rapid Transit Mississauga East Report
Socio-Economic and Land Use Study

Land Use - City of Toronto

0

50

100

200

300

Meters

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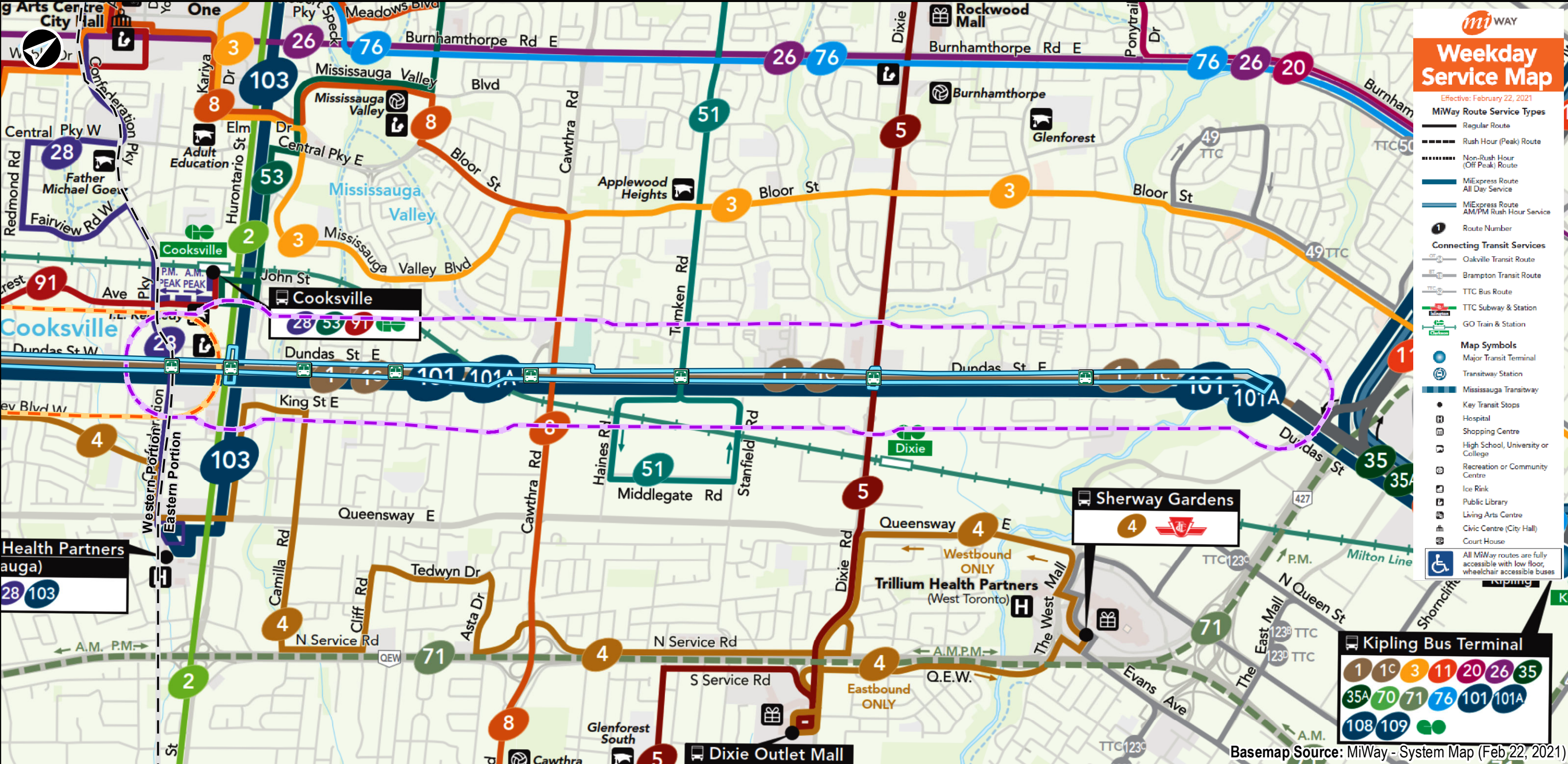
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Figure A4

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Legend

- Dundas Bus Rapid Transit Mississauga Project Area
- Study Area Portion Boundary
- Proposed Bus Station

Socio-Economic Land Use Study Area

- Dundas Bus Rapid Transit Mississauga East Report
- Dundas Bus Rapid Transit Mississauga West Report

Dundas Bus Rapid Transit Mississauga East Report
Socio-Economic and Land Use Study

Transit Map - MiWay Weekday Service Map

02505001,0001,500

Meters

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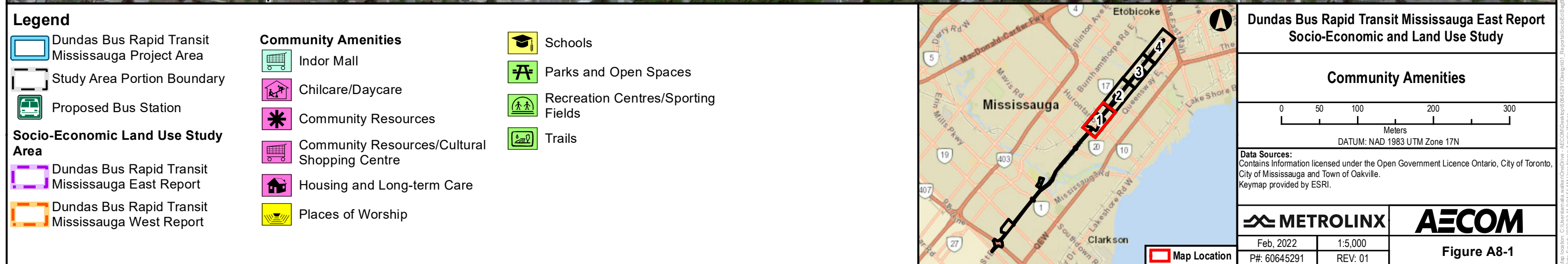
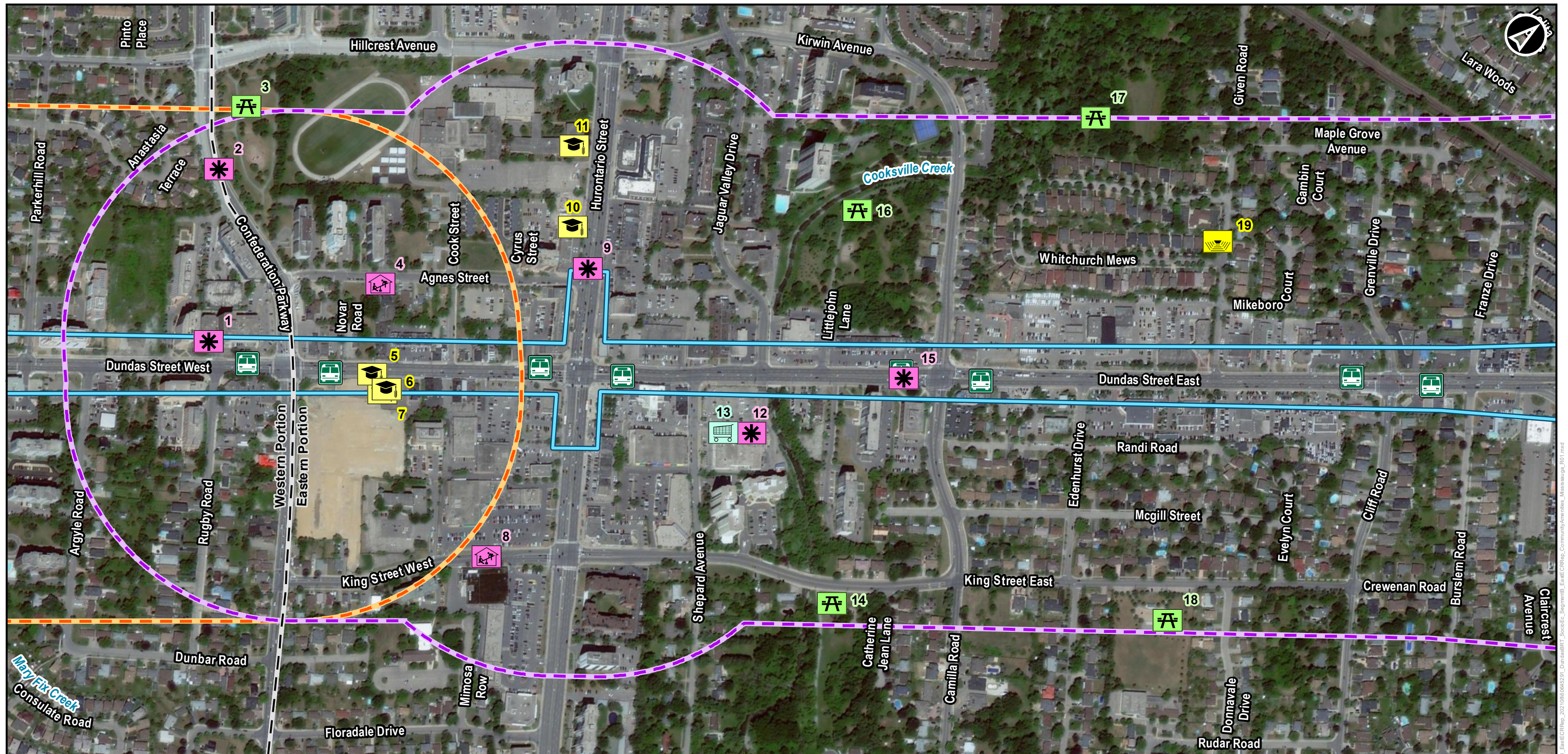
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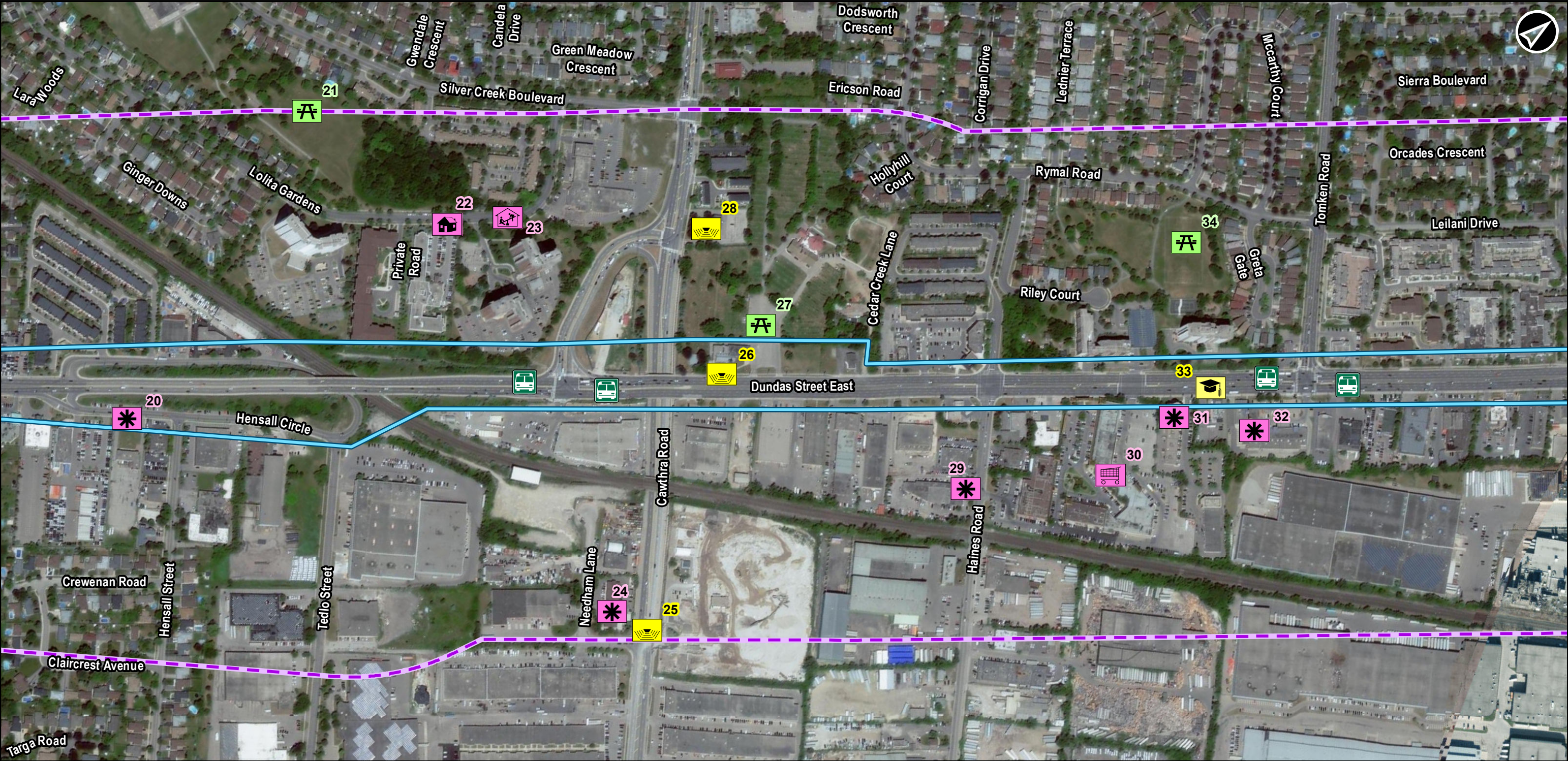
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Figure A6-1





Legend

Dundas Bus Rapid Transit Mississauga Project Area

Study Area Portion Boundary

Proposed Bus Station

Socio-Economic Land Use Study Area

Dundas Bus Rapid Transit Mississauga East Report

Dundas Bus Rapid Transit Mississauga West Report

Community Amenities

Indor Mall

Chilcare/Daycare

Community Resources

Community Resources/Cultural Shopping Centre

Housing and Long-term Care

Places of Worship

Schools

Parks and Open Spaces

Recreation Centres/Sporting Fields

Trails

Dundas Bus Rapid Transit Mississauga East Report Socio-Economic and Land Use Study

Community Amenities

050100200300

Meters

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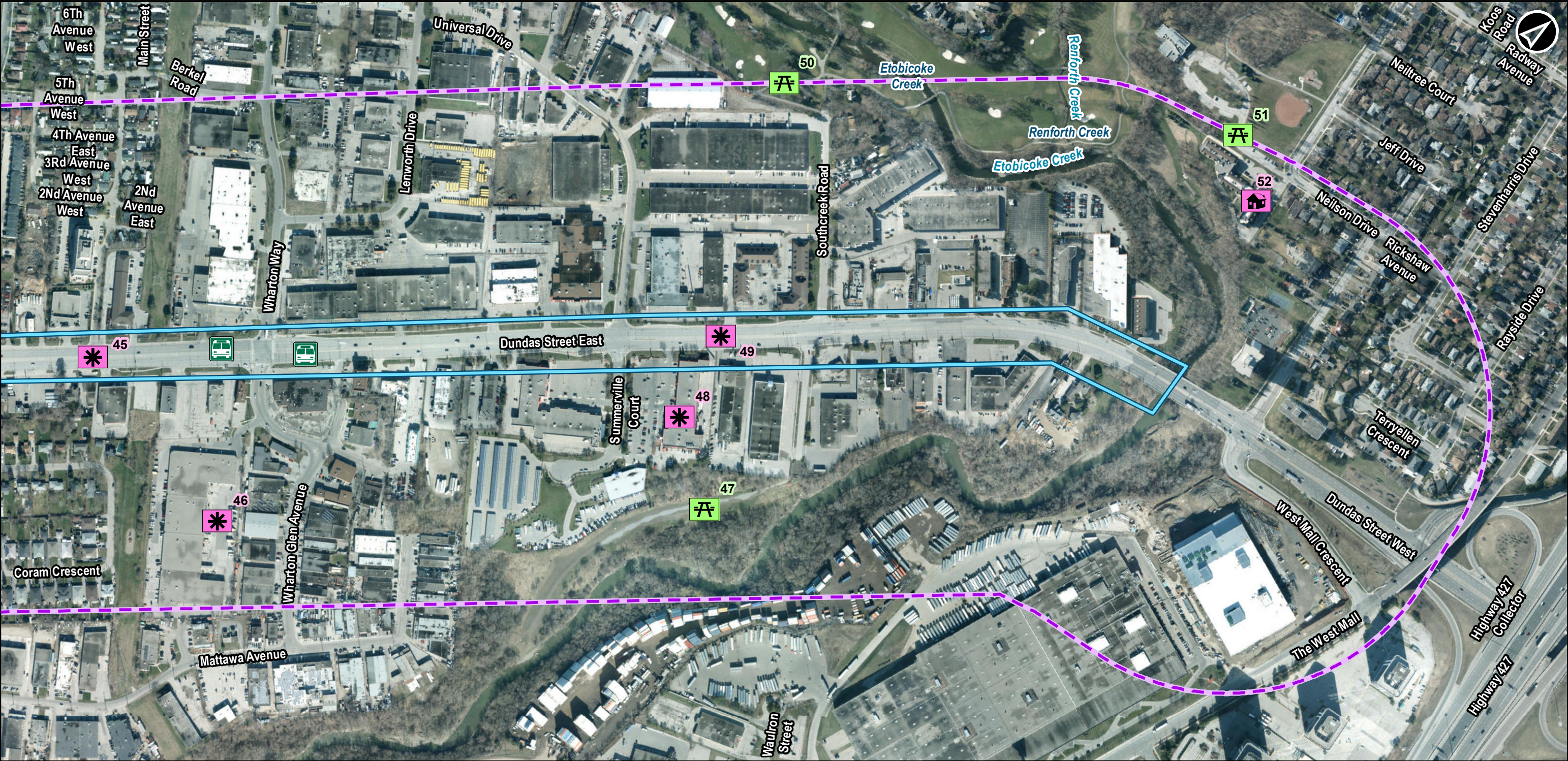
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Figure A8-2

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Legend

Dundas Bus Rapid Transit Mississauga Project Area

Study Area Portion Boundary

Proposed Bus Station

Socio-Economic Land Use Study Area

Dundas Bus Rapid Transit Mississauga East Report

Dundas Bus Rapid Transit Mississauga West Report

Community Amenities

Indor Mall

Chilcare/Daycare

Community Resources

Community Resources/Cultural Shopping Centre

Housing and Long-term Care

Places of Worship

Schools

Parks and Open Spaces

Recreation Centres/Sporting Fields

Trails



Dundas Bus Rapid Transit Mississauga East Report Socio-Economic and Land Use Study

Community Amenities

0

50

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Meters

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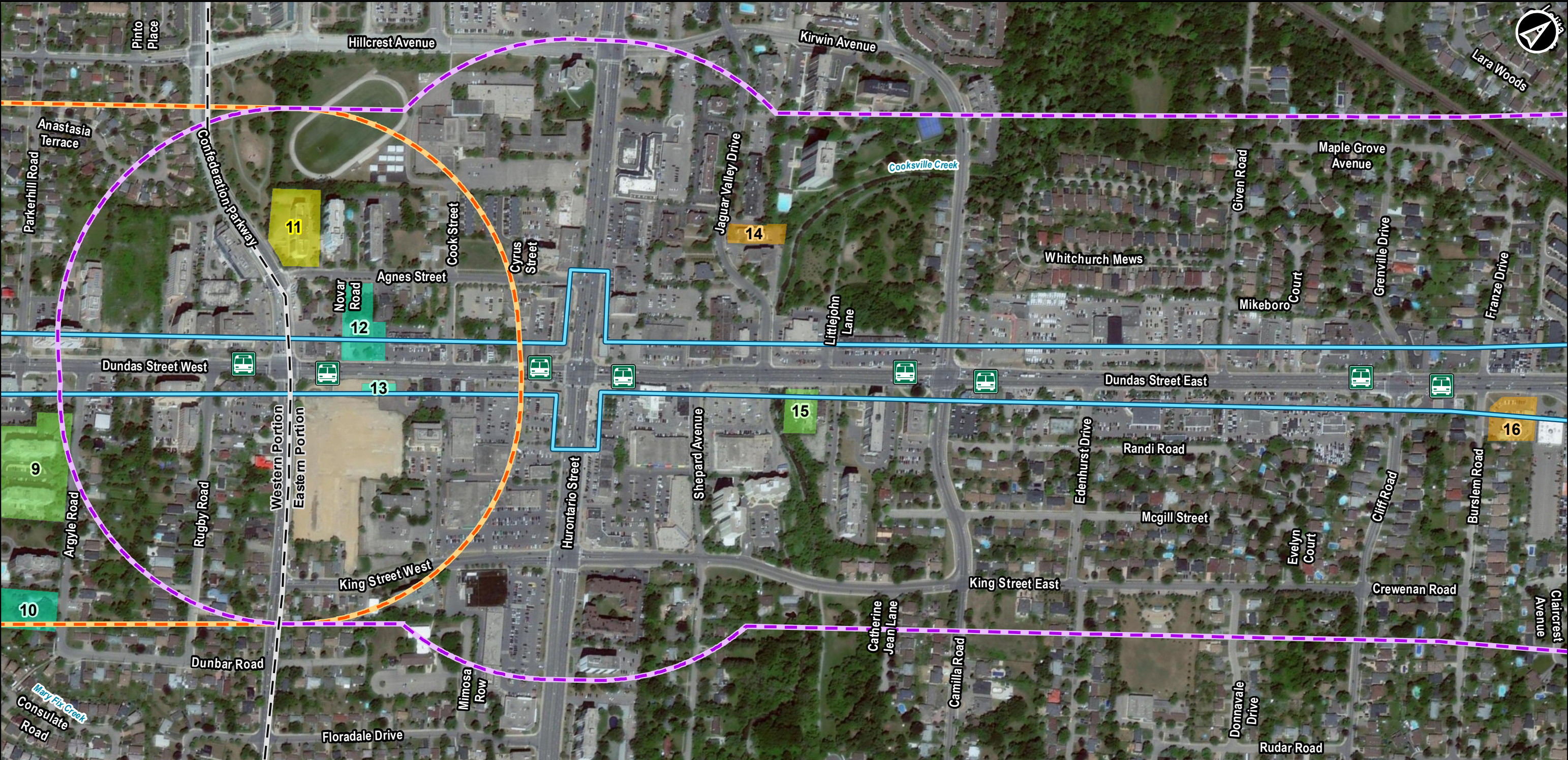
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Figure A8-4

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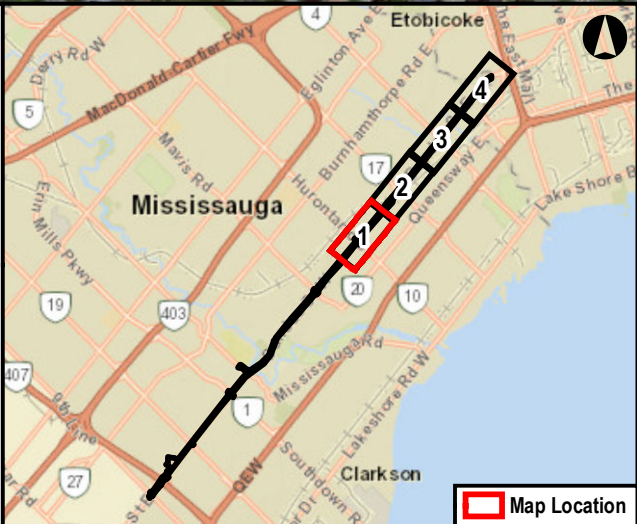
- Study Area Portion Boundary
- Dundas Bus Rapid Transit Mississauga Project Area
- Proposed Bus Station
- Rezoning
- Rezoning/Official Plan Amendment
- Site Plan

Socio-Economic Land Use Study Area

- Dundas Bus Rapid Transit Mississauga East Report
- Dundas Bus Rapid Transit Mississauga West Report

Development Application Type:

- Condominium



**Dundas Bus Rapid Transit Mississauga East Report
Socio-Economic and Land Use Study**

Development Applications

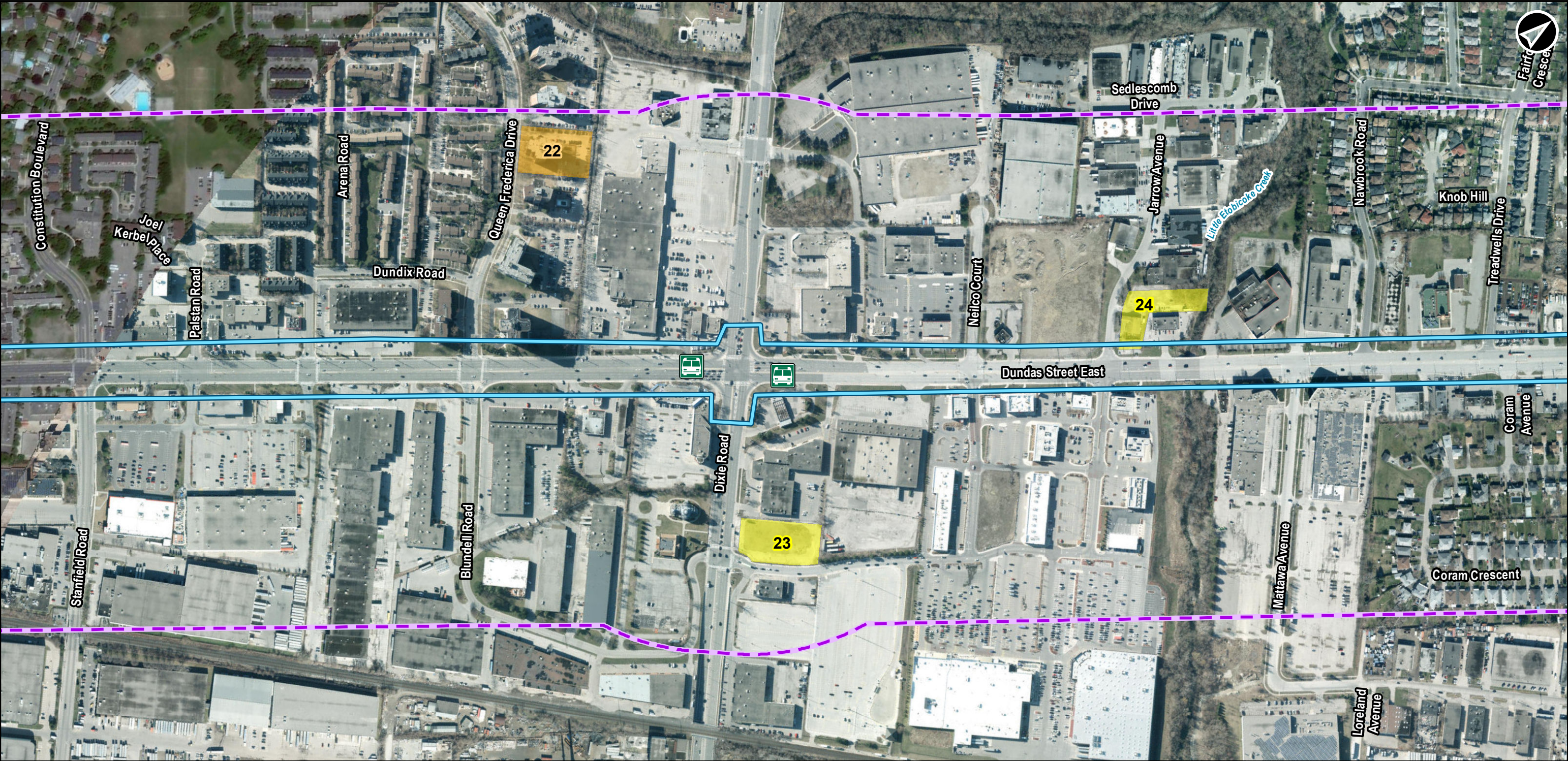
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Legend

- Study Area Portion Boundary
- Dundas Bus Rapid Transit Mississauga Project Area
- Proposed Bus Station

Socio-Economic Land Use Study Area

- Dundas Bus Rapid Transit Mississauga East Report

Development Application Type:

- Condominium
- Site Plan

Dundas Bus Rapid Transit Mississauga East Report
Socio-Economic and Land Use Study

Development Applications

0 50 100 200 300
Meters

DATUM: NAD 1983 UTM Zone 17N

Data Sources:
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Keymap provided by ESRI.

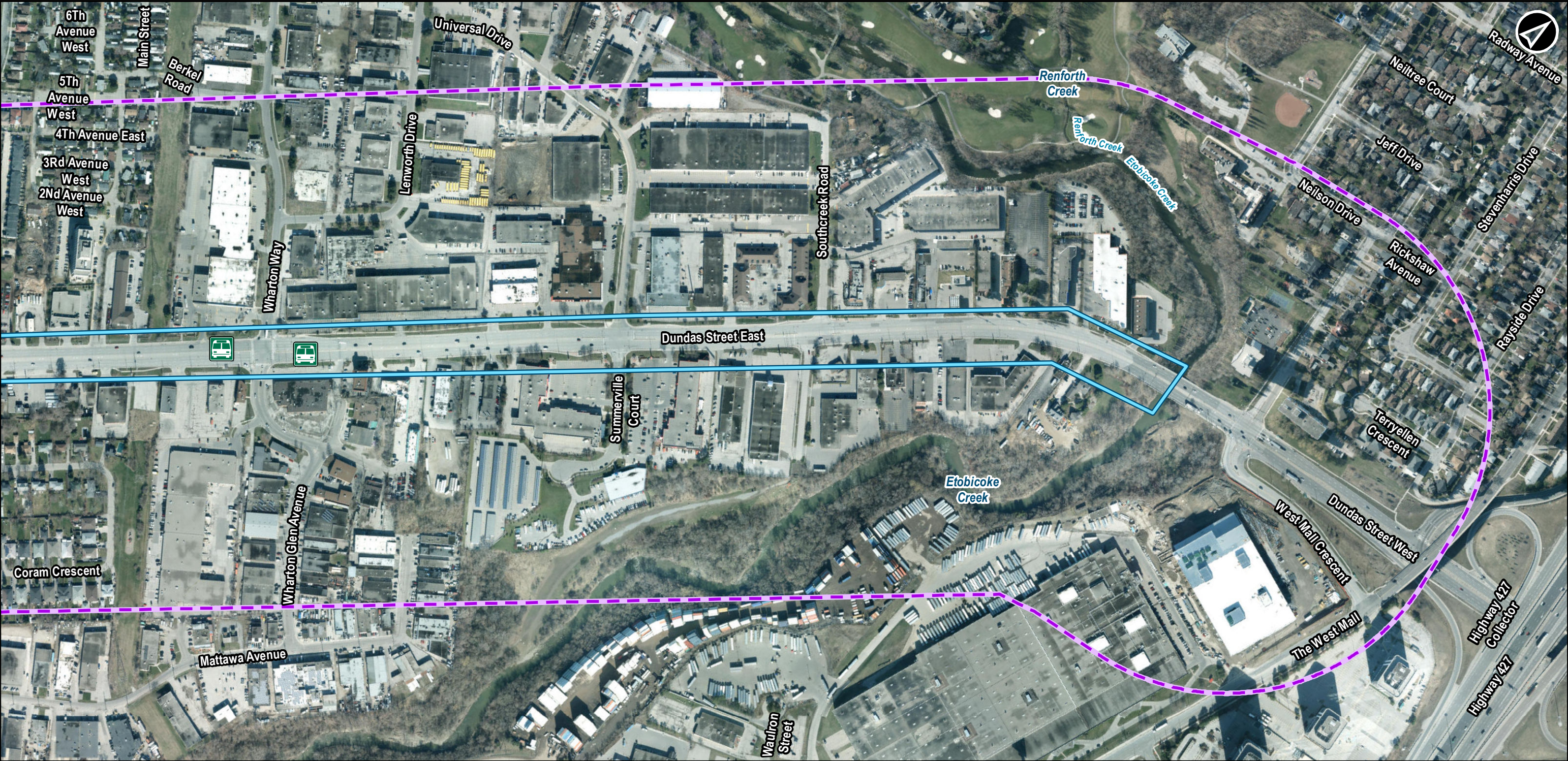
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Figure A9-3

Map location: C:\Users\amalia.walker\OneDrive - AECOM\Desktop\0604291\Design\01_L_Reports\SocioEcon\03_DundasBRT_SocioEcon\Map\MapLocation_A901.mxd
Date Saved: 2022-02-10 3:15:19 PM User Name: Amalia Walker



Legend

- Study Area Portion Boundary
- Dundas Bus Rapid Transit Mississauga Project Area
- Proposed Bus Station

Socio-Economic Land Use Study Area

- Dundas Bus Rapid Transit Mississauga East Report

Dundas Bus Rapid Transit Mississauga East Report
Socio-Economic and Land Use Study

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P#: 60645291

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REV: 01

Figure A9-4

Map location: C:\Users\amalia.walker\OneDrive - AECOM\Documents\060645291\Design\01_Reports\SocioEcon\Map_060645291_DundasBRT_SocioEcon_Map.mxd
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Appendix B – Site Photos

Photo 1: Northwest side of Dundas Street West and Confederation Parkway, facing south



Photo 2: Southwest corner of Dundas Street West and Hurontario, facing east



Photo 3: Northwest corner of Dundas Street East and Kirwin Avenue, facing east



Photo 4: Cawthra Road headed north from the Dundas Street East Overpass



Photo 5: Southeast corner of Dundas Street East and Tomken Road, facing west



Photo 6: Southwest corner of Dundas Street East and Tomken Road, facing east



Photo 7: Southeast corner of Dundas Street East and Dixie Road, facing north



Photo 8: Dundas Street West over the Etobicoke Creek, facing east



Photo 9: Dundas Street West passing under Highway 427, facing east

