
PLANNING JUSTIFICATION REPORT

**IN SUPPORT OF AN
OFFICIAL PLAN AMENDMENT AND
ZONING BY-LAW AMENDMENT**

**1250 SOUTH SERVICE ROAD
CITY OF MISSISSAUGA
REGION OF PEEL**

**SCREO I Dixie Outlet Mall (Slate Asset Management)
121 King Street West, Suite 200
Toronto, Ontario
M5H 3T9**

**December 2022
GSAI File #: 1315-001**

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1.0 INTRODUCTION

Glen Schnarr & Associates Inc. has been retained by SCREO I Dixie Outlet Mall LP, the registered owner of 1250 South Service Road (herein referred to as “the Owner”), and Slate Asset Management, overseeing the redevelopment project (herein referred to as “Slate”), to assist in obtaining the necessary planning approvals to permit the redevelopment of the northwest quadrant of the property.

1250 South Service Road (herein referred to as the “Subject Property”), is currently occupied by Dixie Outlet Mall, and is generally bound by the South Service Road and the Queen Elizabeth Way (QEW) to the north, Dixie Road to the east, and Haig Boulevard and Myron Road to the west. The lands immediately to the south are owned by Choice Properties Partnership Limited. Previously, the redevelopment contemplated for the site included the entire 1250 South Service Road property as well as the Choice lands, and pre-consultation meetings and discussions were held with staff in fall/winter 2020 on same. Based on feedback received from staff regarding the size of the redevelopment, among other reasons, the Proposed Development has been scoped to include only the northwest corner of the Slate lands, while retaining the majority of the mall. This Planning Justification Report pertains only to the northwest quadrant of the lands subject to this current development proposal, herein referred to as the (“Site Area” or “Subject Lands”). In accordance with the subject area being scoped from 14.37 hectares to 2.87 hectares, accordingly, all submission materials and concepts deal with the new redevelopment area only, maintaining the majority of the mall building, while still contemplating how the Proposed Development fits into the broader property and community.

The proposal contemplates the redevelopment of the Site Area for a high density, walkable, residential community that alongside the remaining mall property, will serve the local commercial, retail and open space needs of existing and future residents while also contributing to other Provincial, Regional and Municipal objectives related to intensification, growth, housing mix and transit oriented development (herein referred to as the “Proposed Development”).

The Subject Property is designated “Mixed Use” on *Schedule 10 – Land Use Designations* in the City of Mississauga Official Plan which permits a range of commercial, retail and residential uses, with non-residential uses at grade and encourages the combination of a mix of permitted uses. The Subject Property is further described in the City’s hierarchy as a “Neighbourhood (NHD)” and along a “Corridor” in the City of Mississauga Official Plan. The Subject Property is also located within the “Central Residential Neighbourhood Precinct” and the “Serson Terrace Character Area” of the Lakeview Local Area Plan. The Subject Property is zoned “General Commercial (C3)” under Mississauga Zoning By-law 0225-007 which permits a range of retail, service, and office uses.

The existing land use framework for the Subject Property does not permit the proposed height and density nor does it demonstrate the full potential of a vibrant mixed-use community. An Official Plan Amendment (“OPA” and a Zoning By-law Amendment (“ZBA”) are required to permit the implementation of the proposed residential development. The Proposed Development and proposed amendments are consistent with, and supportive of, policy directions promoting intensification, the creation of walkable complete communities, as well as achieving housing, transit-supportive development and open space objectives. The proposed variety of built form, densities, and mix of uses considering the proximity of the Mall will be appropriate for the planned character and function of the surrounding area and will also serve surrounding neighbourhoods. Superior and thoughtful urban design strategies and architectural

approaches, and emphasis of the public realm and public spaces, will contribute to the creation of a vibrant, complete community that will promote a sense of place for the local and broader community.

The Proposed Development will achieve appropriate intensification on the Site Area in consideration of its location along the QEW, a significant thoroughfare and prominent gateway location to the City, as well as in consideration of the proximity of Dixie Road, which is a “Regional Major Collector (Scenic Route)” and “Corridor” as per the City of Mississauga Official Plan, and access to existing public transit, including local bus service with connections to two GO Train stations (Dixie and Long Branch).

The purpose of this Report is to outline the nature of the Proposed Development and to evaluate the proposal in the context of the planning framework expressed in the Provincial Policy Statement (the “PPS”), the Growth Plan for the Greater Golden Horseshoe (the “Growth Plan”), the Region of Peel Official Plan (the “ROP”), the City of Mississauga Official Plan (the “Official Plan”), Lakeview Local Area Plan, and the City of Mississauga Zoning By-law 0225-2007.

2.0 PUBLIC CONSULTATION

Effective public consultation is a critical component to ensuring all stakeholders are provided with an opportunity to be actively engaged in any consultation process involving development applications. Section 34 of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended, requires a Council or Planning Authority to hold at least one statutory public meeting before deciding on development applications to give the community an opportunity to make representations on the Proposed Development. The results of public consultation are an engaged, informed, and aware stakeholder group.

A Development Application Review Committee (DARC) meeting was held with City of Mississauga staff on September 16, 2020 to present the initial development concept, comprising both Choice Properties REIT and Slate Asset Management properties. The DARC meeting determined the submission materials required to satisfy complete Official Plan and Zoning By-law Amendment, and Draft Plan of Subdivision applications to permit the Proposed Development. The project has since been scoped from the initial 14.37 hectares to only the northwest quadrant of the Slate site (2.87 hectares). As per discussions with staff, a second DARC meeting was not required, however an updated checklist and comments were provided on November 2, 2022 (under City File: “DARC 22-409”).

In the earlier stages of the project, when the project considered the redevelopment of all Slate’s lands, there were several community meetings and outreach initiatives. The community was invited to attend the first Open House in-person on October 3, 2019. Given the restrictions to public gatherings due to COVID-19, the two following Open Houses were hosted virtually online from May 26 to July 30, 2020 and December 4 to January 4, 2021. The second Open House consisted of a 9-week public engagement process and the third Open House welcomed an ongoing discussion between the community and the Project team over 30 consecutive days. Throughout the 3 public meetings and 5 stakeholder meetings, it is estimated that a total of 3,500 people were reached. This is further detailed in the Community Engagement Process chapter of the Urban Design Study prepared by GPAIA, dated December 16, 2022 included with this submission.

Once the City file number is confirmed by Staff, a Public Notice Sign will be erected on the Subject Property with information pertaining to the development application to notify nearby residents and passersby of pertinent project updates and public meeting dates. In accordance with the *Planning Act* a statutory public meeting will be held to present the proposal and garner community feedback.

While it is clear the general public has been made aware of possible redevelopment of the broader Dixie Outlet Mall property, the project team continues to be committed to engaging with the community through the appropriate medium as the COVID-19 pandemic evolves and progresses and have advanced public engagement beyond the requirements of the *Planning Act*. We look forward to receiving further commentary provided through the development application process as well as working with the City and local stakeholders to achieve a desirable planning outcome.

3.0 SITE DESCRIPTION & SURROUNDING LAND USES

3.1 Site Information

3.1.1 Subject Property

As shown in *Figure 1 – Aerial Context Map*, the Subject Property is generally located on the south side of the South Service Road, west of Dixie Road, east of Haig Boulevard and north of the Lakeview Golf Course in the City of Mississauga. Specifically, the development limits are at the southeast corner of Haig Boulevard and South Service Road. The Subject Property is municipally addressed as 1250 South Service Road and is legally described as:

PART OF BLOCKS A AND B REGISTERED PLAN 305 AND PART OF LOT 6 CONCESSION 2 SOUTH OF DUNDAS STREET (GEOGRAPHIC TOWNSHIP OF TORONTO)

The Subject Property in its entirety is approximately 14.37 hectares in size, with frontage on South Service Road and Haig Boulevard. There are easements in the southwest area of the Subject Property in favour of Hydro (see Plan of Survey prepared by R. Avis Surveying Inc., dated May 14 2019 for more details). The Subject Property was subject to an expropriation by the Ministry of Transportation (“MTO”) in 2019 as per Expropriation Plan PR3431900 which assumed lands along the South Service Road frontage.

The Subject Property currently consists of a portion of the Dixie Outlet Mall which contains various retail/commercial stores. There is also a large paved parking lot to support the customers and employees of the existing uses. The Subject Property is currently accessed from South Service Road, with broader property access from Dixie Road, and nearby access to the QEW highway on-ramp and off-ramp.

3.1.2 Redevelopment Area – “Site Area”

While initial discussions with City staff contemplated the redevelopment of the entire Subject Property, the proposal has since been scoped. The proposal now only consists of redeveloping the northwest 2.87 hectares (7.09 acres) of the Subject Property, herein referred to as the “Subject Lands” or “Site Area”. The balance of the Subject Property is proposed to remain unchanged at this time (including the retention of

the majority of the Mall) except for a temporary nursery/garden proposed between the retained portion of the Mall and the Proposed Development (see Site Plan included with submission).

3.2 Surrounding Land Use Context

The Subject Lands are located within an existing Built-Up Area of Mississauga as per *Schedule D4 – Growth Plan Policy Areas in Peel* in the Region of Peel Official Plan. As per *Schedule 10 – Land Use Designations* in the City of Mississauga Official Plan, the existing local context is characterized by “Residential Low Density I” land uses to the north and east, “Residential Medium Density”, “Motor Vehicle Commercial” and “Residential Low Density I” land uses to the west, and “Greenlands” and “Public Open Space” land uses with existing Natural Hazards to the south. Immediately north, opposite the South Service Road, is the Queen Elizabeth Way (QEW) highway.

A more detailed summary of immediate surrounding land uses is provided below and are illustrated in *Figure 1 – Aerial Context*:

North:	Immediately north is the South Service Road and Queen Elizabeth Way highway. Further north, opposite the highway, are existing low density residential dwellings. North of the low residential dwellings, opposite of Queensway East, are Business Employment lands.
South:	Immediately south of the Subject Lands are the Choice property, consisting of the existing No Frills grocery store, Treasure Hunt retail store, and a paved parking lot. Further south is the City-owned 18-hole Lakeview Golf Course.
East:	East of the Subject Lands, opposite of Dixie Road is the existing low density residential dwellings.
West:	West of the Subject Lands, opposite of Haig Boulevard, as well as existing medium and low density residential dwellings.

3.3 Nearby Community Amenities

The surrounding lands, as well as the balance of the Subject Property, offer a variety of nearby community amenities to support future residents. There are opportunities for future residents to have access to additional existing community amenities beyond those that have been illustrated in *Figures 2 – Community Amenities*, however, community amenities within the Lakeview neighbourhood area remain the focus of this section.

3.3.1 Schools and Education

The nearest existing public and separate schools include the following:

Table 1. Nearby Schools within Approximately 4.0 km.

School	Description	Approximate Distance from Subject Lands
Public Schools (PDSB)		
Allen A. Martin Public School	Kindergarten to Grade 8	1 km southwest
Cawthra Park Secondary School	Grade 9 to Grade 12	1.9 km southwest
Janet I. McDougald Public School	Kindergarten to Grade 5	2.4 km southwest
Westacres Public School	Kindergarten to Grade 5	1.3 km northwest
Munden Park Public School	Kindergarten to Grade 5	2.35 km northwest
Camilla Road Sr. Public School	Grade 6 to 8	3.17 km northwest
Corsair Public School	Kindergarten to Grade 5	3.07 km northwest
Clifton Public School (French & English)	Kindergarten to Grade 5	2.97 km northwest
Separate Schools		
Queen of Heaven Separate School	Kindergarten to Grade 8	1.65 km south
St. Dominic Separate School	Kindergarten to Grade 8	2.35 km southwest
St. Edmund Separate School	Kindergarten to Grade 8	1 km north
St. James Catholic School (Regional)	Kindergarten to Grade 8	3.37 km southwest
St. Paul Secondary School	Grade 9 to Grade 12	1.78 km southwest
TFS – Canada’s International School (West Campus)	Pre-Kindergarten (Age 3) to Grade 7	1.24 km southwest
Peel Alternative School South	Grade 7 to Grade 12	900 m west
Adult Education Centre – Lakeview Campus	Ages 19 years and up	900 m west
ISNA Elementary School	Kindergarten to Grade 8	1.19 km northeast
Lakeside Montessori School	Toddler to Age 6	2 km south
Mentor College- Main Campus	Kindergarten to Grade 12	4 km southwest

In July 2020, GSAI participated in discussions with the Durham Peel Catholic District School Board which confirmed available capacity for enrolments in the Education Service Area for the Lakeview Community, for both elementary schools (243 available capacity) and the Secondary School (318 available capacity) in the area.

3.3.2 Parks and Recreation

A number of parks and recreational facilities of various sizes will service local residents and offer a diverse set of activities and experiences. The nearest parks and recreational facilities include the following:

Table 2. Nearby parks and recreational facilities within approximately 2 km.

Name	Description	Approximate Distance from Subject Lands
Lakeview Golf Course	18-hole public golf course	130 m south
Toronto Golf Club	27-hole private golf course	500 m southeast
Ron Searle Park	Pickleball and tennis court, playground, outdoor ice rink	1 km east
Cawthra Park	Lawn bowling, sports field	1.5 km west
Petrescue Park	Playground, softball diamond	1 km south
Enfield Park (Etobicoke)	Open space	1.5 km south
Etobicoke Valley Park & Baseball Diamonds (Etobicoke)	Baseball diamonds, playground, trail	1.5 km east
Orchard Heights Park	Open space	1.5 km
Laughton Heights Park	Basketball nets, outdoor ice rink, multi pad, outdoor fitness equipment, playground, tennis court	1 km north
Fred Halliday Memorial Park	Playground, softball diamond	1 km northwest
Westacres Park	Outdoor fitness equipment, playground, tennis court, outdoor ice rink	1 km west
Alan Bradley Park	Open Space	1.5 km west
Mississauga Senior's Centre	Auditorium/gymnasium, billiards room, craft room, garden café, library, meeting room	1.5 km southwest
Sir Adam Beck Rink (Etobicoke)	Outdoor ice rink	2 km northeast
Cawthra Secondary School Swimming Pool / Carmen Corbasson Community Centre (temporarily closed during renovations)	Indoor swimming pool, activity studio, arena, gymnasium, indoor walking track, room rentals	1.85 km southwest

The Urban Design Study prepared by GPAIA dated December 16, 2022 maps out the parks and open space in close proximity to the Subject Lands.

3.3.3 Retail/Commercial

In addition to the school and open space amenities listed above, a No Frills grocery store is located on the immediate property to the south (owned by Choice Properties), Applewood Village Plaza, with a variety of convenience, neighbourhood and other commercial uses (i.e. medical offices and services) is also across the street, and Sherway Gardens retail centre is under 2.5 kilometers to the east. The future residents of the Proposed Development will also be located right next to the retained portion of Dixie Outlet Mall which currently addresses retail and commercial needs.

3.4 Transportation Network & Pedestrian Connectivity

3.4.1 Regional Transit

As shown on *Figure 3 – Mobility Map* the Subject Lands are located right between two GO Transit Stations. Dixie GO Station is just under 2 kilometers to the north, connecting riders to the Milton Line, with the Long Branch GO Station under 2 kilometres away to the south connecting riders to the Lakeshore West line. Local bus routes connect the Subject Lands to these gateways for broader Regional transit.

3.4.2 Local Transit

As shown in *Figure 3 – Mobility Map*, the Subject Lands currently have convenient access to the existing Bus Route 4 *Sherway Gardens*, Bus Route 5 *Dixie* and Bus Route 185 *Dixie Express*, offered by MiWay, with transit stops located at the Dixie Mall Bus Terminal Platforms as well as immediately adjacent to the Subject Lands on South Service Road. Bus Route 4 *Sherway Gardens* generally operates from Monday to Sunday traveling in an east/west direction while Bus Route 5 *Dixie* generally operates from Monday to Sunday traveling in a north/south direction. The 4 *Sherway Gardens* and 5 *Dixie* bus routes provide connections to other local bus routes and major transit stations including the Long Branch GO (1.65 km southeast) and Dixie GO (1.90 km north) Transit Stations. As outlined in the TIS prepared by LEA, improvements to the MiWay bus route in the area are proposed to include a re-routing of Route 5 *Dixie* so that it will travel along Dixie Road instead of Ogden Avenue South Service Road to Lakeshore Road East, making for a seamless connection to the future higher order transit planned for Lakeshore Road East. Bus route 185 *Dixie Express* leaves from the Dixie terminal station going northbound all the way to the Bramalea Terminal in Brampton, and runs Monday to Friday during peak rush hour times.

According to MiWay's 5 Year Plan (last updated February 2020), additional bus routes are proposed to extend to the Subject Lands including MiWay Routes 14 (Lorne Park), 51 (Tomken - Local), and 151 (Tomken - Express).

IBI Group prepared a report for the City of Mississauga, titled "MiWay Infrastructure Growth Plan", published September 2020 discussing the current challenges and opportunities of existing MiWay infrastructure (herein referred to as "MiWay Report"). The MiWay report stated that the MiWay route 185 *Dixie Express* is currently operating below MiExpress average load during peak times (implying unused capacity) but identified major issues with space and turning, as well as potential impacts from the QEW configuration. Furthermore, the MiWay report summarized terminals' infrastructure and amenities (including Dixie terminal) in the following chart:

Table 3. Excerpt from MiWay Report on Terminal Infrastructure and Amenities

Exhibit 4-3: MiWay Terminal Infrastructure and Amenities

Terminal	Municipality ⁽¹⁾	MiWay Routes	MiWay Stops	MiWay Infrastructure			MiWay Amenities							
				Stop Poles/ Markers	Layovers Areas	Operator Facilities	Security Features	Schedule Panels	Shelters	Shelter Lighting	Benches	Map Panels	Waste Bins ⁽²⁾	Bicycle Racks
Airport Terminal 1	M	2	2	-	-	-	-	2	-	-	-	1	-	-
Airport Terminal 3	M	1	1	1	-	1	-	-	-	-	-	-	-	-
Bramalea Terminal	B	1	1	1	-	1	-	-	-	-	-	-	-	-
Credit Valley Hospital	M	6	7	7	-	1	-	-	4	4	4	4	3	-
Dixie Outlet Mall	M	2	2	2	-	1	-	4	2	-	2	1	-	-
Dundas/Erindale Station Road/ Glengarry	M	8	4	4	-	1	-	8	5	4	5	5	4	-
Erin Mills Town Centre	M	5	3	3	-	1	-	9	3	3	3	2	-	-
Humber College North Campus	T	2	2	1	-	1	-	1	-	-	-	-	-	-
Hurontario & 407 Park and Ride	B	2	1	1	-	1	-	2	-	-	-	-	-	-
Meadowvale Town Centre Transit Terminal	M	17	9	10	1	1	-	16	7	6	7	7	8	-
Sheridan Centre	M	4	3	5	-	1	-	4	4	4	4	4	4	-
Sheridan College	B	2	2	2	-	1	-	2	-	-	-	-	-	-
Sherway Gardens	T	1	1	1	-	1	-	1	-	-	-	-	-	-
South Common Centre	M	10	10	12	1	1	-	12	6	6	6	5	2	-
Trillium Health Centre	M	5	3	3	-	1	-	4	1	1	1	1	1	-
University of Toronto Mississauga	M	5	3	3	-	1	-	7	-	-	-	-	-	-
Viscount Station	M	2	2	-	-	-	-	3	-	-	-	-	-	-
Westwood Square Transit Terminal	M	13	10	11	1	1	5	11	9	-	12	9	13	1
Woodbine Centre	T	1	1	1	-	1	-	1	-	-	-	-	-	-

Notes: (1) M – Mississauga T – Toronto B – Brampton
(2) Waste bins provided by the City of Mississauga

The Dixie Outlet Mall Terminal was identified in the MiWay report as having the following challenges:

- Bus access;
- Bus bay capacity;
- Pedestrian/access challenges;
- Operator facility challenges; and,
- Layover space challenges.

Dixie Outlet Mall Terminal further was identified in the MiWay report as a terminal with potential improvements for the future, through discussions with staff. With respect to the Dixie Outlet Mall Terminal, the MiWay report states:

“This existing terminal is located in Mississauga, near the Queen Elizabeth Way (QEW) and Dixie Road. As part of MTO work to reconfigure the QEW interchange at Dixie Road, bus stops at Dixie Outlet Mall will be relocated to Dixie Road with the provision of layover space. This work is expected to be complete in 2024. Redevelopment of this terminal would likely resolve existing challenges at Dixie Transitway Station and provide a new terminus opportunity for Route 185.”

The MiWay report proceeds to rank the Dixie Outlet Mall terminal as an “8” on the priority scale and states that “Terminals are an opportunity for placemaking and can connect future land uses with the transit system”. Given the numerous existing challenges with the Dixie Outlet Mall terminal, there is a lot of opportunity for improvement. As identified on Schedule 6 of the Official Plan, the City envisions this terminal to change location in the future. Future upgrades to this terminal, including a relocation would benefit both existing, as well as the new residents proposed in the development.

3.4.3 Roads

As per Schedule 5 – Long Term Road Network of the City of Mississauga Official Plan, the Subject Lands are bounded by the “Major Collector” of South Service Road and the “Provincial Highway” of Queen Elizabeth Way (“QEW”), and the “Minor Collector” of Haig Boulevard. “Higher Order Transit Corridors”

are located further north, south, and west of the Subject Lands along Dundas Street East (approx. 2.10 km away), Further away, Dixie Road is a “Regional Arterial Road”. Lakeshore Road East (approx. 1.72 km away), and Hurontario Street (approx. 4.30 km away), respectively. As previously noted, the Subject Lands were impacted by an MTO expropriation in 2019 along the South Service Road frontage which impacted the developable area. MTO is currently completing upgrades along South Service Road, which is expected to be completed in 2026. The TIS prepared by LEA discusses this further.

3.4.4 Pedestrian Connectivity and Circulation

In addition to the existing parks and recreational facilities, the Subject Lands are located within close proximity to the Etobicoke Creek Trail to the east, the Dixie multi-use trail to the south, as well as existing nearby bicycle lanes, signalized bike routes, and paved multi-use paths provide further access to local green spaces, amenities, and services. This is illustrated in the Urban Design Study prepared by GPAIA dated December 16, 2022. The Proposed Development includes several pedestrian and cyclist linkages to further enhance circulation, connectivity, and permeability of the area.

4.0 THE EVOLUTION OF MALLS AND THE FUTURE OF MIXED-USE MALL DEVELOPMENT

Malls have historically played a significant role in community placemaking and public space. With the increase in e-commerce and especially with the COVID-19 pandemic, the role of retail in communities has shifted, and continues to evolve. Municipalities in the GTA (and likely beyond) have started responding to these changes by encouraging and responding to development interest at mall sites. In the City of Toronto, a Master Plan is in the works to redevelop Yorkdale mall, with the original proposal including 19 towers ranging from 12 to 40 storeys. This proposal includes a total of 446,542 square metres of GFA and 5,126 residential units paired with other uses for a true-mixed use community. The Official Plan Amendment and Zoning By-law Amendment applications were submitted in 2017. The proposal is currently at the Ontario Land Tribunal with Case Management Conference scheduled for February 2023.

Similarly, also in the City of Toronto, Sherway Gardens is currently in redevelopment stages with potentially 6,278 residential units added in up to 15 new towers up to 45 storeys in height, built out over multiple phases. The Sherway Gardens mall site is also situated along the QEW. Official Plan Amendment and Draft Plan of Subdivision applications are currently under review with City staff.

As informed by Mississauga’s Reimagining the Malls project, the role and form of indoor shopping malls are changing within the city. The retail environment has evolved towards mixed-use communities and many existing mall sites are underutilized or unsustainable, as compared to their initial development period decades prior. Three major market challenges to traditional indoor malls have been identified, namely: a decline of traditional anchor tenants; the rise of e-commerce; and shifting demographics and patterns of consumption. As the social context for which these sites were developed has evolved, the sites themselves have become progressively more underutilized.

Further, physical activity habits and transportation patterns are changing – shifting away from automobile-focused mobility and towards an increased share of active and public transportation modes. Such a shift is increasingly encouraged in city development as a move towards healthier, complete

communities. Parking areas developed for the transportation patterns of 1950's are no longer necessary, nor are they compatible with the increasing impacts of climate change. Large paved surfaces do not assist in stormwater retention during extreme rainfall events, and create inhospitable pedestrian environments during extreme heat events.

Despite these challenges, traditional suburban shopping mall areas are still identified as important sites of community connection and stability and they still serve an important economic role for the city (at least at current). However, as identified by the Reimagining the Malls project, there is significant incentive to intensify and diversify the range of uses at mall sites to better utilize the existing land and infrastructure assets and to meet existing Growth Plan intensification targets and Provincial housing objectives. Best practices recognize increased densities, mixed use development (including high-rise residential), transit connectivity, and an emphasized public realm. Relevant recent industry proposals that embody these best practices have been developed for Yorkdale Shopping Centre, Square One Shopping Centre, and Sherway Gardens. The role of mall retail and specifically the Dixie Outlet Mall is discussed further in the Retail Study prepared by Tate Engineering, dated December 6 2022 included with this submission.

The Reimagining the Mall Study culminated in an Official Plan Amendment 115, which applies to Central Erin Mills Major Node, Malton, Meadowvale, Rathwood-Applewood, Sheridan, and South Common Community Node Character Areas. It was adopted by City Council on December 9, 2020, however it is currently under appeal. Importantly, while the Dixie Outlet Mall area was not considered within the Reimagining the Malls project scope, it shares many of the same identified challenges and opportunities as the malls that were examined and is referenced in the City report. As such, the project and resulting Official Plan Amendment are understood to inform how the City broadly interprets the future for mall sites in Mississauga.

In OPA 115, policies for the Central Erin Mills Major Node permit heights up to 25 storeys, FSI up to 2.75 (for entire site) and a gross density between 200-300 residents and jobs per hectare. Policies for Community Nodes permit a maximum building height of 15 storeys, FSI up to 2.25 and a gross density of 150-250 residents and jobs per hectare. OPA 115 also includes policies which permit greater FSI subject to the demonstration that the FSI for the entire node will not be exceeded and development potential of other lands within the node have been considered.

While OPA 115 is fairly recent (adopted in 2020), several pieces of Provincial legislation have been released since, including Bill 109, and Bill 23 and the More Homes Built Faster Act. The Provincial Government has committed to build 1.5 million homes by 2031 which forces all municipalities to think of their policy planning frameworks and how to unlock growth potential which exists.

5.0 PROPOSED DEVELOPMENT CONCEPT

5.1 Overall Vision

The Subject Lands, being a mall site with vast surface level parking, represents dated planning and development principles, and presents great opportunity for redevelopment. As mentioned, at this time, the current vision is to retain the majority of the mall (34,760.40 square metres on Slate's property) while redeveloping the underutilized surface parking for residential and open space uses. The redevelopment goal is to balance the changing retail needs, while retaining most of Dixie Outlet Mall, with new and

improved sustainable, mixed-use, garden community objectives that fosters health and well-being for existing and future residents. While the Proposed Development is on the northwest quadrant of the lands, away from the Applewood Creek, the proposed layout provides opportunity for future potential open-space connections, enhancing the surrounding natural environment. The Proposed Development contemplates a walkable, mixed-use community and with convenient access to a range of land uses, housing, community amenities, nature, services, and infrastructure that facilitate healthy, active lifestyles for existing and future residents and visitors.

Further detail on the overall vision and design principles for the Proposed Development is provided in the Urban Design Study prepared by Giannone Petricone Associates, dated December 16, 2022.

5.2 Proposed Development Details

The Proposed Development consists of five “blocks”, including three (3) new residential buildings:

Table 4. Proposed Development “blocks”

Block #	Land Use / Details	Area (square metres)
Block 1	Public Park	7,168 sq m
Block 2	4-6 storey podium with 22 storey tower	6,391 sq m
Block 3	4 storey podium with a 6 storey mid-link with 18 storey tower and 25 storey tower	7,151 sq m
Block 4	3 storey podium with grade-related units, 9 storey and 12 storey buildings	6,579 sq m
Block 5	Future conveyance to adjacent landowners	1,434 sq m
TOTAL REDEVELOPMENT AREA:		28,723 sq m

Proposed buildings include stepped podiums to achieve an interesting form and human scale public realm. The greatest heights are directed away from the low-rise neighbourhood to the west and south, and instead located along the QEW. Block 2 at the corner of South Service and Haig Boulevard, contemplates a 6 storey podium with a 22 storey tower (sited at the extreme east side of the block). Block 3 located at the northeast corner of the Subject Lands, contemplates a 6 storey podium with two point towers, 18 and 25 storeys in height. Block 4, at the west end of the Subject Lands and closest to the neighbourhood to the west, contemplates a reduced 3 storey podium with townhouse units at grade and a 9 storey mid-rise building and 12 storey mid-rise building. This is shown on the Rendered Site Plan prepared by Giannone Petricone Associates, dated December 16, 2022 below.

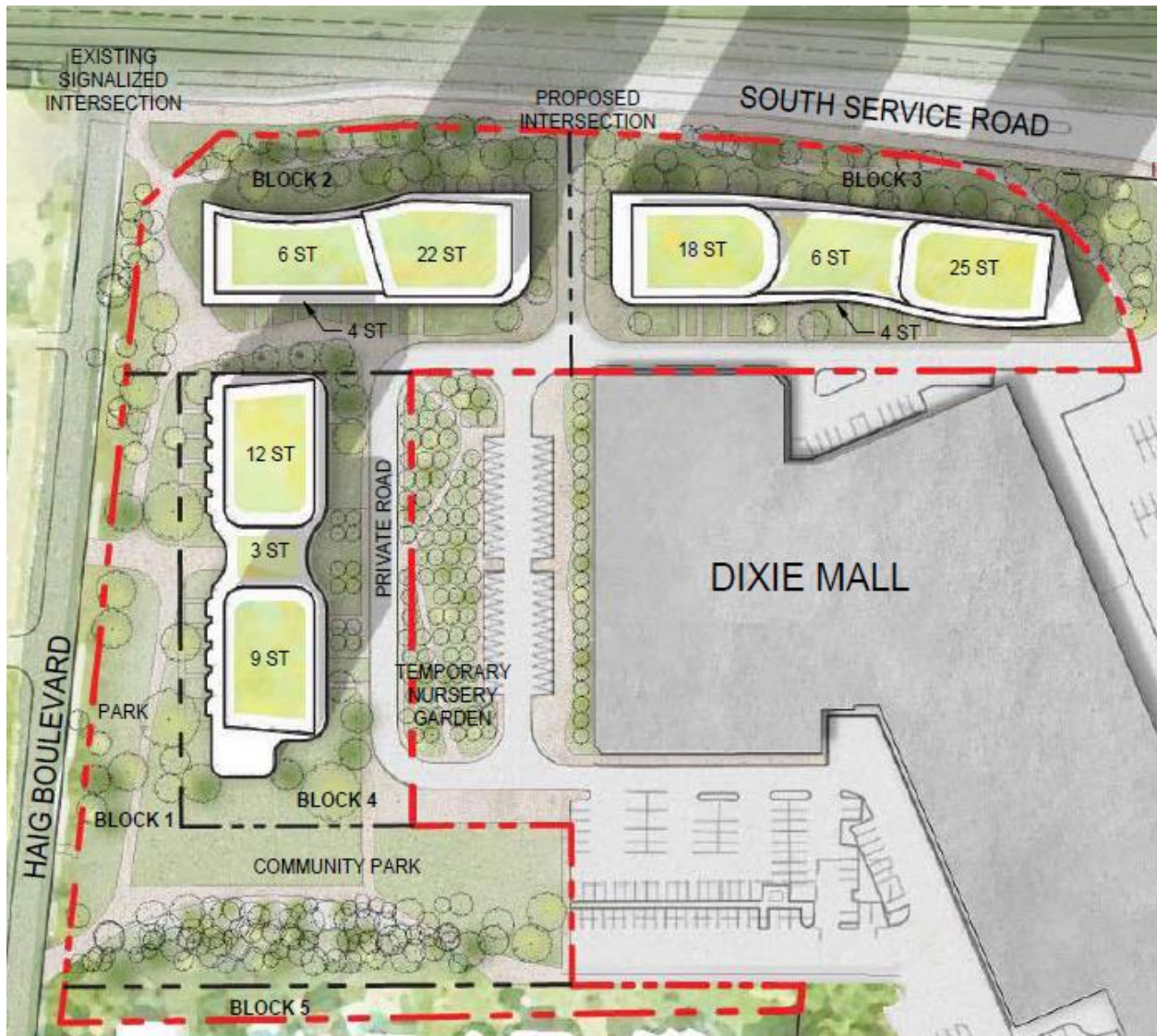


Image 1. Excerpt from Rendered Site Plan prepared by GPAIA dated December 16, 2022.

The Proposed Development includes a new public park, along the west and south of the lands, stretching the length of the property and creating an open-space transition interfacing the neighbourhood to the west and south. The corner is intended to be a privately owned public space (or a “POP”). This public park will offer a range of recreational opportunities and open space settings as well as permeability throughout the Subject Lands and beyond.

The Proposed Development will be designed to accommodate a well-functioning multi-modal transportation network. The proposed internal road network will consist of private streets, sidewalks and multi-use trail connections that will ensure the safe, accessible, and convenient mobility of all users. The Proposed Development will have one vehicular access onto South Service Road, which connects to Dixie Road, as well as additional access via the mall parking lot which can be secured legally through other means. Additional pedestrian connections are provided throughout the development, including throughout the park and to Haig Boulevard to the west. All active transportation routes will link with other existing and planned active transportation infrastructure along Dixie Road.

Parking has been provided to meet the needs of residents and visitors while also balancing the desire to support alternative, sustainable modes of transportation including transit, walking, and cycling. The majority of parking is proposed to be accommodated below grade (in four levels of underground) with some surface parking for visitors located close to all three buildings. There is also opportunity for the Proposed Development to share visitor parking with the mall (retail) parking, on the balance of the site to minimize hardscapes/pavement.

The following Table provides an overall summary of key elements and statistics with respect to the Proposed Development:

Table 5. Dixie Outlet Mall – Existing vs Proposed

Existing Dixie Outlet Mall GFA (Slate and Choice properties)	52,954.73 square metres
Existing Dixie Outlet Mall GFA (Slate property only)	39,297.99 square metres
Total Dixie Outlet Mall GFA to be retained (Slate and Choice properties)	45,643.26 square metres
Total Dixie Outlet Mall GFA to be retained (Slate property only)	34,760.40 square metres

Table 6. Proposed Development Statistics

Site	
Total Subject Property (entirety of 1250 South Service Road)	143,680 square metres
Redevelopment Area / “Site Area”	28,723 square metres
Proposed Development	
Residential GFA	77,040 square metres
Public Parkland Area	5,613 square metres
MTO Setback Greenland	2,820 square metres
100 Year Easement	1,434 square metres
Service Easement	4,700 square metres
Total FSI (Gross)	2.68
Total FSI (Net)	5.44
Total FSI for entire Subject Property	0.78
Amenity Area	
Total Provided Amenity Area	7,084 square metres
Outdoor Amenity Area at Grade	531 square metres
Residential Unit Count	
Apartment (1- bedroom)	910
Apartment (2-bedroom)	220
Apartment (3-bedroom)	133
TOTAL	1,263
Vehicle Parking Provided	

Residential	1,137 spaces
Visitor	1,821 spaces to be shared with retail parking on balance of Subject Property
TOTAL IN REDEVELOPMENT:	1,137 spaces
Bicycle Parking Provided	
Short term	132 spaces
Long term	794 spaces
TOTAL	926 spaces

**PLEASE NOTE: The above project statistics are subject to change with the anticipated evolution of the Proposed Development plan. It is further noted that the GFA (Gross Floor Area) calculations are conceptual and based on gross building sizes.*

5.3 Proposed Open Space, Pedestrian Connectivity and Active Transportation Infrastructure

The Proposed Development includes multiple open spaces with pedestrian connections throughout. A 1.77 acre public park is proposed along the west and south edges of the Subject Lands, which creates an open space buffer to the residential neighbourhood to the west, while also providing a north/south pedestrian linkage from South Service Road and Haig, into the site. Sidewalks are proposed on all private roads throughout the Proposed Development, and there is potential for a multi-use trail within the MTO 14 metre setback along the north property edge, along South Service Road. The public park has a wide range of programming options, as further outlined in the Urban Design Study prepared by GPAIA dated December 16, 2022. Furthermore, a privately owned public space (“POP”) is proposed right at the corner of Haig Boulevard and South Service Road providing additional greenspace and connecting to the public park space. The Proposed Development would introduce public greenspace on the Subject Lands, an improvement compared to the existing paved parking lot, providing a community asset for future residents and surrounding residents.

The owner is also contemplating utilizing the lands between the Proposed Development and the retained portion of the mall as a temporary nursery/garden (shown on the *Rendered Site Plan* above). While the temporary nursery is not part of the subject applications, it has been shown diagrammatically as a potential use for the land abutting the current redevelopment area, once part of the mall is demolished. As our client also owns this land, they therefore maintain control and use of this area and thus have the ability to make formal or informal arrangements between each parcel whether it involves access, this open space element, servicing, or anything else appropriate for the Proposed Development.

As noted above, 926 bicycle parking spaces provided within the Proposed Development, including 132 short term parking spaces and 794 long term parking spaces, to encourage future residents to utilize the surrounding cycling infrastructure.

6.0 POLICY CONTEXT

The following Section outlines objectives and policies of the Province, Region of Peel and City of Mississauga that are applicable to the Subject Lands.

6.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. Section 3 of the *Planning Act* requires decisions affecting planning matters “shall be consistent with” policy statements issued under the Act. The Proposed Development has been reviewed with respect to the PPS, 2020 which came into full force and effect May 1st, 2020.

The following lists policies and objectives of the PPS applicable to the Proposed Development:

Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

1.1.1 Healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective*

development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;

f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;

g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;

h) promoting development and land use patterns that conserve biodiversity; and

i) preparing for the regional and local impacts of a changing climate.

1.1.2 Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. However, where an alternate time period has been established for specific areas of the Province as a result of a planning exercise or a provincial plan, that time frame may be used for municipalities within the area.

Within settlement areas, sufficient land shall be made available through intensification and

redevelopment and, if necessary, designated growth areas.

Settlement Areas

1.1.3.1 Settlement areas shall be the focus of growth and development.

1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) prepare for the impacts of a changing climate;*
- e) support active transportation;*
- f) are transit-supportive, where transit is planned, exists or may be developed; and*

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

1.1.3.4 Appropriate development standards should be promoted which facilitate

intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

1.1.3.5 Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.

1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

Land Use Compatibility

1.2.6.1 Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.

Housing

1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

- a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall*

represent the minimum target(s) for these lower-tier municipalities;

b) permitting and facilitating:

1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and

2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;

c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;

d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;

e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and

f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

Public Spaces, Recreation, Parks, Trails and Open Space

1.5.1 Healthy, active communities should be promoted by:

a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;

b) planning and providing for a full range and equitable distribution of publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space

areas, trails and linkages, and, where practical, water-based resources;

Infrastructure and Public Service Facilities

1.6.1 Infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs.

Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they are:

a) financially viable over their life cycle, which may be demonstrated through asset management planning; and

b) available to meet current and projected needs.

1.6.2 Planning authorities should promote green infrastructure to complement infrastructure.

1.6.3 Before consideration is given to developing new infrastructure and public service facilities:

a) the use of existing infrastructure and public service facilities should be optimized;

1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.

1.6.6.7 Planning for stormwater management shall:

a) be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;

b) minimize, or, where possible, prevent increases in contaminant loads;
c) minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;
d) mitigate risks to human health, safety, property and the environment;
e) maximize the extent and function of vegetative and pervious surfaces; and
f) promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.

1.6.7.1 Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.

1.6.7.2 Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.

1.6.7.3 As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries.

1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

1.6.8.1 Planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs.

1.6.8.2 Major goods movement facilities and corridors shall be protected for the long term.

1.6.8.3 Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.

New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.

Long-Term Economic Prosperity

1.7.1 Long-term economic prosperity should be supported by:

- a) promoting opportunities for economic development and community investment-readiness;
- b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;
- c) optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;
- e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;
- g) providing for an efficient, cost-effective, reliable multimodal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people;
- j) promoting energy conservation and providing opportunities for increased energy supply;
- k) minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature;

Energy Conservation, Air Quality and Climate Change

1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:

- a) promote compact form and a structure of nodes and corridors;*
- b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*
- c) focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future;*
- e) encourage transit-supportive development and intensification to improve the mix of*

employment and housing uses to shorten commute journeys and decrease transportation congestion;

- f) promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure; and*
- g) maximize vegetation within settlement areas, where feasible.*

Natural Heritage System

2.1.1 Natural features and areas shall be protected for the long term.

2.1.2 The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.

6.2 Growth Plan for the Greater Golden Horseshoe (2020)

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) came into effect May 2019, and was amended August 2020, replacing the 2019 Growth Plan. Under the *Planning Act*, all planning decisions with respect to land use shall conform to the Growth Plan. The Growth Plan is intended to be a framework for implementing the Province's vision for supporting strong prosperous communities through managing growth in the region through 2051. The 2020 Growth Plan builds from the progress of the former plan and provides stronger policies regarding the importance of optimizing the use of land and infrastructure as well as the achievement of complete communities.

The Growth Plan provides the following policies and objectives applicable to the Subject Lands:

Managing Growth

2.2.1.2 Forecasted growth to the horizon of this Plan will be allocated based on the following:

- a) the vast majority of growth will be directed to settlement areas that:*
 - i. have a delineated built boundary;*
 - ii. have existing or planned municipal water and wastewater systems; and*

iii. can support the achievement of complete communities;

c) within settlement areas, growth will be focused in:

- i. delineated built-up areas;*
- ii. strategic growth areas;*
- iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*

iv. areas with existing or planned public service facilities;

d) development will be directed to settlement areas, except where the policies of this Plan permit otherwise;

e) development will be generally directed away from hazardous lands; and

2.2.1.3 Upper- and single-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will:

a) establish a hierarchy of settlement areas, and of areas within settlement areas, in accordance with policy 2.2.1.2;

b) be supported by planning for infrastructure and public service facilities by considering the full life cycle costs of these assets and developing options to pay for these costs over the long-term;

c) provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form;

d) support the environmental and agricultural protection and conservation objectives of this Plan; and

e) be implemented through a municipal comprehensive review and, where applicable, include direction to lower-tier municipalities.

2.2.1.4 Applying the policies of this Plan will support the achievement of complete communities that:

a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;

b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;

c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate

people at all stages of life, and to accommodate the needs of all household sizes and incomes;

d) expand convenient access to:

i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;

ii. public service facilities, co-located and integrated in community hubs; iii. An appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and

iv. healthy, local, and affordable food options, including through urban agriculture;

e) provide for a more compact built form and a vibrant public realm, including public open spaces;

f) mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and

g) integrate green infrastructure and appropriate low impact development.

Delineated Built-Up Areas

2.2.2.1 By the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows:

- 5) A minimum of 50 per cent of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will be within the delineated built-up area; and*

2.2.2.3 All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:

a) identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;

b) identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;
c) encourage intensification generally throughout the delineated built-up area;
d) ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;
e) prioritize planning and investment in infrastructure and public service facilities that will support intensification; and
f) be implemented through official plan policies and designations, updated zoning and other supporting documents.

Transit Corridors and Station Areas

2.2.4.10 Lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.

Housing

2.2.6.1 Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:

a) support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:
i. identifying a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents; and
ii. establishing targets for affordable ownership housing and rental housing;
b) identify mechanisms, including the use of land use planning and financial tools, to support the implementation of policy 2.2.6.1 a);

2.2.6.2 Notwithstanding policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1,

municipalities will support the achievement of complete communities by:
a) planning to accommodate forecasted growth to the horizon of this Plan;
b) planning to achieve the minimum intensification and density targets in this Plan;
c) considering the range and mix of housing options and densities of the existing housing stock; and
d) planning to diversify their overall housing stock across the municipality.

Integrated Planning

3.2.1 Infrastructure planning, land use planning, and infrastructure investment will be co-ordinated to implement this Plan.

3.2.1.2 Planning for new or expanded infrastructure will occur in an integrated manner, including evaluations of long-range scenario-based land use planning, environmental planning and financial planning, and will be supported by relevant studies and should involve:

d) considering the impacts of a changing climate.

3.2.1.4 Municipalities will assess infrastructure risks and vulnerabilities, including those caused by the impacts of a changing climate, and identify actions and investments to address these challenges, which could be identified as part of municipal asset management planning.

Infrastructure Corridors

3.2.5.1 In planning for the development, optimization, or expansion of existing and planned corridors and supporting facilities, the Province, other public agencies and upper- and single-tier municipalities will:

b) ensure that existing and planned corridors are protected to meet current and projected needs in accordance with the transportation

and infrastructure corridor protection policies in the PPS;

e) for existing or planned corridors for transportation:

i. consider increased opportunities for moving people and goods by rail;

ii. consider separation of modes within corridors; and

iii. provide opportunities for inter-modal linkages.

Water, Wastewater & Stormwater Management Systems

3.2.6.2 2. Municipal water and wastewater systems and private communal water and wastewater systems will be planned, designed, constructed, or expanded in accordance with the following:

a) opportunities for optimization and improved efficiency within existing systems will be prioritized and supported by strategies for energy and water conservation and water demand management;

3.2.7.2 Proposals for large-scale development proceeding by way of a secondary plan, plan of subdivision, vacant land plan of condominium or site plan will be supported by a stormwater management plan or equivalent, that:

a) is informed by a subwatershed plan or equivalent;

b) incorporates an integrated treatment approach to minimize stormwater flows and reliance on stormwater ponds, which includes appropriate low impact development and green infrastructure;

c) establishes planning, design, and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and impervious surfaces; and

Natural Heritage System

4.2.2.6. Beyond the Natural Heritage System for the Growth Plan, including within settlement areas, the municipality:

a) will continue to protect any other natural heritage features and areas in a manner that is consistent with the PPS; and

b) may continue to protect any other natural heritage system or identify new systems in a manner that is consistent with the PPS.

Public Open Space

4.2.5.1. Municipalities, conservation authorities, non-governmental organizations, and other interested parties are encouraged to develop a system of publicly-accessible parkland, open space, and trails, including in shoreline areas, within the GGH that:

a) clearly demarcates where public access is and is not permitted;

b) is based on a co-ordinated approach to trail planning and development; and

c) is based on good land stewardship practices for public and private lands.

4.2.5.2. Municipalities are encouraged to establish an open space system within settlement areas, which may include opportunities for urban agriculture, rooftop gardens, communal courtyards, and public parks

Climate Change

4.2.10.1 Upper- and single-tier municipalities will develop policies in their official plans to identify actions that will reduce greenhouse gas emissions and address climate change adaptation goals, aligned with other provincial plans and policies for environmental protection, that will include:

a) supporting the achievement of complete communities as well as the minimum intensification and density targets in this Plan;

b) reducing dependence on the automobile and supporting existing and planned transit and active transportation;

d) undertaking stormwater management planning in a manner that assesses the impacts of extreme weather events and incorporates appropriate green infrastructure and low impact development;

e) recognizing the importance of watershed planning for the protection of the quality and quantity of water and the identification and protection of hydrologic features and areas;

f) protecting the Natural Heritage System for the Growth Plan and water resource systems;

g) promoting local food, food security, and soil health, and protecting the agricultural land base;

h) providing direction that supports a culture of conservation in accordance with the policies in subsection 4.2.9; and

i) any additional policies to reduce greenhouse gas emissions and build resilience, as appropriate, provided they do not conflict with this Plan.

4.2.10.2 In planning to reduce greenhouse gas emissions and address the impacts of a changing climate, municipalities are encouraged to:

a) develop strategies to reduce greenhouse gas emissions and improve resilience through the identification of vulnerabilities to climate change, land use planning, planning for infrastructure, including transit and energy, green infrastructure, and low impact development, and the conservation objectives in policy 4.2.9.1;

Growth Forecasts

5.2.4.5. Within delineated built-up areas, municipalities may plan for development beyond the horizon of this Plan for strategic growth areas that are delineated in official plans and subject to minimum density targets, provided that:

a) integrated planning for infrastructure and public service facilities would ensure that the development does not exceed existing or planned capacity;

6.3 Region of Peel Official Plan (April 2022)

Regional Council adopted a new Official Plan in April 2022, which was approved with modifications by the Ministry of Municipal Affairs on November 4, 2022. The Peel Region Official Plan (the “ROP”) is the primary long-range strategic land use policy document for the Region of Peel. It is a broad land use policy document, which provides Regional Council with a long-term policy framework for guiding growth and development in Peel Region while having specific regard for the protection of the natural environment, the management of renewable and non-renewable resources, and outlining a regional structure that manages such growth. The ROP also provides guidance to the area municipalities in the preparation and implementation of their local Official Plans.

The ROP provides the following land use designations for the Subject Lands:

- Located in the “Urban System” as shown on *Figure 4 – Schedule E1 – Regional Structure*
- Located in the “Built-Up Area” as shown on *Figure 5 – Schedule E3 – Growth Plan Policy Areas in Peel*
- Dixie Road is identified as a “Major Road” and the Queen Elizabeth Way (QEW) is an identified “Freeway” as shown on *Figure 6 – Schedule F2 – Major Road Network*

- Dixie Road is identified as an “Other Rapid Transit Corridor” as shown on *Figure 7 – Schedule F1 – Rapid Transit Corridor*

The ROP provides the following policies and objectives applicable to the Subject Lands:

Air Quality & Energy Resources

Objectives:

2.5.3 To promote sustainable development and land use patterns which address public health, transportation systems, energy conservation and environmental concerns.

3.7.1.1 To conserve energy by promoting energy efficient land use and development patterns, efficient transportation, and alternative and renewable energy systems.

3.7.1.3 To develop a culture of conservation that supports energy conservation, reduces emissions from vehicles as well as municipal, residential, commercial and industrial sources and protects air quality.

Parkland, Open Space and Trails

2.12.14.1 Encourage the local municipalities to develop strategies to guide the development of a system of publicly accessible recreation facilities, parkland, open space areas and trails that support connectivity of the Natural Heritage System and achievement of complete communities in keeping with environmental plans and strategies and that consider the impacts to agriculture when planning these initiatives.

Growth Management

General Objectives:

5.4.1 To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the Delineated Built-up Areas through intensification, particularly

Strategic Growth Areas such as the Urban Growth Centres, intensification corridors and Major Transit Station Areas.

5.4.3 To manage growth based on the growth forecasts, intensification targets, employment density targets, and greenfield density targets of this Plan.

5.4.6 To optimize the use of the existing and planned infrastructure and services.

5.4.8 To support planning for complete communities in Peel that are compact, well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs.

5.4.9 To protect and promote human health.

General Policies:

5.4.10 Direct the local municipalities to incorporate official plan policies to develop complete communities that are well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses in a compact built form, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and public service facilities.

5.4.11 Direct a significant portion of new growth to the Delineated Built-up Areas of the community through intensification.

Intensification

Objectives:

5.4.18.1 To achieve efficient and compact built forms.

5.4.18.4 To intensify development on underutilized lands.

5.4.18.5 To reduce dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian-friendly urban environments.

5.4.18.6 To optimize all intensification opportunities across the Region and maximize development within Strategic Growth Areas.

5.4.18.8 To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.

Policies:

5.4.18.10 Facilitate and promote intensification.

5.4.18.11 Accommodate intensification within Urban Growth Centres, intensification corridors, nodes and Major Transit Station Areas and any other appropriate areas within the Delineated Built-up Area.

5.4.18.12 Require that between 2021 and 2051, a minimum of 55 per cent of the Region's residential development occurring annually to be located within the Delineated Built Boundary.

5.4.18.13 To 2051, the minimum amount of residential development within the Delineated Built Boundary of the local municipalities shall be as follows:

- City of Brampton: a minimum of 50 per cent;
- Town of Caledon: a minimum of 5 per cent;
- and
- City of Mississauga: a minimum of 96 per cent.

The Urban System

General Objectives:

5.6.1 To achieve sustainable development within the Urban System, reduce greenhouse gas emissions, and adapt the region to a changing climate.

5.6.2 To establish complete healthy communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.

5.6.3 To achieve intensified and compact built form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.

5.6.4 To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.

5.6.5 To promote crime prevention and improvement in the quality of life

5.6.6 To protect, restore and enhance the natural environment and conserve the resources of the Region, while recognizing the ecological integrity and physical characteristics of existing communities in Peel.

5.6.7 To provide for the needs of Peel's changing age structure and allow opportunities for residents to live in their own communities as they age.

5.6.9 To provide for and facilitate a wide range of goods and services to meet the needs of those living and working in the Urban System.

General Policies:

5.6.11 Direct urban development and redevelopment to the Urban System within the

Regional Urban Boundary, as shown on Schedule E-1, consistent with the policies in this Plan and the local municipal official plan

5.6.12 Plan for the provision and financing of Regional facilities and services so as to efficiently use existing services and infrastructure, and encourage a pattern of compact built forms of urban development and redevelopment.

5.6.15 Direct the area municipalities, while taking into account the characteristics of existing communities, to include policies in their official plans that:

- a) support the Urban System objectives and policies in this Plan;*
- b) support pedestrian-friendly and transit-supportive urban development;*
- c) provide transit-supportive opportunities for redevelopment, intensification and mixed land use; and*
- d) support the design of communities to minimize crime by the use of such approaches as Crime Prevention Through Environmental Design (CPTED) principles.*

Housing

General Objectives:

5.9.1 To promote the development of compact, complete communities by supporting intensification and higher density forms of housing.

5.9.2 To achieve Peel-wide new housing unit targets shown in Table 4, which provide an appropriate range and mix of housing options and densities, including affordable housing, that meet local housing need so that people can live in the community of their choice.

5.9.3 To ensure an adequate supply of rental housing stock to meet local need.

5.9.4 To mitigate and adapt to climate change by promoting energy conservation and technologies and energy efficient housing that leads to sustainable development.

5.9.5 To make housing available for diverse populations, including the provision of accessible housing and appropriate support services.

5.9.6 To consider barriers to housing, including social and economic factors.

Policies:

5.9.11 Require a housing assessment for planning applications of approximately 50 units or more. Local municipalities or the Region can require a housing assessment for applications less than 50 units, as appropriate. The housing assessment will be consistent with local and Regional housing objectives and policies and demonstrate contributions towards Peel-wide new housing unit targets shown in Table 4. The housing assessment, while required by local municipal official plan policies, shall be undertaken by a development applicant as directed.

5.9.27 Collaborate with the local municipalities and other stakeholders such as the conservation authorities, the building and development industry, and landowners to encourage new residential development, redevelopment, and intensification in support of Regional and local municipal official plan policies promoting compact built forms of development and residential intensification.

The Transportation System in Peel

General Objectives:

5.10.1 To develop an integrated and multi-modal transportation system to support complete communities in the Region and help to support the same within the GTHA.

5.10.2 To promote sustainable transportation modes, barrier (environmental or physical) free mobility, and improved mobility choices for people of all ages, abilities and income levels.

5.10.3 To optimize the use of existing Regional transportation infrastructure and services by prioritizing the safe, sustainable and efficient movement of people and goods by all modes.

5.10.4 To avoid, or if avoidance is not possible, minimize and mitigate transportation related air pollutants and greenhouse gas emissions, impacts on the natural environment and agriculture, and improve public health outcomes by supporting transportation alternatives that optimize quality of life for all in the Region of Peel.

5.10.7 To support the integration of transportation planning, transportation investment and land use planning, in collaboration with local municipalities, the Province, the Federal government, and the private sector.

General Policies:

5.10.16 Optimize the use of existing and planned Regional transportation infrastructure, to support growth in a safe and efficient manner, and through compact built form, and encourage the local municipalities to do the same for infrastructure under their jurisdiction.

Sustainable Transportation

Objectives:

5.10.34.1 To reduce auto dependency by providing a range of transportation services to meet the diverse needs of the population.

5.10.34.2 To achieve a 50 per cent sustainable modal share in the Region of Peel by 2041 by providing sustainable transportation infrastructure and promoting its use.

5.10.34.3 To support and encourage the connectivity and coordination between transit services.

5.10.34.5 To support and encourage transit-supportive development densities and patterns, particularly along rapid transit corridors and at designated nodes such as transit terminals, Urban Growth Centres, strategic growth areas, GO rail stations, Major Transit Station Areas, and transportation hubs, consistent with local official plans and the direction in the latest provincial plans.

5.10.34.7 To encourage and support the development of a safe, attractive, accessible and integrated network of active transportation facilities that enhance quality of life, and promote the improved health of Peel residents of all ages and abilities.

Policies:

5.10.34.9 Encourage local municipalities to:

- a) Promote land uses and site design which foster the safe and efficient use of sustainable transportation modes along local and Regional roads;*
- c) Promote a balance of jobs and housing in communities to reduce the need for long distance commuting;*
- d) Prioritize transit and active transportation to support future travel demand*

5.10.34.16 Encourage the local municipalities to update their parking and zoning by-laws to support and facilitate transportation demand management measures.

5.10.34.19 Work with the Province, Metrolinx, the local municipalities and adjacent municipalities to integrate comprehensive and continuous active transportation networks into transportation and development planning to:

- a) Provide safe, attractive and accessible travel for pedestrians and bicyclists within existing communities and new development; and*
- b) Provide linkages between intensification areas, adjacent neighbourhoods and transit stations.*
- c) Support the achievement of complete communities to ensure the safety and needs of all users are appropriately accommodated.*

5.10.34.22 Work with the local municipalities to promote land uses which foster and support the use of active transportation and encourage building and site designs that provide safe, convenient access for public transit users, pedestrians, cyclists and persons with disabilities.

5.10.34.33 Support the implementation and protection of rapid transit corridors, as shown on Schedule F-1, as well as those additional higher order transit or priority transit corridors proposed on Regional roads by the local municipalities or the Province.

5.10.34.40 Encourage the intensification of residential and non-residential development at nodes, Major Transit Station Areas, transportation hubs and along rapid transit corridors, as shown on Schedule F-1, to support a higher level of transit service and other sustainable transportation modes, consistent with direction in the latest provincial plans.

Age-Friendly Planning

Objectives:

6.4.2 To provide for the needs of Peel's aging population and allow opportunities for seniors to age in place within their community including the integration of community facilities and services with residential land uses.

6.4.4 To promote active aging for seniors by establishing healthy, complete, and accessible complete communities that are in close proximity to amenities, support services, and transit.

Policies:

6.4.5 Encourage the local municipalities to develop policies in their official plans to support seniors to age in place within their communities, as provided for in the objectives of the Urban and Rural System sections of this Plan including the integration of community facilities and services with residential land uses.

6.4.6 Encourage the use of universal accessibility in the design of the built environment to create a safe, barrier-free, and more inclusive environment that will enhance the mobility and independence of all residents including seniors.

6.4.7 In accordance with policies in Section 7.5 of this Plan, require the local municipalities to implement the Healthy Development Framework to support independent, active, and healthy aging by creating healthy, walkable communities close to amenities, green spaces, programs and services.

6.4 City of Mississauga Official Plan (Office Consolidation 2021)

The City of Mississauga Official Plan (MOP) provides planning policy and direction to guide the City's development to the year 2031, as required by Provincial legislation. The MOP outlines goals, objectives, and policies to effectively guide future development, redevelopment and intensification within the City as well as the associated social, economic, cultural and natural environmental conditions.

The MOP was adopted by City Council on September 29, 2010, with the most recent Office Consolidation of the Official Plan updated to April 8, 2021 which includes Official Plan Amendments approved by the Local Planning Appeal Tribunal (LAP) and City Council up to and including the date of consolidation.

The context and designations for the Subject Lands per the MOP is as follows:

- Designated "Mixed Use" as shown on *Figure 8 - Schedule 10 – Land Use Designations*
- Designated "Neighbourhood" and Dixie Road designated as a "Corridor" as shown on *Figure 9 - Schedule 1 – Urban System*
- Located north of a "Major Node" and south of an "Major Transit Station Area" and "Intensification Corridor" at Dixie and Dundas Street as shown on *Figure 10 - Schedule 2 – Intensification Areas*
- Located within the "Lakeview Neighbourhood Character Area" as shown on *Figure 11 - Schedule 9 – Character Areas*
- Located in close proximity to Dixie Road, which is designated a "Regional Major Collector (Scenic Route)" and a "Regional Arterial", and south of the QEW "Major Collector" as shown on *Figure 12 - Schedule 5 – Long Term Road Network*
- Located at the location of an "Existing Mississauga Transit Terminal" as shown on *Figure 13 - Schedule 6 – Long Term Transit Network*

The MOP provides the following policies and objectives applicable to the Subject Lands:

Direct Growth

5.1.3 Forecast growth will be directed to appropriate locations to ensure that resources and assets are managed in a sustainable manner to:

- a. protect ecological functions, public health and safety;*
- b. utilize existing and proposed services and infrastructure such as transit and community infrastructure;*
- c. minimize environmental and social impacts;*
- d. meet long term needs;*
- e. build strong, livable, universally accessible communities; and*
- f. promote economic prosperity.*

5.3.5.1 Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved.

5.3.5.2 Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas.

5.3.5.3 Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres

5.3.5.4 Redevelopment of Mixed Use sites that result in a loss of commercial floor space will not be permitted unless it can be demonstrated that the planned function of the existing non-residential component will be maintained after redevelopment.

5.3.5.5 Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.

5.3.5.6 Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.

5.3.5.7 Transportation planning within Neighbourhoods will give priority to active transportation modes.

Value the Environment

6.1.11 Mississauga will consider the impacts of climate change that may increase risks to the city. Mississauga will develop policies on climate change that will:

- a. promote development and land use patterns that conserve and enhance biodiversity and consider the impacts of a changing climate;*
- b. promote and protect green infrastructure; and*
- c. minimize adverse impacts from a changing climate and consider the ecological benefits provided by nature.*

6.2.6 Mississauga will encourage naturalized landscaped areas using native, non-invasive species, especially on lands within the Green System.

6.2.7 Mississauga will require development proposals to address the management of

stormwater using stormwater best management practices.

6.3.1 Mississauga will give priority to actions that protect, enhance, restore and expand the Green System for the benefit of existing and future generations.

6.3.7 Buffers which are vegetated protection areas that provide a physical separation of development from the limits of natural heritage features and Natural Hazard Lands, will be provided to perform the following:

- maintenance of slope stability and reduction of erosion on valley slopes;*
- attenuation of stormwater runoff;*
- reduction of human intrusion into Significant Natural Areas and allowance for predation habits of pets, such as cats and dogs;*
- protection of tree root zones to ensure survival of vegetation;*
- provision of a safety zone for tree fall next to woodlands;*
- enhancement of woodland interior and edge areas through native species plantings; enhanced wildlife habitat and corridors for wildlife movement; and*
- opportunities for passive recreational activities, in appropriate locations.*

6.3.8 Buffers shall be determined on a site specific basis as part of an Environmental Impact Study or other similar study, to the satisfaction of the City and appropriate conservation authority

6.3.9 Mississauga's Natural Heritage System is composed of the following:

- Significant Natural Areas;*
- Natural Green Spaces;*

6.3.10 The exact limit of components of the Natural Heritage System will be determined through site specific studies such as an Environmental Impact Study.

6.3.11 Minor refinements to the boundaries of the Natural Heritage System may occur through Environmental Impact Studies, updates of the Natural Heritage System, or other appropriate studies accepted by the City without amendment to this Plan. Major boundary changes require an amendment to this Plan.

6.3.24 The Natural Heritage System will be protected, enhanced, restored and expanded through the following measures:

- a. ensuring that development in or adjacent to the Natural Heritage System protects and maintains natural heritage features and their ecological functions through such means as tree preservation, appropriate location of building envelopes, grading, landscaping, and parking and amenity area locations;*
- b. placing those areas identified for protection, enhancement, restoration and expansion in public ownership, where feasible;*
- c. using native plant materials and non-invasive species, and reducing and/or eliminating existing invasive, non-native plant species to improve ecological value and the sustainability of indigenous vegetation, where appropriate;*
- d. retaining areas in a natural condition and/or allowing them to regenerate to assume a natural state;*
- f. controlling activities that may be incompatible with the retention of the Natural Heritage System and associated ecological functions;*

6.3.42 Mississauga will protect, enhance, restore and expand the Urban Forest. This will be achieved by the following:

- c. providing sustainable growing environments for trees by allocating adequate soil volumes and landscaped areas during the design of new development and infrastructure projects;*

e. ensuring development and site alteration will not have negative impacts on the Urban Forest;
f. increasing tree canopy coverage and diversity, by planting trees appropriate to the location and avoiding the use of non-native tree and shrub

h. promoting the management and enhancement of the Urban Forest on public and private property;

k. compliance with by-laws pertaining to tree preservation and protection.

6.3.51 Development and site alteration is generally prohibited on lands subject to flooding.

6.3.66 Public parkland will be designed to allow access for a variety of complementary activities through interconnections of pathways, a multi-use recreational trail and the public parkland network; and to provide a safe and accessible environment through development of clear sightlines, openness and visible entrances that can be achieved by maximizing street frontages, where possible.

6.3.68 Parks should generally be accessible for residents within 800 metres of their dwelling and be located as centrally as possible within a residential area.

6.3.76 Public parkland may incorporate components of the Natural Heritage System to provide opportunities for enjoyment, appreciation and protection of nature.

Water, Air Quality & Brownfield Sites

6.4.2.2 Mississauga will require that development applications be supported by stormwater best management practices in accordance with relevant plans, studies, development standards and policies. Additional measures may be specified by the City based on known concerns related to storm sewer capacity, pollution prevention, flood risk and erosion, and protection of the city's Natural Heritage System, including its ecological

function. Stormwater best management practices must be approved by the city, appropriate conservation authority and Provincial Government, where applicable.

6.4.2.5 The design of storm drainage and stormwater management facilities will consider interim and ultimate development conditions.

6.5.3 Mississauga will promote building and site design that minimizes vehicular idling, energy consumption and maximizes the use of renewable energy and vegetative cover.

6.7.1 To ensure that contaminated sites are identified and appropriately addressed by the proponent of development, the following will be required:

- a. the owners of lands proposed for development will submit information as required by the City to identify the potential for contamination;*
- b. landowners will consider all potential sources of contamination such as disposal of waste materials, raw material storage, residue left in containers, maintenance activities and spills and may also include contamination from adjacent commercial properties, such as, gas bars, motor vehicle service stations, motor vehicle repair garages and dry-cleaning facilities;*
- c. the development approval or approval of amendments to this Plan for known or potentially contaminated sites will be deferred until the proponent of development undertakes a study assessing the potential for contamination in accordance with the Provincial Government regulations and standards and City policies; and*
- d. if the study indicates potential for soil or ground water contamination, an assessment of the soil and groundwater conditions will be required. If contamination is confirmed, a remedial action plan in accordance with Provincial Government regulations and standards appropriately addressing contaminated sites will be required. Recommendations contained within the plan*

will be implemented by way of conditions to development approval.

6.7.4 Mississauga will actively promote the redevelopment and clean up, if necessary, of brownfield sites.

Complete Communities

7.1.1 Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga.

7.1.3 In order to create a complete community and develop a built environment supportive of public health, the City will:

- a. encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses;*
- b. design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking;*
- c. encourage environments that foster incidental and recreational activity; and*
- d. encourage land use planning practices conducive to good public health.*

7.1.6 Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.

7.2.1 Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents.

7.2.2 Mississauga will provide opportunities for:

- a. the development of a range of housing choices in terms of type, tenure and price;*
- b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and*

7.2.8 Design solutions that support housing affordability while maintaining appropriate functional and aesthetic quality will be encouraged.

7.3.1 Community infrastructure will support the creation of complete communities.

7.3.12 The availability and location of existing and planned community infrastructure will be taken into account so that new community infrastructure can be provided efficiently and effectively and tailored to meet the needs of the population in each community.

7.6.1.1 Mississauga will strive to protect and enhance the desirable character of areas with distinct identities and encourage the development of distinct identities for other areas.

7.6.1.3 A distinct identity will be maintained for each Character Area by encouraging common design themes and compatibility in scale and character of the built environment.

7.6.1.5 New development will be compatible with the physical, social and environmental attributes of the existing community.

Create a Multi-Modal City

8.1.1 Through the creation of a multi-modal transportation system, Mississauga will provide transportation choices that encourage a shift in lifestyle toward more sustainable transportation modes, such as transit and active transportation.

8.1.2 Mississauga will plan and manage the transportation system to provide for the safety of all users.

8.1.3 The City will strive to incorporate stormwater best management practices in the planning, design and construction of municipal road and off street parking facility projects. Decisions regarding the specific implementation

of stormwater best management practices will be made on a project by project basis in accordance with relevant drainage plans and studies, and development standards and policies.

8.1.4 Mississauga will strive to create a transportation system that reduces dependence on non-renewable resources.

8.1.6 Mississauga will ensure that the transportation system will provide connectivity among transportation modes for the efficient movement of people and goods.

8.1.8 To better utilize existing infrastructure, Mississauga will encourage the application of transportation demand management (TDM) techniques, such as car-pooling, alternative work arrangements and shared parking.

8.1.9 Mississauga will ensure that transportation corridors are identified and protected to meet current and projected needs for various travel modes.

8.1.16 In reviewing development applications, Mississauga will require area wide or site specific transportation studies to identify the necessary transportation improvements to minimize conflicts between transportation and land use, and to ensure that development does not precede necessary road, transit, cycling and pedestrian improvements. Transportation studies will consider all modes of transportation including auto traffic, truck traffic, transit, walking and cycling.

8.2.2.2 Mississauga will create a multi-modal road network through:
a. a transportation system that provides mobility and accessibility to all users;
b. opportunities for transit priorities;
c. pedestrian and cycling access and routes; and

8.2.4.3 Proponents of development applications, will be required to demonstrate

how pedestrian and cycling needs have been addressed.

8.4.1 Off-street parking facilities for vehicles and other modes of travel, such as bicycles, will be provided in conjunction with new development and will:

- a. provide safe and efficient access from the road network so that ingress and egress movements minimize conflicts with road traffic and pedestrian movements;*
- b. provide for the needs of people with disabilities; and*
- c. support transportation demand management (TDM) initiatives.*

8.4.3 Consideration will be given to reducing offstreet parking requirements for development to reflect levels of vehicle ownership and usage, and as a means of encouraging the greater use of transit, cycling and walking, subject to, among other matters:

- a. access to transit;*
- b. level of transit service;*
- c. traffic generation; and*
- d. impact on the surrounding area.*

8.4.6 Street designs will consider opportunities to maximize on-street parking. The provision of on- street parking will be balanced with the needs of other modes of transportation sharing the right-of-way.

Build a Desirable Urban Form

9.1.3 Infill and redevelopment within Neighbourhoods will respect the existing and planned character.

9.1.6 The urban form of the city will ensure that the Green System is protected, enhanced and contributes to a high quality urban environment and quality of life.

9.1.7 Mississauga will promote a built environment that protects and conserves heritage resources.

9.1.8 Mississauga will transform the public realm to create a strong sense of place and civic pride.

9.1.9 Urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes.

9.1.10 The city vision will be supported by site development that:

- a. respects the urban hierarchy;*
- b. utilizes best sustainable practices;*
- c. demonstrates context sensitivity, including the public realm;*
- d. promotes universal accessibility and public safety; and,*
- e. employs design excellence.*

9.1.11 A distinct character for each community will be created or enhanced through the road pattern, building massing and height, streetscape elements, preservation and incorporation of heritage resources and prominent placement of institutions and open spaces.

9.1.13 Development will have positive, restorative, ecological benefits on a site through the practice of sustainable building and site design.

Non-Intensification Areas

9.2.2.1 Heights in excess of four storeys will be required to demonstrate that an appropriate transition in height and built form that respects the surrounding context will be achieved.

9.2.2.3 While new development need not mirror existing development, new development in Neighbourhoods will:

- a. respect existing lotting patterns;*
- b. respect the continuity of front, rear and side yard setbacks;*
- c. respect the scale and character of the surrounding area;*
- d. minimize overshadowing and overlook on adjacent neighbours;*
- e. incorporate stormwater best management practices;*
- f. preserve mature high quality trees and ensure replacement of the tree canopy; and*
- g. be designed to respect the existing scale, massing, character and grades of the surrounding area.*

9.2.2.6 Development on Corridors will be encouraged to:

- a. assemble small land parcels to create efficient development parcels;*
- b. face the street, except where predominate development patterns dictate otherwise;*
- c. not locate parking between the building and the street;*
- d. site buildings to frame the street and where non residential uses are proposed to create a continuous street wall;*

Gateways, Routes, Landmarks and Views

9.3.1.8 The design of developments at intersections and along major streets should be of a highly attractive urban quality, recognizing that streets are important civic spaces and linkages.

9.3.3.1 An appropriate gateway treatment will be created at city boundaries, major Provincial highway interchanges and at entry points to Intensification Areas through high quality development, massing of buildings, open spaces, landscaping and streetscape.

9.3.3.2 Tall buildings have a greater presence on the skyline and are required to have the highest quality architecture.

9.3.3.5 Special attention will be given to major intersections to create a sense of enclosure and identity, as well as heightened architectural interest.

9.3.3.6 Developments on major corners, prominent sites or that terminate a view will be held to a higher design standard.

9.3.3.8 Views of significant natural and man-made features should be created, maintained and enhanced where appropriate.

9.3.3.10 Special care will be taken with development along scenic routes to preserve and complement the scenic historical character of the street.

Open Space and Amenity Areas

9.3.5.1 Mississauga will promote public open space design that is fully integrated with the urban design and built form of the community.

9.3.5.2 Open space will contribute to community aesthetics and enhance the Green System.

9.3.5.3 Natural features, parks and open spaces will contribute to a desirable urban form by:

- a. assisting with the protection, enhancement, restoration and expansion of the Natural Heritage System, identified in Schedule 3: Natural System;*
- b. connecting to the city's system of trails and pathways;*
- c. connecting to other natural areas, woodlands, wetlands, parks, and open spaces, including streets, schools, cemeteries and civic spaces;*
- d. ensuring that all new parks and Open Spaces address the street, providing clear visibility, access and safety;*
- e. ensuring that adjacent uses, buildings and structures front onto them, with direct access, and encouraging natural surveillance; and*
- f. appropriately sizing parks and open spaces to meet the needs of a community and ensuring they are able to accommodate social events and*

individual needs, inclusive of recreation, playgrounds, sports and community gardens, where possible.

9.3.5.4 Open spaces will be designed as places where people can socialize, recreate and appreciate the environment.

9.3.5.5 Private open space and/or amenity areas will be required for all development.

9.3.5.6 Residential developments of significant size, except for freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users.

9.3.5.7 Residential developments will provide at grade amenity areas that are located and designed for physical comfort and safety. In Intensification Areas, alternatives to at grade amenities may be considered.

9.3.5.9 The public realm will be planned to promote healthy, active communities that foster social connections at all stages of life and encourage built and natural settings for recreation, culture and active transportation.

Site & Building Design

9.5.1.2 Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements:

- a. Natural Heritage System;*
- b. natural hazards (flooding and erosion);*
- c. natural and cultural heritage features;*
- d. street and block patterns;*
- e. the size and configuration of properties along a street, including lot frontages and areas;*
- f. continuity and enhancement of streetscapes;*
- g. the size and distribution of building mass and height;*
- h. front, side and rear yards;*
- i. the orientation of buildings, structures and landscapes on a property;*

- j. views, sunlight and wind conditions;*
- k. the local vernacular and architectural character as represented by the rhythm, textures and building materials;*
- l. privacy and overlook; and*
- m. the function and use of buildings, structures and landscapes.*

9.5.1.3 Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context.

9.5.1.5 Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights.

9.5.1.6 Existing vegetation patterns and preservation and/or enhancement of the Urban Forest will be addressed in all new development.

9.5.1.7 Developments adjacent to public parkland will complement the open space and minimize negative impacts.

9.5.1.9 Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimatic conditions are mitigated.

9.5.1.11 New residential development abutting major roads should be designed with a built form that mitigates traffic noise and ensures the attractiveness of the thoroughfare.

9.5.1.12 Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged.

9.5.1.13 Buildings with exposure to Provincial Highways or public streets in areas of site plan control will be subject to a higher standard of design to achieve upgraded building elevations and landscaping, including principal doors and window fenestration.

9.5.1.14 Sites that have exposure to parks or double exposure to both Provincial Highways and public streets will be required to be designed with upgraded building elevations and landscaping facing all parks, public highways and public streets.

9.5.3.7 Buildings will be pedestrian oriented through the design and composition of their façades, including their scale, proportion, continuity, rhythms, texture, detailing and materials.

9.5.3.9 Tall buildings will minimize undue physical and visual negative impact relating to:

- a. microclimatic conditions, including sun, shadow and wind;*
- b. noise;*
- c. views;*
- d. skyview; and*
- e. adjacent cultural heritage resources, open spaces, the public realm, community infrastructure and residences.*

9.5.3.10 The lower portion of tall building developments will include a built form that achieves street frontage and at grade relationships to support a pedestrian oriented environment.

9.5.3.13 Where appropriate, development should be designed to incorporate measures that minimize urban heat island effects.

9.5.4.1 Development proposals should enhance public streets and the open space system by creating a desirable street edge condition.

9.5.4.2 An attractive and comfortable public realm will be created through the use of landscaping, the screening of unattractive views, protection from the elements, as well as the buffering of parking, loading and storage areas.

9.5.5.1 Parking should be located underground, internal to the building or to the rear of buildings.

9.5.5.3 Where surface parking is permitted, the following will apply. Parking should:

- a. not be located between the building and the street;*
- b. incorporate stormwater best management practices, such as, permeable paving, bioretention areas and tree clusters;*
- c. provide safe and legible raised walkways, with curb ramps, within parking areas to buildings and streets;*
- d. incorporate universal design principles;*
- e. be configured to permit future development;*
- f. have appropriate landscape treatment including trees and lighting, throughout parking lots;*
- g. provide appropriate landscape treatment to provide shading of parking areas; and*
- h. provide landscape buffering at the street edge.*

9.5.5.7 Service, loading and garbage storage areas should be internal to the building or located at the rear of the building and screened from the public realm.

General Land Use Policies for Mixed Use

11.2.6.1 In addition to the Uses Permitted in all Designations, lands designated Mixed Use will also permit the following uses:

- j. residential, in conjunction with other permitted uses;*
- l. retail store*

11.2.6.2 The planned function of lands designated Mixed Use is to provide a variety of retail, service and other uses to support the surrounding residents and businesses. Development on Mixed Use sites that includes residential uses will be required to contain a mixture of permitted uses.

11.2.6.3 Developments that consist primarily of

residential uses, with non-residential uses at grade only, will be required to submit an Official Plan Amendment for the appropriate residential designation.

11.2.6.4 Residential uses will be permitted in the same building with another permitted use but dwelling units will not be permitted on the ground floor.

11.2.6.6 If a development application includes buildings that are considered Residential High Density and are not combined with other permitted uses, a development master plan is required.

Neighbourhoods

16.1.1.2 Proposals for heights more than four storeys or different than established in the Character Area policies, will only be considered where it can be demonstrated to the City's satisfaction, that:

- a. an appropriate transition in heights that respects the surrounding context will be achieved;*
- b. the development proposal enhances the existing or planned development;*
- c. the City Structure hierarchy is maintained;*
- and*
- d. the development proposal is consistent with the policies of this Plan*

Implementation

19.5.1 City Council will consider applications for site specific amendments to this Plan within the context of the policies and criteria set out throughout this Plan. The proponent of an official plan amendment will be required to submit satisfactory reports to demonstrate the rationale for the amendment; including, among other matters:

- a. that the proposed redesignation would not adversely impact or destabilize the following:*

- the achievement of the overall intent, goals, objectives, and policies of this Plan; and*
 - the development or functioning of the remaining lands that have the same designation, or neighbouring lands; and*
- b. that a municipal comprehensive review of land use designations or a five year review is not required;*
- c. that the lands are suitable for the proposed use, and a planning rationale with reference to the policies of this Plan, other applicable policies, and sound planning principles is provided, setting out the merits of the proposed amendment in comparison with the existing designation;*
- d. land use compatibility with the existing and future uses of surrounding lands; and*
- e. the adequacy of engineering services, community infrastructure and multi-modal transportation systems to support the proposed application.*

6.5 Lakeview Local Area Plan (August 2018)

The Lakeview Local Area Plan (the “Local Area Plan” or “LLAP”) provides the policy framework for the Lakeview neighbourhood character area, located in southeast Mississauga. The Local Area Plan is to be read in conjunction with policies set out in the Provincial, Regional, and Municipal planning policies, including the Official Plan. Lakeview is envisioned as a well-connected neighbourhood with access to a network of parks, open spaces, and the waterfront as well as a variety of housing choices. Lakeview is comprised of Green System, Neighbourhoods, and Corridor elements which serve different and essential purposes. Neighbourhoods in Lakeview are recognized as stable areas and change will ensure compatibility and appropriate transition to respect existing built form.

The Subject Lands are located within the Serson Terrace Sub Area of the Central Residential Neighbourhood Precinct as shown on *Figure 14 - Map 1 – Precincts and Sub-Areas*. Dixie Road, adjacent to the Subject Lands, is designated as an “Arterial Road” as shown on *Figure 15 - Map 2- Long Term Road and Transit Network*. As shown on *Figure 16 - Map 3- Height Limits* of the LLAP, the Subject Lands are permitted building heights between 2 to 4 storeys.

The vision for Lakeview as per the LAP is based on six guiding principles, including the following:

- *Strengthen distinct neighbourhoods by preserving heritage features, protecting established stable neighbourhoods and ensuring appropriate built form transitions for development.*
- *Support complete communities through compact, mixed use development and a pedestrian oriented mainstreet that offers a range of culture, residential and employment opportunities.*
- *Promote community health by encouraging public transit, cycling, walking, and the active use of parks, open spaces, and community facilities.*
- *Support social well-being by providing facilities and services for a diverse population of all ages and cultures, promoting public spaces as places for social interaction, and encouraging public participation.*
- *Achieve leadership in sustainability by supporting development that is energy efficient and environmentally responsible, and to support the economic health, social equity and cultural vitality of Lakeview.*

To facilitate the above objectives, the following applicable policies are provided:

Neighbourhood Character Areas

6.1.1 Intensification will be through modest infilling, redevelopment along the corridors, or on commercial sites.

6.1.2 Neighbourhoods are encouraged to provide a variety of housing forms to meet the needs of a range of household types.

6.1.3 Intensification will be sensitive to the existing character of the residential areas and the planned context.

Value the Environment

7.1.1 Mississauga will give priority to actions that protect, enhance, and restore the Green System in Lakeview.

7.1.2 Opportunities to create an interconnected network of open spaces, including parks, trails, and bicycle facilities, with linkages to the surrounding areas will be encouraged.

7.2.1 Trees provide important environmental benefits and contribute to the character of the area. The City should seek opportunities for

restoring and enhancing canopy cover on public lands, and promoting tree plantings on private lands.

7.2.2 The City may require streetscape improvements along corridors to expand and enhance the urban forest canopy along the public right-of-ways.

Multi-Modal City

9.2.1 During the review of development applications, streets will be designed to provide connectivity through neighbourhoods.

9.2.3 When reviewing the appropriateness of potential road connections, the City will consider the volume and type of traffic that will be accommodated on the road.

9.2.4 Mississauga will work with the Province and the Region to coordinate and make improvements to the Dixie Road and Queen Elizabeth Way interchange for the realignment of Dixie Road.

9.2.5 Development applications will be accompanied by transportation and traffic studies. Studies will address, among other things, strategies for limiting impacts on the transportation network, where appropriate, including measures such as:

- reduced parking standards;*
- transportation demand management;*
- transit oriented development;*
- pedestrian/cycling connections; and*
- access management plan.*

9.3.1 Providing public transit connections along key north-south corridors to Lakeshore Road East in addition to providing frequent and reliable service along the Lakeshore Road will help shape and support the future development of the Lakeshore Corridor.

9.4.4 Where on-street parking and lay-by parking can be accommodated, it is to be incorporated into the streetscape design.

Distinct, Desirable Urban Form – Central Residential Neighbourhoods Precinct & Built Form

8.4.2 The distinct identity of the existing Neighbourhoods will be maintained by preserving the scale and character of the built environment.

10.1.3.1 The existing commercial site at South Service Road and Dixie Road represents a site for potential intensification, to a maximum height of 4 storeys. Future redevelopment of the property will address issues including but not limited to:

- a. the addition of public roads to connect and improve the neighbourhood's fine-grained road pattern;*
- b. retention of commercial space; and*
- c. appropriate transition to adjacent residential uses.*

10.3.5 Criteria for apartment development will include, among other things:

- a. a minimum separation distance to ensure light and permeability;*
- b. a maximum floor plate to ensure minimal impact on residential areas; and*
- c. transition to adjacent lower built forms.*

10.3.6 Criteria for commercial development will include, among other things:

- a. the maximum height of buildings will be four storeys;*
- b. transition to existing stable residential areas;*
- c. ensure the continuation of a mixed use community;*
- d. on sites with multiple commercial buildings, development will provide dedicated pedestrian walkways to building entrances, and to public roads and transit routes, where appropriate; and*
- e. a coordinated character will be required on sites with multiple commercial buildings, including the use of similar building materials, colours and architectural elements.*

7.0 PLANNING ANALYSIS

As required by Sections 2 and 3 of the Planning Act, the following sections provide an analysis of applicable planning policy and demonstrates how the proposal is consistent with the Provincial Policy Statement (2020) and conforms to the Growth Plan for the Greater Golden Horseshoe (2020), Region of Peel Official Plan (2022), Mississauga Official Plan (2022) and the Lakeview Local Area Plan (2018).

The analysis has been grouped in themes: infrastructure, transportation and mobility; growth management, intensification & compatibility; and complete communities.

7.1 Infrastructure, Transportation & Mobility

Provincial, Regional and local municipal policies emphasize a priority to optimize the use of existing and planned public infrastructure including water, wastewater, stormwater, roadways, transit, and active transportation systems. Further, infrastructure systems should be coordinated and integrated with land use planning, growth management and intensification objectives to ensure they are efficiently used, financially feasible in the long term, can meet current and future demand and support sustainable, healthy, and active communities.

7.1.1 Infrastructure – Water, Wastewater, Stormwater & Hydro Power

The applicable Provincial, Regional, and municipal policies stipulate that new development and intensification within the built boundary should optimize the use of existing and planned public water, wastewater and stormwater infrastructure. Where feasible, this infrastructure should be located below grade within the right-of-way, otherwise, appropriate utility easements may be required. Proposed infrastructure shall be planned and designed to minimize and mitigate negative impacts to public and ecological health and support stormwater management best practices.

In accordance with the above policies requiring detailed technical study for the proposed water, wastewater and stormwater infrastructure, a Functional Servicing and Stormwater Management Report (“FSR & SWM Report”), dated December 6 2022 prepared by KWA is included in support of the development applications. The FSR & SWM Report determined that the Proposed Development can be accommodated by connecting to existing sanitary sewers located on Dixie Road and Haig Boulevard and existing watermains located on Dixie Road and South Service Road. The proposed new sanitary sewers and watermains internal to the Site Area will provide adequate capacity and will be located within the proposed condominium roads.

From a stormwater management perspective, the Applewood Creek and an existing box culvert currently provide a stormwater management function for the site. There are four existing connections on site to this existing box culvert. Through the Ministry of Transportation improvements for the Dixie Road/QEW interchange, the existing box culvert is planned to be converted to a twinned box culvert outletting to Applewood Creek, however this is not part of nor will it encroach on the current Proposed Development.

The Proposed Development will also significantly increase the amount of pervious and vegetated surfaces on site which will reduce stormwater runoff compared to the existing commercial conditions. At detailed design stages, additional potential low impact development measures can also be considered including bioretention, grass swales, permeable pavement, and green roofs. The FSR & SWM Report therefore

concluded that the Proposed Development will be well supported by existing and planned stormwater infrastructure and will generally improve stormwater conditions compared to the existing mall with extensive surface parking.

The proposed water, wastewater and stormwater infrastructure will not pose negative impacts to public health and safety. Appropriate measures will be implemented to minimize impacts to public health and ecological features during construction.

An existing hydro line runs along the south and west limits of the Subject Lands and have been appropriately accommodated into the layout and design in order to ensure appropriate access for maintenance, protect the function of the hydro line and minimize conflict with other uses. The client and consulting team continue to explore ways to integrate the hydro lines with landscaping and pedestrian programming, which will be explored throughout the planning process.

7.1.2 Intersection & Road Network Capacity

A Transportation Impact Study (TIS) prepared by LEA Consulting Engineers, dated December 16 2022 has been submitted in support of this application and included a review of the proposed internal (condo) road network, existing and future traffic conditions, and intersection capacity. The TIS also considered the planned design and function of the ongoing QEW and Dixie Road interchange improvements.

The TIS reviewed eight intersections directly connected to the Subject Lands and north of the QEW associated with the QEW interchange. The TIS concluded that under future background conditions, all signalized intersections are generally expected to have acceptable operations, however several movements have been identified to operate at LOS E or have a V/C ratio above 0.85. The only intersection expected to operate over capacity (i.e. $V/C > 1$) is Haig Boulevard & West Mall Access / South Service Road. The TIS recommends optimization of traffic signal timing as mitigation. In the AM peak hour, the NBLR movement operates with LOS F. In the PM peak hour, the overall intersection and the EBL movement operate above capacity, with V/C ratios of 1.09 and 1.40, respectively. In addition to these movements, the NBLR movement is expected to operate with a V/C ratio of 0.95. During the Saturday peak hour, the same movements are at or near capacity, with V/C of 0.99, 1.15 and 0.95, respectively. All of these movements operate with LOS F. The unsignalized intersections are expected to perform well. Under future conditions, all signalized intersections are expected to operate well. The only intersection that is adversely affected by the site generated traffic introduced in the future total scenario is Dixie Road & South Service Road / Rometown Drive in the AM and PM peak hours, which can be easily mitigated by the optimization of traffic signal timings. All unsignalized intersections were observed to perform well under future total conditions.

The above noted policies require that new development does not negatively impact the long-term function of major transportation corridors, in this case the QEW and associated interchange improvements. In addition, new development should be designed to avoid, mitigate, or minimize negative impacts from such corridors. As demonstrated in the TIS, the Proposed Development will not negatively impact the long-term function of the QEW and MTO infrastructure improvements for the interchange with Dixie Road. MTO's current design for the interchange has for the most part been accommodated by the proposed road network design. The Proposed Development will further support the optimized use of this critical infrastructure. There are no alterations, widenings or other changes required to City and Regional right-of-ways beyond what is already required by MTO for their works.

To accommodate previous resident concerns regarding traffic from the Proposed Development, the project team has revised the roads layout by removing a previously proposed vehicular connection from the site to Haig Boulevard. This connection was determined to not be required to accommodate the Proposed Development. The Haig Boulevard and South Service Road intersection was also studied in the TIS and found that this intersection is anticipated to operate at over capacity according to future background conditions (not including the Proposed Development). The TIS recommends the optimization of signal timing as mitigation.

The proposed internal (private or condominium) road network is context sensitive, having regard for surrounding existing and planned land uses, urban design, community needs, as well as the road hierarchy established by the Mississauga Official Plan. The proposed road network will also appropriately accommodate the ultimate mix of residential and open space uses as well as the planned transit and active transportation network proposed for the site. The proposed roads adhere to the City of Mississauga's standards for private roads for optimal function and efficiency. The proposed internal street network and intersections have been designed to accommodate the safe movements of all road users, including appropriate number and size of vehicular lanes.

As such, in accordance with Provincial, Regional and municipal policies, the Proposed Development can be accommodated by the existing and planned road and intersection network. The Proposed Development will further optimize and contribute to the most efficient use of roadway infrastructure and investments, including MTO's highway interchange improvements while effectively mitigating unacceptable impacts to human health.

7.1.3 Noise from Traffic Sources

As described in the Noise Feasibility Study prepared by RWDI, dated December 6, 2022 the QEW and highway interchange has been identified as a major transportation source of noise that will require mitigation to ensure acceptable noise conditions for development blocks immediately adjacent to the South Service Road. It should be acknowledged that any redevelopment of the subject lands would experience noise impacts from the QEW, regardless of the form and scale of development.

The Noise Feasibility Study concluded that these blocks can generally meet all applicable noise standards with the implementation of mitigation measures such as implementation of parapets and barriers for outdoor living areas, installation of central air conditioning, windows, and doors with enhanced STC ratings, inclusion of appropriate warning clauses in all development agreements. Through the review and processing of this development application as well as through detailed block and building design at the time of Site Plan Approval and Building Permit, modifications to built form, location of outdoor amenity spaces and detailed plans for mitigation measures will be confirmed. Noise conditions for development blocks located internal to the site will achieve an acceptable noise level with no or less significant mitigation measures. The development blocks along South Service Road will function as a noise barrier to these internal blocks including private outdoor amenity spaces and the proposed public park. As such, the Proposed Development can appropriately mitigate transportation noise impacts from the QEW to human health of existing and future residents.

7.1.4 Creating A Multi-Modal Community – Transit & Active Transportation

The Provincial, Regional, and municipal policies related to public transportation are consistent in emphasizing the importance of supporting a safe, efficient and well integrated transportation system. Further emphasis is placed on reducing the reliance on personal vehicles to achieve a more sustainable modal split, optimizing and maximizing transit capacity and ensuring coordination with land use planning, transit investments and growth management requirements.

In January 2021, Federal funding was earmarked to improve the existing bus station/terminal southeast of the subject site. The Proposed Development as well as any future development on the balance of the Subject Property, presents the opportunity to examine/revisit the current bus station (located on Dixie Road in front of the Burger King) and perhaps move to a more central location, improving accessibility and functionality. As noted in section 3.4 of this Report, this bus station has been identified by the City as a priority with great potential for improvement. In addition, further investment has been allocated for improvements to the Milton GO line (to the north) and the Lakeshore Bus Rapid Transit line (to the south). The boost in ridership, improved transit headway and bus station improvements demonstrate how the Proposed Development will uphold the critical policy direction to optimize the use of transit infrastructure, support public investments and planning of such infrastructure, and support the overall improvement of the transit system where possible.

MiWay also has plans to extend additional transit service to Dixie Outlet Mall, specifically MiWay Routes 14 (Lorne Park), 51 (Tomken - Local), 151 (Tomken - Express) and 185 (Dixie Express). These improvements are acknowledged in the TIS, however detailed service analysis was conducted only on existing MiWay Routes 4 and 5, which are capable of supporting the Proposed Development today. The Proposed Development will only further benefit from these additional bus routes and will in turn further support their ridership and service headways.

While the Subject Lands are not directly located adjacent Dixie Road, it is worth reviewing the transit infrastructure focussed on this adjacent roadway considering it's proximity to the subject lands as well as the availability of transit immediately adjacent the Subject Land which have direct connections to this area. Dixie Road is a Regional arterial road with "frequent transit" service. The Growth Plan defines "frequent transit" as a public transit service that runs at least every 15 minutes in both directions throughout the day and into the evening every day of the week. In this regard, the existing service frequency for the MiWay Route 4 (Sherway Gardens) includes 15 minute service during weekdays, but off-peak times increase to 25 minutes. MiWay Route 5 (Long Branch/Dixie GO) currently has weekday service with better than 15 minutes in both directions during peak hours, and 15 minute off-peak service. The route also runs Saturdays albeit with reduced frequency and with no service from the existing bus terminal on Sundays.

According to the MiWay 5 Year Plan, proposed 2041 headways for all existing and future bus routes connecting to the Subject Property will achieve the Growth Plan's definition of frequent transit service. Bus Routes 5, 51, 151 and 185 are also anticipated to achieve a "frequent transit service" level by 2031, with Routes 4 and 14 not able to meet this target. As per preliminary review and correspondence with MiWay staff in advance of this submission, the Proposed Development has the potential to improve and accelerate the achievement of "frequent transit service" on all existing and future bus routes to meet the 2031 target horizon or earlier.

These local bus routes serve the broader Lakeview neighbourhood and beyond and connect people to a variety of local and regional destinations. This includes higher order transit such as Dixie GO Station, Long Branch GO Station, TTC (at Sherway Mall and adjacent Long Branch GO) the future Hurontario LRT, Dundas BRT, Lakeshore BRT, to jobs in the future Innovation Corridor within the Lakeview Village site and to the north in the existing employment lands north of the Queensway, as well as a range of community amenities and services such as Trillium hospital, schools, other local bus connections and more. The anticipated additional bus service would result in exceptional service to all residents, businesses and visitors using these routes, improving convenience and reliability of the local transit system. This improved service will also enhance transit access from the broader area to the Subject Lands which in itself is intended to be a local destination for groceries, retail, jobs, housing and public open space.

Although locations of higher order transit are identified as an important component of creating an efficient and integrated transportation network across the broader Region and City of Mississauga, Provincial and Regional policies seek to encourage transit ridership and an integrated transit system throughout all areas. The Proposed Development will not impede the function of nearby MTSAs, the nearest being at Dixie Road and Dundas Street (the location of Dundas Connects BRT station and the Dixie GO Milton Line) and at Lakeshore Road and Dixie Road (the future Lakeshore BRT station). Rather, the Proposed Development will support the optimized use of higher order transit service and improve critical first and last mile ridership, particularly for existing and future users making a connection via MiWay Routes 4 and 5. As described in the Local Area Plan policies, supporting public transit connections along key north-south corridors to Lakeshore Road East will further shape and support future development of the Lakeshore Corridor. This notion extends to support for the Dundas Connects rapid transit line to the north which may also benefit from improved frequent north-south connections.

The improved transit service will improve mobility options for residents, employees and visitors looking to make local trips which may not require higher order transit and may improve connectivity between other local bus routes by reducing the inconvenience of unreliable and time-consuming transfers. The improved service will improve the convenience of transit and will better support people who by choice or necessity will not own a car. The convenience and reliability of service is also important to support equitable mobility choices for people of all abilities, including parents with young children, older adults, and people with mobility challenges where walking and cycling may not be the most convenient, accessible or safe option for local trips.

The Proposed Development includes a mix of land uses and an extensive and an integrated active transportation network consisting of multi-use trails, sidewalks and bicycle lanes that will facilitate safe and convenient mobility to and from the site. Further, as discussed in the Urban Design Study, the design philosophy for the Proposed Development has been to create connectivity which focuses the pedestrian routing and cycling infrastructure throughout the Subject Lands and beyond.

As illustrated in the Urban Design Study, right-of-ways and open spaces have been designed to ensure pedestrian and cyclist safety and accessibility throughout the site and includes features that will contribute to a comfortable and pleasant experience. The walking and cycling infrastructure includes sidewalks, seating, tree plantings, bioswales, cross walks, gardens, lighting, and close proximity to a mix of uses. Pedestrian and cycling routes will also connect with planned active transportation infrastructure on Dixie Road, therefore allowing for seamless connectivity across the site and will encourage the use of this planned infrastructure by existing and future residents.

Collectively, the proposed active transportation network and existing and potential future transit improvements will support a well-connected multi-modal transportation system connecting pedestrian and cycling facilities, local transit routes, higher order transit, employment opportunities and other services and facilities in the broader neighbourhood. This will support improved mobility choices for existing and future residents, employees of the mall and visitors, and encourage the use of active transportation and transit by providing desirable and convenient alternatives to the personal vehicle. By improving choice and convenience of transit and active transportation, the Proposed Development will support a shift to more sustainable mobility behaviours and healthy active living.

The Proposed Development also seeks to implement a variety of transportation demand management measures (TDM) in order to reduce reliance on the personal vehicle, promote alternative mobility options and contribute to Regional and City modal split objectives. Proposed TDM measures include but are not limited to: the proposed mix of land uses, transit-supportive density and transportation network, reduced parking standards and provision of short- and long-term bicycle parking. Opportunities for further TDM strategies will be explored through detailed design at the Site Plan Approval stage. The TIS provides recommendations of additional TDM strategies that may be considered.

7.1.5 Conclusion

The Proposed Development will support the efficient and optimal use of existing and planned road, water, sanitary and sewer infrastructure while supporting improved local bus service and ensuring public health and safety. The Proposed Development will contribute to an integrated multi-modal transportation system by facilitating a safe and convenient active transportation network, a mix of land uses and transit-supportive density that is well connected to various transit routes. The Proposed Development will improve mobility options for existing and future residents of the site and broader neighbourhood, encourage sustainable and active mobility choices and support a reduced reliance on the personal vehicle.

Therefore, as per the analysis and rationale provided in this Section, it is our opinion that the Proposed Development and supporting Official Plan Amendment and Zoning By-law Amendment are consistent with the applicable policies of the PPS and conform to the applicable policies of the Provincial Policy Statement, Growth Plan, Region Of Peel Official Plan, Mississauga Official Plan and Lakeview Local Area Plan related to infrastructure, public transportation and active transportation.

7.2 Growth Management, Intensification & Compatibility

The Proposed Development considers building heights and a density that exceeds the maximum permission provided by the Mississauga Official Plan and the Lakeview Local Area Plan. As such, an Official Plan amendment is required. The Subject Lands are unique, particularly in the Lakeview community due to the size and location, which provides flexibility to accommodate a range of uses, significant capacity for new housing on a provincially significant transportation corridor.

It is our opinion that the site was not appropriately considered for its full potential at the time of the preparation of the Lakeview Local Area Plan and warrants special consideration through the processing of this site-specific development application for a desirable urban condition which balances multiple Provincial, Regional, and municipal land use objectives. The COVID-19 pandemic and years that have followed have changed the role of retail stores, with an increase in online shopping and a decrease

demands for brick and mortar locations. As such, many mall sites, including Dixie Outlet Mall, are seeing more vacancies, with the lands being severely underutilized.

As previously described, the Mississauga Official Plan identifies the Subject Lands as located within a Neighbourhood (however on the edge), and specifically the Lakeview Neighbourhood Character Area. It is the intention that through the processing of the Subject Lands' site-specific development applications, that a desirable development concept be implemented on the Subject Lands within its current Neighbourhood policy context. It is our opinion that the Subject Lands and Proposed Development represent a unique circumstance in this instance due to its size, location, and current use and therefore warrants consideration for the proposed mix of uses, heights and densities.

It should be acknowledged that City Council passed a City-initiated Official Plan Amendment 115 (herein referred to as "OPA 115") in December 2020 which established new policy direction for mall-based Community Nodes in Mississauga stemming from the City's Reimagining the Mall process. The Dixie Outlet Mall is not within a Community Node, nor was it considered in the Reimagining the Mall process or OPA 115. However, due to the similarities of the Dixie Outlet Mall with Community Node-based mall sites elsewhere in Mississauga, it has been noted that staff would consider applying similar policies in the review of future development applications. The owner has filed an appeal to OPA 115 in an abundance of caution to protect the site's ability to achieve an appropriate land use policy framework which permits opportunities for the highest and best use of the Subject Lands. This matter is currently under case number "PL190361" before the Ontario Land Tribunal. The OPA 115 appeals are still being processed by the Ontario Land Tribunal in a phased approach.

7.2.1 Growth Management, Intensification & City Structure

The PPS and the Growth Plan encourage the integration of land use planning, growth management and transit supportive development. As such, Provincial policies promote growth and intensification generally throughout the delineated built-up area in order to facilitate the efficient and optimal use of land, infrastructure and transit, to support projected needs, and to support the creation of sustainable and complete communities. Growth and intensification are to be directed to areas with existing or planned transit, mix of land uses, and on lands serviced by existing or planned infrastructure. As noted in Section 2.1 of the Growth Plan (emphasis added by author):

*"To support the achievement of complete communities that are healthier, safer, and more equitable, choices about where and how growth occurs in the GGH need to be made carefully. Better use of land and infrastructure can be made by directing growth to settlement areas and prioritizing intensification, with a focus on strategic growth areas, including urban growth centres and major transit station areas, as well as brownfield sites and **greyfields**. Concentrating new development in these areas provides a focus for investments in transit as well as other types of infrastructure and public service facilities to support forecasted growth, while also supporting a more diverse range and mix of housing options."*

Growth Plan Policy 2.2.2(3) requires Mississauga as with all municipalities to develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will, among other things, encourage intensification generally throughout the delineated built up area, ensure lands are zoned and development is designed in a manner that supports the achievement of complete

communities, and be implemented through official plan policies and designations, updated zoning and other documents.

The Subject Lands are located within a “settlement area” and a “delineated built-up area” as per the PPS and the Growth Plan and is serviced by existing servicing infrastructure and public transit. The Subject Lands are also considered a greyfield site, which are previously developed properties that are not contaminated and include underutilized commercial properties. The Subject Property is located in the Urban System of Peel as per the Region of Peel Official Plan (ROP) which is intended to accommodate growth and achieve transit supportive complete communities. As demonstrated in the Transportation Impact Study prepared by LEA, and throughout this Report, the proposed densities for the Proposed Development are transit-supportive and would facilitate significant improvements to local transit service to meet the Growth Plan’s definition for “frequent transit service”, thereby supporting the site as contributing to a “strategic growth area”. Due to its greyfield location, existing transit infrastructure and network proximity, and potential to facilitate “frequent transit service”, the Subject Lands and Proposed Development can be considered a strategic growth area as described by the Growth Plan. As such, the Subject Lands are a desirable and strategic location to accommodate growth and intensification.

The TIS and FSR & SWM Report determined the Proposed Development and densities can be accommodated by existing and planned infrastructure. The TIS further identified design changes part of the MTO’s highway interchange re-design which will help accommodate the Proposed Development. The Lands are located in proximity to existing schools, employment areas and other commercial and community services. The Proposed Development will further contribute to and enhance this mix of uses and create a local hub/destination for residents, employees, and visitors. From a Provincial policy perspective, the Proposed Development will support the efficient and optimal use of infrastructure and public transit, will contribute to minimum growth targets and support the creation of a complete community. The proposed densities and built form are desirable, appropriate and suitably located to promote these objectives.

The ROP encourages a compact form of intensification which optimizes existing land supply and infrastructure in urban areas while efficiently integrating a mix of land uses to support the needs of people at all stages of life. Similar to the Growth Plan, the ROP places an emphasis on encouraging transit-supportive development by promoting intensification opportunities in all appropriate areas including along corridors, nodes, MTSAs, and any other appropriate areas within the built-up area to support a higher level of transit service.

The proposed compact built form and densities will make efficient use of existing Regional infrastructure, support financial planning of Peel’s services and support a higher level of transit service in the local neighbourhood and broader area serviced by existing MiWay Routes 4 and 5 and well as other planned Routes. The proposed mix of uses and residential unit mix will improve the ability of existing and future residents to age in place. This is supported by achieving a range of housing options, facilitating a more pedestrian oriented public realm, as well as maintaining and strengthening access to local-serving amenities and jobs on site and within the broader neighbourhood. The proposed active transportation network and the opportunity to improve transit service will make moving around the neighbourhood and broader city more accessible and convenient while reducing dependency on the personal vehicle. Improved transit service on MiWay Routes 4 and 5 is particularly important in order to support a sustainable modal split favouring transit as a more significant means of access for visitors to the proposed retail hub instead of the use of personal vehicles, which is the predominant mode of access to the existing

Dixie Outlet Mall. Transit-supportive densities, such as those proposed for the Proposed Development, in conjunction with other transportation demand management strategies such as reduced parking, is necessary to significantly improve the convenience of transit to and from the site.

The Proposed Development will support the achievement and perhaps the exceedance of the minimum growth targets for the Region of Peel and City of Mississauga. As determined through the TIS and FSR/SWM report, this anticipated growth will not exceed planned capacity and can be phased appropriately to not exceed existing capacities.

It should be noted that the Region of Peel recently undertook a Municipal Comprehensive Review (MCR) process to bring the Region of Peel Official Plan into conformity with the Growth Plan (2020) and will inform the ongoing Mississauga Official Plan Review. Included in this MCR process was an ongoing Land Needs Assessment and MTSA Study. The Growth Plan and Region of Peel OP continue to emphasize an intensification-first approach to development which focuses on better use of existing land and infrastructure and less on continuously expanding the urban area.

A Land Needs Assessment Report Update and associated Staff Presentation presented to the Region of Peel Planning and Growth management Committee on June 17, 2021 provided an update on forecasted population growth and housing needs to 2051. It is anticipated that approximately 271,100 new residential units will be required across the Region of Peel to accommodate a forecasted population growth of 700,000 people to 2051. The Report Update recommends a “Balanced Approach” between a purely market-based approach and a purely intensification-based approach (meaning that no settlement area boundary expansions will be permitted) to accommodating the forecasted population. The Balanced Approach would achieve a region-wide intensification rate of 55% and would result in a need for approximately 132,500 new apartment residential units across the Region of Peel. The draft municipal allocation of the 271,100 new residential units contemplates approximately 98,000 new units to be provided in the City of Mississauga. Given the limited amount of available greenfield lands in Mississauga, it is anticipated that a considerable amount of this target would be achieved through intensification (higher density, apartment built form). The Proposed Development will support the achievement of these population and housing forecasts and minimize reliance on urban area expansions to accommodate growth.

Section 5.3 of the Mississauga Official Plan outlines policies for the City Structure. The City Structure organizes the City into functional areas based on pre-existing land use conditions to establish the framework for planning policies that will guide development. The City Structure consists of a number of elements, including: the Downtown, Major Nodes, Community Nodes, MTSA’s, and Neighbourhoods, amongst other areas. The Subject Lands are located within a “Neighbourhood” (albeit on the fringe), and specifically the “Lakeview Neighbourhood Character Area” as shown on *Figure 9 and Figure 11, respectively*.

The Mississauga Official Plan and Lakeview Local Area Plan provide context-specific guidance for directing growth and development within Neighbourhoods. The Mississauga Official Plan and Local Area Plan generally regard Neighbourhoods as locations for limited growth and that residential intensification should be directed to Intensification Areas, locations along Corridors or in conjunction with existing apartment sites or commercial centres through infill. Within Neighbourhoods, the maximum permitted building height is four storeys and there are no prescribed density ranges including minimum or maximum limits.

While the Lakeview Neighbourhood Character Area is not an “Intensification Area”, development is still anticipated. The Mississauga Official Plan states that while the character of Neighbourhoods is to be protected, this does not mean that they will remain static or that new development must imitate previous development. This seems appropriate considering past development standards, including the City Structure itself, reflect requirements, policies and thinking of that time when originally approved and do not necessarily reflect current land use realities, policy trends and objectives or market/political challenges. The Lakeview Local Area Plan recognizes that the Subject Lands have redevelopment potential and that there must be appropriate building transition to the adjacent residential neighbourhoods. However, the current policy framework provided by the City Structure for the Subject Lands does not facilitate an appropriate mix of land uses and built form to meet current policy objectives (especially recent Provincial housing objectives) and community needs.

The Subject Lands are part of an existing commercial centre (Dixie Outlet Mall), and therefore still remains an appropriate location to accommodate intensification within a Neighbourhood. In addition, as the site will continue to house significant commercial and retail uses in the retained portion of the mall, the Subject Lands are well positioned to accommodate greater amount and variety of housing options in close proximity to these services. It is understood that the Proposed Development exceeds height and density permissions for Neighbourhoods and the Central Residential Neighbourhood Precinct for the Lakeview Neighbourhood. It is our opinion that due to the very large size (which allows for greater setbacks) and location of the Subject Lands within the broader community as well as in relation to existing housing and transit, through superior urban design, the Proposed Development can achieve an appropriate transition and improve the public realm experience of the site. Compatibility and urban design are addressed in greater detail in the following subsection. In this instance, special consideration is being sought within the Neighbourhood context to optimize the use of the site for multiple city and regional objectives.

It should be acknowledged that the Mississauga Official Plan and Local Area Plan also contain other policy objectives for Neighbourhoods and the Lakeview Neighbourhood specifically including creation of a mixed use, well-connected, transit-supportive community that meets the housing needs of a range of household types and promotes sustainable and active living. The proposed built form and densities directly support and offer opportunity for improved transit, greater housing choice in proximity to a range of uses supporting daily needs and will improve the convenience of transit and active modes of transportation. Although the Subject Lands are capable of supporting these critical objectives, they cannot fully realize their potential under the current policy framework for a Neighbourhood and it does not fit the specific qualifications of any other City Structure category. The City Structure in this instance is too rigid to appropriately optimize the Subject Lands and Proposed Development which have a unique opportunity to make significant contributions to the broader community and City of Mississauga.

7.2.2 Neighbourhood Character, Compatibility & Transition

The Growth Plan provides that new development should support minimum intensification targets and achieve a compact built form that is appropriate in type, scale and achieves a transition of built form to adjacent areas. Similarly, the Region of Peel Official Plan encourages compact built form and intensification to consider the characteristics of existing communities and services.

The immediate surroundings have key characteristics that should be considered which establish existing visual and functional character of the area. These key characteristics include:

Residential Neighbourhood	<p>Immediately adjoining to the west is the Serson Terrace Neighbourhood Precinct of the Lakeview Neighbourhood Character Area located immediately west of the Subject Lands.</p> <p>Low density residential uses continue further to the north and to the east but are separated by significant ROWs including the QEW and Dixie Road and associated interchange.</p> <p>The residential component of this immediate surroundings is predominantly characterized by single detached and townhouse units and a mature tree canopy.</p>
No Frills Grocery Store	Located to the south, owned by Choice Properties.
Lakeview Golf Course	Located south beyond the No Frills, the Lakeview Golf Course is considered a heritage asset to the community.
Applewood Creek & Mature Tree Canopy	<p>The Applewood Creek is located immediately to the south/west of the Subject Lands and contributes to the green system of the neighbourhood.</p> <p>The abundance of mature trees in the surrounding neighbourhood contribute to a green aesthetic and character of the neighbourhood. The presence of mature trees is continued south along the Creek and Golf Course.</p>
QEW & Dixie Interchange	<p>A 400-series highway and interchange stretches along the north towards the east of the Subject Lands and is a defining feature of the immediate local area.</p> <p>The QEW is a significant transportation and goods movement corridor that received high volumes of traffic from across the region including from the City of Toronto to the east. The Dixie Interchange is the east-most access located in the City of Mississauga.</p> <p>The QEW bisects the Lakeview Neighbourhood and creates a significant separation from the Subject Lands to the residential neighbourhood to the north.</p>
Dixie Outlet Mall & Retail	The existing use for the site is the Dixie Outlet Mall with a significant amount of surface parking which covers the majority of the Subject Property. The existing retail program caters to local residents but is predominantly recognized as a Regional draw for outlet retail. For this reason, the Mall receives visitors from across the region and is mostly accessed by personal vehicles.

The above characteristics represent a complexity of functions, priorities and jurisdictions as well as built form and mobility conditions that may not be desirable or sustainable in the future, and in some aspects not in keeping with applicable broader policy planning. For example, the above characteristics including the low-density suburban form of residential use, retail mall and surface parking perpetuate the pre-existing car-oriented nature of the area. The vast area of surface parking and rear of the Dixie Outlet Mall also does not represent the most desirable interface to the adjacent residential area to the west. On the other hand, the mature tree canopy known for the Lakeview Neighbourhood is a desirable characteristic that should be protected and expanded where possible.

The Mississauga Official Plan and Local Area Plan provide policy direction for new development on how to ensure compatibility with existing character but also contribute to desired and/or planned community design and function. Neighbourhoods and Corridors are classified at “Non-Intensification Areas” by the Mississauga Official Plan, but intensification is not prohibited so long as an appropriate transition in height and built form is achieved and such opportunities for intensification are directed towards Corridors. The MOP and LLAP require that tall buildings and higher density development be sensitive to adjacent low-density residential neighbourhoods and achieve an appropriate transition. It should be acknowledged that the MOP also notes that the policies for Neighbourhoods are not intended to imply that these areas will remain static or that new development must imitate previous development patterns but rather that, when development does occur, it should be sensitive to the Neighbourhood’s existing and planned character.

The Proposed Development contemplates a high density, transit-oriented community and contains a number of tall buildings which exceed the current maximum permission of 4 storeys. Due to the significant depth of the Subject Lands, the development layout allows for and has been designed to provide significant setbacks and separation distance from nearby residential areas. The proposed site layout positions height away from the residential area immediately to the west by siting new public park and open spaces blocks along this interface as a buffer. Along this interface, podiums limited to 3 storeys with stepped building up to 12 storeys are proposed and are provided with significant setbacks from nearby residential lots. The Proposed Development strives to target 30 metre separations where possible, and this has been achieved. The only exceptions are with slender or non-primary face tower to tower separation or where a taller element faces a shorter building element. Furthermore, the proposed building facing Haig proposes ground related product to contribute to the transition to the low-density residential neighbourhood to the south.

The QEW, highway interchange and Dixie Road along the north and east sections of the Subject Property also provide a significant separation distance to existing residential neighbourhoods to the north and east. Existing homes along Dixie Road, south of the QEW are for the most part either side yard or front yard conditions facing the Subject Lands.

As a result of the significant separation distances, setbacks and building locations, the Proposed Development achieves the 45 degree angular plane test taken from the nearest lot line of surrounding low-density residential properties. In this test scenario the residential lots immediately fronting onto North Service Road are not considered as many have been expropriated for the purpose of road work and associated Dixie Road/QEW Interchange work and are now vacant. This test is not mandated in the policy planning framework, and may not always apply in certain circumstances in evaluating applications, but is regarded as a generally-accepted tool for reviewing compatibility with proposed height and existing

surrounding residential development. The Angular Plane is further discussed in the Urban Design Study prepared by GPAIA dated December 16, 2022.

A Shadow Study has been prepared by GPAIA, dated December 16 2022 in support of the Proposed Development to assess potential shadow impacts. The Study has been prepared in accordance with the City of Mississauga's Terms of Reference for Shadow Studies to the best of the project team's ability. Due to the early stage in the master planning process, it was not realistic or feasible to calculate all criteria to the extent the Terms of Reference requests. More detailed exploration of shadow impacts will be reassessed and reviewed as the development evolves and progresses through the development process.

The vast majority of adjacent properties in the surrounding residential neighbourhoods will not be impacted by the Proposed Development from a shadow perspective, as per the City's Terms of Reference criteria. Shadows predominantly fall on South Service Road and the QEW. While this does impact sidewalks on South Service Road, the pedestrian experience along this stretch is currently less than desirable. The Proposed Development creates new, vastly improved pedestrian connections in this area, with improved pedestrian infrastructure and streetscape.

Based on the preliminary shadow analysis, the Proposed Development can achieve appropriate shadow conditions and will continue to take appropriate measures to minimize shadows as the development concept evolves. In addition, as the Proposed Development has strategically located building height and massing to meet the 45 degree angular plane, which in turn minimizes any potential shadowing for the Proposed Development, it will achieve an appropriate separation and transition to neighbouring low-density residential areas.

It is acknowledged that the existing built form reflects predominantly low-density housing forms and select policies of the Local Area Plan seek to protect this built form in established neighbourhoods. The Proposed Development will not result in the loss or removal of this low density built form. Instead, the proposal it will add a new component to the neighbourhood that can co-exist and integrate with the surrounding area. None of the existing built form or the neighbourhood or street characteristics will change resulting from the development since no vehicular access, servicing, or natural area maintenance imposes on the adjacent community.

The proposed public park and open space will instead achieve a more desirable and attractive interface with the residential area to the west compared with what is now the rear of the Dixie Outlet Mall, associated servicing and loading routes and surface parking. The low-density built form character of the surrounding neighbourhood will remain and continue to exist with the Proposed Development and are regulated under planning policy. The Proposed Development has a unique circumstance due to its location, size and existing condition that makes the site appropriate to accommodate a significant amount of growth that cannot reasonably, cohesively, or appropriately be achieved in the low-density established neighbourhoods which surround the Subject Lands.

Aside from built form, the Mississauga Official Plan and Local Area Plan also directs new development and intensification to also address matters such as complete communities, main street character, vibrant public realm, respecting heritage and protecting view to the waterfront.

To create a community focal point for both future and existing residents, pedestrian routes have been designed to allow for site porosity from Dixie Road and Haig Boulevard throughout the site. Along this journey through the site, residents will be able to experience an outdoor gathering place with the

introduction of green/open spaces. The open spaces in the Proposed Development will also lead pedestrians and cyclists through the development with connections further west to the existing community. These public realm assets will ensure view corridors are brought deep into the site and will help create a strong sense of place for this new neighbourhood. Collectively, the existing retail program (in the retained mall), open spaces, amount and mix of housing options, active transportation network and opportunity for improved transit service all contribute to the creation of a complete community.

The Lake Ontario waterfront is a signature characteristic of the broader Lakeview neighbourhood. The Proposed Development will not impact existing waterfront views from this site. Rather, Proposed Building heights will create new opportunity for future residents to view the lake, therefore expanding opportunities for a waterfront view to more households.

As such, the Proposed Development will enhance community character, local sense of place and create a vibrant public realm for the entire neighbourhood while maintaining an appropriate transition. The Proposed Development has worked to ensure the continuity of existing desirable community characteristics and desired outcomes, such as tree canopy, access to local amenities, services and destinations, and a pedestrian-focused public realm. In particular, the Proposed Development will result in an overall improvement to the public realm, range of local amenities and visual aesthetic compared to the existing Dixie Outlet Mall and surface parking.

7.2.3 Gateway & Tall Building Design

The Subject Lands and Proposed Development warrant additional design consideration due to the prominent location on the QEW and near both the future Dixie Road Interchange and at a prominent entrance from Toronto into Mississauga. The Mississauga Official Plan provides that city boundaries and major Provincial highway interchanges are to be provided with an appropriate gateway treatment through high quality development, massing of buildings, open spaces, landscaping and streetscape. Sites with exposure to parks or double exposure to both provincial highways and public streets will be required to be designed with upgraded building elevations and landscaping facing all parks, streets, and highways.

The Proposed Development should be viewed as an incremental step towards the only reasonable opportunity to mark this prominent City gateway on the QEW. Any future development of Mall lands along South Service Road could also extend this consideration of the exposure to the QEW as a placemaking opportunity. All other established areas east of Dixie Road, either north or south of the QEW towards the Etobicoke Creek boundary provide no substantial place-making opportunity. In its current condition, the interchange provides only signage indication of the entrance to Mississauga, with the City of Toronto boundary marked by distinct built form including the Sherway residential condominiums, office buildings and the Sherway Gardens Mall. This is illustrated in the images below (*Image 1 & 2 below*).

There exist some examples of midrise built form (6 storeys) on the north side of the QEW west of Cawthra (shown in *Image 3 below*). However, this scale and massing does not have the same visual impact that a taller built form can achieve, particularly for an important gateway location. In addition, with the growth of mature trees a mid-rise built form can be screened from view. The Proposed Development will have considerable space along the South Service Road to accommodate mature street trees that may grow to similar size as those shown in the *Image 3*. As such, greater building heights are capable of achieving a more prominent statement on such a large freeway corridor. With such a place-making obligation and opportunity, it is important that this site distinguish itself from other City development with taller

buildings. The proposed collection of tall buildings with variations of height for positively accentuating the skyline as seen through the lens of the beginning of a gateway consideration, are capable of achieving a more prominent statement on such a large and provincially significant corridor.



Image 2. View of east bound QEW entering Toronto



Image 3. View of west bound QEW entering Mississauga



Image 4. 6-storey built form along the QEW (view of east bound QEW west of Cawthra Road interchange)

Major transportation corridors such as the QEW are important features that should be utilized to communicate the identity, distinction, and civic pride of Mississauga for residents, visitors, and passers-by. The use of new development and built form is an important tool to achieve this objective. This rationale can be applied in various other locations in the City and should be considered as part of the upcoming City Official Plan review. The Proposed Development has the opportunity to create a distinct presence at this important city boundary while also contributing to the attractiveness of the QEW. It is the intent that these buildings, will employ a high standard of architectural excellence and further enhance the existing neighbourhood. As described previously, an emphasis on high quality streetscapes, public realm, and landscaping along the proposed public park, and multi-use path will also contribute to a superior gateway community design.

The Mississauga Official Plan and Local Area Plan provide additional policy direction for design of buildings and tall building elements. Specifically, buildings are to be designed to be pedestrian oriented. For tall buildings, this is most importantly achieved in lower portions of the built form which contribute to the public realm. In addition, tall buildings are to be designed to minimize undue physical and visual negative impacts.

The proposed built form will achieve a pedestrian oriented public realm through a range of architectural design characteristics including, but not limited to:

- Stepped podiums to ensure a human scaled transition and visual interest of the public realm; and,

- Generous building setbacks which will create a comfortable and large public realm and streetscape, provides more space for trees to grow and mature, provides additional space for plantings, bioswales, and other streetscape elements.

The Proposed Development will also appropriately minimize undue physical and visual negative impacts. As demonstrated by the Shadow Study, Pedestrian Wind Assessment, and Noise Feasibility Study, potential impacts can be appropriately mitigated through the implementation of design recommendations including, but not limited to:

- Building heights and massing to mitigate transportation noise impacts from the QEW to areas internal to the Subject Lands;
- Maximum floor plates, adequate tower separation distances and siting of towers within the limits of the development to achieve porosity of tall buildings, allowing for sky views, view corridors, an interesting skyline and minimized shadow impact;
- General setback and building stepbacks to protect access to sunlight and sky views; and,
- Servicing, loading and garbage storage areas are either located internal to the building or are to be screened from the public realm.

The above built form elements will be seamlessly integrated with the public realm, open spaces, and landscape elements in support of the proposed garden city vision for the Proposed Development. The design vision and features are further explored in the Urban Design Study prepared by GPAIA. Ultimate design features will be confirmed through the detailed design process at a later stage of development but will be informed by the principles of this Urban Design Study.

7.2.4 Compatibility for Environmental & Public Health and Safety

Provincial, Regional, and municipal policies also require that new development, including development along major transportation corridors avoid or appropriately mitigate risk to environmental and public health and safety. This includes consideration for ecological features and their functions as well as noise and wind impacts of transportation infrastructure and proposed built form.

As described in the Noise Feasibility Study prepared by RWDI, dated December 6 2022 the QEW and highway interchange has been identified as a major transportation source of noise that will require mitigation to ensure acceptable noise conditions for development blocks immediately adjacent to the South Service Road. The Noise Feasibility Study concluded that these blocks can meet all applicable noise standards with the implementation of mitigation measures such as implementation of parapets and barriers for outdoor living areas, installation of central air conditioning, windows and doors with enhanced STC ratings, building massing to shield outdoor amenity areas, inclusion of appropriate warning clauses in all development agreements. The proposed building massing and heights along the QEW and Dixie Interchange will also function as a noise barrier for sensitive uses located internal to the Master Plan, including the public park and open spaces, private outdoor amenity areas, streets, and retail square.

A Pedestrian Windy Assessment prepared by RWDI, dated December 2 2022 assesses the wind conditions generated by the proposed buildings, impacts on surrounding areas and internal to the site, as well as recommendations for mitigation. The Assessment determined that there may be certain locations internal to the site with uncomfortable wind conditions, however that these conditions can be appropriately

mitigated to achieve comfortable conditions through the use of vegetation and other landscape features, building design and massing articulation. The Proposed Development will not result in negative wind impacts to adjacent streets and land uses.

The Proposed Development therefore will not result in undue negative impacts to environment and public health and safety which cannot be appropriately mitigated. Through the development application process as well as detailed design at the Site Plan Approval stage, refinement of the built form, massing and landscape design will occur and will be further studied by detailed technical assessment. In general, the Proposed Development will result in enhancements to the quality of the green system, access to public open spaces and active transportation network that will support higher quality of life for existing and future residents.

7.2.5 Conclusion

The Proposed Development represents an appropriate location for intensification and will achieve a desirable character that balances multiple objectives. As demonstrated in this Section and supporting studies, the Proposed Development will achieve an appropriate transition and separation to nearby low-density residential areas, ensure environmental and public health and safety, contribute to an improved public realm, a complete transit-oriented community, and create a prominent landmark to mark the gateway to Mississauga. The proposed OPA and ZBA will appropriately implement land use and built form controls to facilitate the desired vision for the Subject Lands and Proposed Development, bringing the lands into consistency with the Provincial Policy Statement and in conformity with the Growth Plan, Region of Peel Official Plan and Mississauga Official Plan.

7.3 Complete Communities

Provincial, Regional, and local municipal policies are generally aligned in emphasizing the importance of achieving complete communities across the Region of Peel, Mississauga and in the Lakeview Neighbourhood. Complete communities are recognized to contain a range of key characteristics and achieve a number of important functions.

To achieve a complete community, a mix of land uses, key infrastructure and services located in close proximity is encouraged in order to ensure residents, employees and visitors have convenient access to local shops, housing options, jobs, transit, nature, recreational opportunities, schools, and other key community amenities that meet daily needs and ensure a high quality of life. To achieve this, Provincial, Regional, and municipal policies encourage a compact built form, transit-oriented densities and a convenient, safe and accessible active transportation network to minimize the travel distances, reduce dependency on automobile trips, and to maximize the efficiency and effectiveness of public infrastructure and services. Further emphasis is placed on achieving a mix and range of housing options that meet the needs of diverse household types, housing preferences and income levels that also contribute to growth and intensification objectives. This includes consideration for a range of housing forms, sizes, tenures, accessibility considerations, and price points. The achievement of a complete community will support the needs of people of all stages of life including families, seniors, and young adults in order to foster the ability to age in place within Mississauga and the Lakeview Neighbourhood. Complete communities should be designed to be compact and contribute to a vibrant public realm and sense of place.

As demonstrated in Section 6.1 and 6.2 of this Report, the proposed densities and heights can be accommodated by existing and planned infrastructure and can achieve an appropriate transition in built

form to adjacent low density residential areas. Further, the proposed densities will support significant improvements to local bus service to and from the site and for the broader community. The Proposed Development introduces residential and open space uses to the Subject Lands to create a true mixed-use neighbourhood that will facilitate the achievement of a complete community within the Subject Lands and the broader Lakeview Neighbourhood.

7.3.1 A Complete Range of Housing Options

With Mississauga's large size, and variety of distinct neighbourhoods, there are various areas with both low density and higher density residential development. However, north of the railway lines to The Queensway, and from Etobicoke Creek to Cawthra Road, the Lakeview neighbourhood is predominantly characterized by low density housing options including detached dwellings and limited townhouse dwellings. The only existing apartment built form in the Lakeview Neighbourhood north of the Lakeshore Road East GO rail line is the Fairways condominium complex residence located on Dixie Road surrounded by the Lakeview Golf Course to the south of the Subject Lands. Further, the Subject Lands currently demonstrate an inefficient use of land within a built-up urban area as it represents a low-density, car-oriented suburban retail format.

There is also limited opportunity to accommodate a significant supply of new and varied housing in the area as the majority of the lands have already been developed for low-density residential or other land uses such as the Lakeview Golf Course, Toronto Golf Club, Hydro Corridor to the west, and QEW and Dixie Road interchange to the east. The only potential locations for redevelopment with enough space and flexibility to accommodate a significant amount of apartment built form is the Dixie Outlet Mall site or the Applewood Plaza, located on the north side of the QEW. The Applewood Plaza is a smaller site that consists of a more traditional and fulsome local retail experience which is well used. At this time only the Dixie Outlet Mall site is contemplated for redevelopment in the foreseeable future. As such, the Dixie Outlet Mall site is the only opportunity for significant intensification anywhere north of Lakeshore Road in the Lakeview neighbourhood with sufficient space to accommodate appropriate transition and separation from adjacent neighbourhoods. Other opportunities for additional apartment built form exists along the Lakeshore Road East corridor, where redevelopment for this built form is tightly constrained to lands immediately adjacent to Lakeshore Road. The Subject Lands are centralized in the broader Lakeview Neighbourhood and provides an opportunity to live in close proximity to multiple significant employment destinations (along Queensway/Dundas to the north and Lakeview Village to the south) or to connect to neighbouring communities and municipalities through local transit connections.

It is acknowledged that higher density forms of development are planned for lands located along the Lakeshore Corridor and within the Lakeview Waterfront Major Node Character Area. These areas are home to existing apartment buildings and will accommodate apartment forms in the future. However, this does not undermine the value of accommodating greater housing options within the rest of the Lakeview neighbourhood and specifically on a site that with the proposed apartment uses will contribute to a broader area mixed use, local retail destination and bus terminal function for the broader community. The Subject Lands and Proposed Development present a significant opportunity to contribute to shared Provincial, Regional, and municipal objectives to support a range and mix of built form and housing options to meet diverse household needs while also delivering new and improved community amenities and experiences for all surrounding residents. With recent Provincial Legislation including Bill 109, Bill 23, and the More Homes Built Faster Act, the Province has made it clear that we are in a housing crisis and housing objectives need to be met and exceeded where possible.

The Proposed Development consists of 1,263 residential units, which will contribute to a diverse housing stock, and will achieve transit-supportive densities and support projected needs of current and future residents. The Proposed Development will contribute to the housing supply in the local area and broader City and Region and will offer a mix of unit sizes, ranging from one to three-bedroom units, which can accommodate a variety of income levels and household types including but not limited to individuals, couples, families, groups, first time homebuyers, and seniors. Where feasible, ground floor townhouse-form apartments will be incorporated to provide a ground-related housing option with direct front door access and will support the animation of the public realm.

The integration of smaller unit sizes may be considered more suitable for some smaller and/or middle-income households compared to what the existing housing stock offers and will also provide opportunities to facilitate aging in place and household mobility as households fluctuate in size and/or reassess their housing needs over the long-term. This would allow for any number of scenarios such as supporting older adults to downsize, for young adults and first time homebuyers to enter the housing market, for students and renters to find suitable accommodation close to school and work, and for families to grow and stay within their school districts, all within the same neighbourhood. Furthermore, the proposed Zoning By-law Amendment supports flexibility in higher-density housing options as it will protect for and accommodate a diverse range of residential uses and tenures including rental, condominium ownership, and senior housing.

The Proposed Development will contribute to, and exemplify, a future complete community and local mixed use hub which will include access to a range of housing, public and private open spaces, nature, local serving stores and retail, a grocery store, employment, public transit and active transportation networks. Enhancing the equitable distribution of and access to amenities, services, and jobs within the Subject Property and surrounding neighbourhoods will support a reduction in travel distances and encourage active modes of travel. This will attract a variety of individuals and households interested in a more transit-oriented lifestyle while remaining in a family-friendly and green neighbourhood.

A Housing Report was prepared by Glen Schnarr & Associates Inc., dated December 2022 in support of the Proposed Development that provides an assessment of the existing housing context and contribution of the proposed development to housing affordability. Although the exact price range for the proposed residential units cannot be established at this early stage, the proposed housing mix and unit size will nonetheless support a range of household types, housing needs, sizes, and income levels for the long term. The Proposed Development will introduce a greater range of options in the neighbourhood that will better support diverse housing needs than the existing housing stock. A mix of housing types and sizes is an important aspect of a complete, healthy, and affordable housing market. It is acknowledged that further supports will be required to provide housing that will be affordable to some households of a certain size and income. The development team is committed to working with the City and Region to determine an appropriate affordable housing contribution to ensure a wider range of housing needs can be met within the Proposed Development.

The proposed mix and range of housing types and unit sizes are consistent with the housing objectives of the Province, Region of Peel, and City of Mississauga and will support the creation of a complete community for the entire neighbourhood from a housing perspective. Given the limited availability of developable land and land use restrictions within the surrounding low-density neighbourhood, the Proposed Development is a unique opportunity to balance housing and other important aspects of creating a complete community such as an efficient and convenient transit service.

7.3.2 Public Parks & Open Space

As shown on the concept plan for the Proposed Development, a park block is proposed. The Landscape Plan prepared by Janet Rosenberg & Studio and Urban Design Study prepared by GPA further illustrate the entire landscaped open space network throughout the Proposed Development that will also include the design of streetscapes and private and public lands. The proposed park and open spaces will accommodate a range of conditions and experiences including naturalized areas, shared and private outdoor gardens and green space amenities, public parkland, multi-use trails, passive and active recreation for all seasons. It is anticipated that programming of the proposed park and open spaces will cater to people of all ages and accessibility requirements. The creation of new green space and well landscaped private streetscapes including street trees and bioswales will also contribute to the character of the local area. Collectively, the proposed parks, multi-use paths and open spaces will contribute to strengthening north-south and east-west linkages and will support a more convenient and safe condition for the use of active transportation to navigate the site and broader neighbourhood.

The programming of the proposed park and open spaces as well as private amenities will cater to future residents of all ages with different accessibility requirements and will also serve residents in the surrounding area. The proposed public park will create new local destinations and neighbourhood focal point for the broader Lakeview Neighbourhood, creating a place to dwell and connect with others. While the majority of the proposed open space network will be publicly accessible, the Proposed Development also includes ground level and rooftop private outdoor amenities which will serve private residences.

The Proposed Development also offers an opportunity to improve equitable distribution of public parks and open spaces which are important to support human and environmental well-being. In the broader area, access to public parkland and quality open space opportunities is limited. As shown on *Image 5* below, a large portion of the Subject Lands as well as some adjacent residential neighbourhood is not within the maximum 800m walking distance to surrounding public parks south of the QEW. Parks north of the QEW are considered less accessible due to the hassle and potential safety and accessibility concerns to access them, particularly for families with children, older adults, and others with mobility challenges.

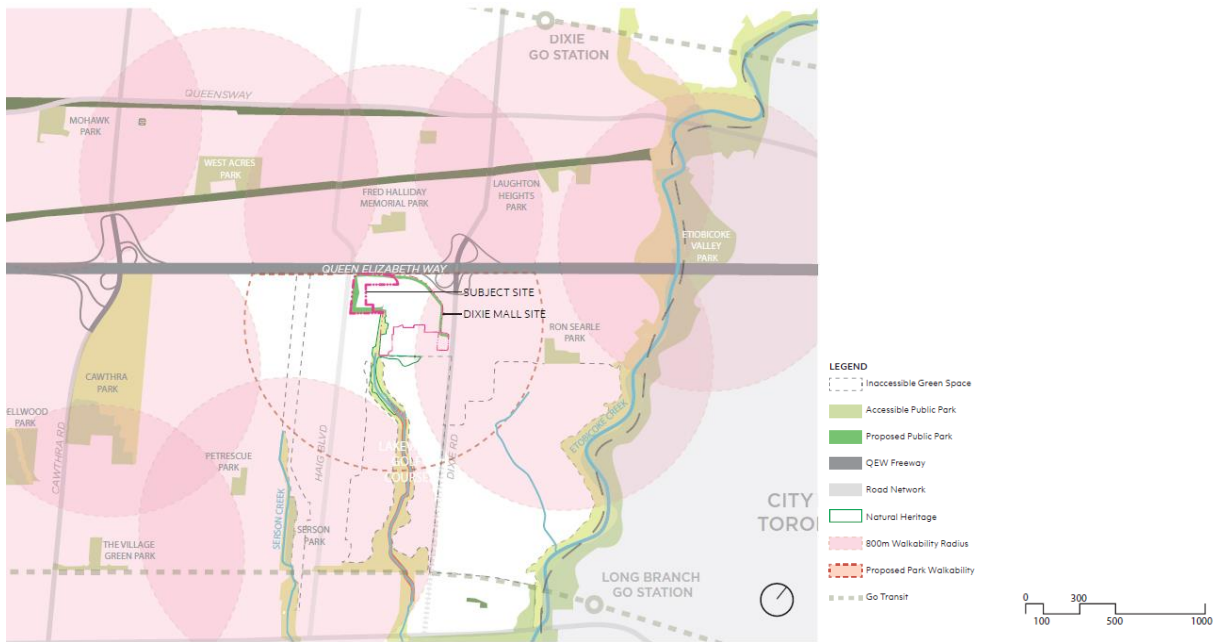


Image 5. Existing Parks 800m walking distance (Source: as shown in the UDS prepared by GPA dated December 16 2022)

The existing parks are not in accordance with Mississauga Official Plan policy which encourages that all residents be within an 800 metre walking distance to a local public park. The inclusion of a public park, as well as a potential POP in the Proposed Development will therefore achieve the 800 metre walking distance for the site and greatly improve safe, accessible and convenient access to public park opportunities for existing residents of the immediate area. This further contributes to improving the existing community fabric with enhanced public open space opportunities for formal and informal outdoor play. The proposed public and private community amenities and open space network will foster social interaction, sense of community, and connection to nature that will contribute to the overall quality of life for current and future residents and visitors.

7.3.3 Retail/Commercial, Services & Employment Opportunities

The Subject Property is designated “Mixed Use” by the Mississauga Official Plan (“MOP”). MOP policies require that lands designated Mixed Use are to provide a variety of retail, service, and other uses to support surrounding residents and businesses. Residential uses are permitted in conjunction with other permitted non-residential uses and redevelopment of Mixed Use sites must achieve a mix of permitted uses. As the Proposed Development seeks a significant amount of new residential uses, an OPA is required and has been submitted as part of this development application. As the Proposed Development maintains a significant portion of the mall (retail), the intent of the MOP Mixed Use policies is maintained for the Subject Lands which are for the most part continuing with a Mixed Use designation.

As previously discussed, the Subject Lands are currently occupied by the Dixie Outlet Mall and surface parking. As determined by the Retail and Service Needs Assessment prepared by Tate Economic Research Inc., approximately 80% of all existing retail on the Master Plan site is identified as “destination retail” space, which attracts customers beyond the local area. The remaining 20% of space is considered “convenience” shopping oriented towards meeting daily local retail and service needs. Of this 20% “convenience” retail, the majority is occupied by the existing 60,000 square foot No Frills grocery store

and 10,000 square foot dollar store, the remainder being used for fast food restaurants and personal services such as hair and nail salons. As per the Retail and Service Needs Assessment, based on cellular location services data, the majority (60%) of customers of the “destination retail” component of the Dixie Outlet Mall live beyond a 15 minute drive from the Subject Lands. This demonstrates that the Dixie Outlet Mall has a destination function, drawing support from a broad geographic area. The existing retail functions are fairly automobile-centric due to the current retail offerings and supporting large surface parking area.

It is the objective of the Proposed Development to create a new apartment built form opportunity in the broader area that better promotes the use of transit and active transportation while preserving access to important services and the adjacent retail experience. The Proposed Development respects the retention of the majority of the mall to continue to serve retail and commercial needs. This is reflected in the proposed Zoning By-law Amendment.

The existing Dixie Outlet Mall, as is typical of many 20th century suburban malls, contains a sort of pseudo indoor public space specifically intended to extend the shopping trip that has been adopted as a gathering place for frequent visitors. With retaining the majority of the mall, this indoor public space will remain, in addition to the new public spaces as part of the Proposed Development. The Proposed Development will create new central gathering spaces, like the proposed public park that will activate the public realm and integrate private and public space for existing and future residents, employees, and visitors. In addition, the Proposed Development will integrate new pedestrian paths which provide new direct linkages to the mall and outdoor gathering spaces within and outside of the Subject Lands.

In combination with the proposed open space and active transportation network the Proposed Development will create a more walkable and pedestrian-friendly public realm with supportive densities that can improve transit service for visitors and employees from the broader City.

In addition, as the Proposed Development proposes to retain the majority of the mall, retail and commercial services and the jobs associated, will continue at this time. It should be noted that significant employment uses already exist to the north and south of the Proposed Development within the Provincially Significant Employment Zone on Dundas Street East and the proposed Lakeview Village Innovation Corridor, respectively. Two significant developments including the Square One District in City Centre and Lakeview Village to the south of the Subject Lands are anticipated to collectively introduce nearly 5 million square feet of new office space to the market. As these projects evolve, they provide opportunities for work for the future residents.

Further, the increased availability of housing on the Subject Lands will support housing needs for existing and future employees and other users (such as students) in close proximity to these priority employment areas and would also support improved north-south local bus service to promote the convenience of transit as a preferred commuting option. Improved housing options will also improve ability to locate residents in close proximity to potential employers, therefore reducing the need for long commutes. One can also speculate that the benefits of increased density, such as improved transit and options for housing, are also factors worth considering for attracting high quality employers to locate in Mississauga and Lakeview, not to mention the benefits to commercial businesses that rely on strong local consumer base.

7.3.4 Connectivity—Creating a Multi Modal Community

The Subject Lands are located directly south of the QEW, a busy Provincial highway, and west of Dixie Road, a major arterial road. The existing Dixie Outlet Mall is inherently an automobile-centric land use which in its current conditions does not provide for a convenient, pleasant, accessible, or in some

instances, a safe pedestrian experience. Central to the Proposed Development's vision as well as Provincial, Regional, and municipal policies is the creation of a pedestrian-oriented, transit supportive multi-modal community that minimizes the need for a personal vehicle, a significant departure to the site current condition. This shift will require significant improvements to local transit, streets and the public realm to appropriately support this essential aspect of a complete community.

As determined by the Transportation Impact Study prepared by LEA, the proposed densities are capable of supporting substantial improvements to the frequency of local bus service, specifically existing MiWay Bus Routes 4 and 5 as well as Routes 14, 51, 151 and 185 which are planned to be expanded to the site. These local bus routes serve the local Lakeview neighbourhood and broader City and connect people to higher order transit, significant employment areas for jobs as well as a range of community amenities and services such as hospital/medical facilities, schools, parks, and existing and future cultural facilities south of Lakeshore Road East. This local bus service also serves to connect the broader area to the Subject Lands and all existing and future retail services, public park and bus hub.

The enhanced transit service will improve mobility options for existing and future residents, employees and visitors and make transit a far more convenient and reliable choice to move around. In a lower-density neighbourhood such as the Lakeview Neighbourhood north of the Lakeshore Road East GO train line, opportunities to bring transit on par with the convenience of using a personal vehicle should be leveraged where possible. This improved service will also better support households and visitors at diverse stages of life, circumstances and preferences who may not own a car by choice or necessity. This could include a countless array of scenarios but could include residents of secondary suites with limited access to parking or a vehicle, large households with access to only one vehicle, youth who are not licensed to drive, or any individual or household looking to avoid or minimize costs associated with owning a vehicle. As new residents look to locate within the Lakeview Neighbourhood (including the Proposed Development) an understanding that reliable and frequent transit options will be available and will inform expectations and key decisions around home financing and transportation behaviours. As such, transit service should be optimized as early as the opportunity is made available. The convenience and reliability of transit service is also important to support equitable mobility choices for people of all abilities, including parents with young children, older adults, and people with mobility challenges where walking and cycling may not be the most convenient, accessible, or safe option for local trips.

In addition to the proposed mix of uses within the Proposed Development, an extensive integrated active transportation network consisting of multi-use trails and sidewalks are also proposed that will facilitate safe and convenient mobility for pedestrian and cyclists. Streetscapes will be designed to ensure safety, accessibility, and an attractive, pleasant experience. Key streetscape features include wide sidewalks, seating, tree plantings, bioswales, cross walks, gardens, lighting, and easy connection to a range of services.

The Proposed Development represents a significant improvement to the Site's existing condition and will create a well connected multi modal transportation network that prioritizes the use of active transportation and transit. The proposal will improve mobility choices and accessibility for residents, and visitors to the subject site as well as the broader neighbourhood. By improving choice and convenience of transit and active transportation, the Proposed Development will support a shift to more sustainable and healthy mobility behaviours that are instrumental to the achievement of a complete community.

7.3.5 Conclusion

The Proposed Development will support the achievement of a complete community as it will include a mix of land uses and transit supportive density, as well as introduce new and diverse housing supply in an

area where it can optimize existing and planned infrastructure. The Proposed Development will be supported by a well-integrated multi-modal transportation network including connections for pedestrians, cyclists and transit users which will support connectivity across the neighbourhood and broader City to various amenities, jobs, services and other destinations for all residents, employees, and visitors. Given that the existing site is occupied almost entirely by asphalt and a predominantly destination-based retail use, the Proposed Development poses a significant opportunity to create new public and private spaces that will foster social interaction, active living, and connection to nature while supporting local needs (i.e. a *true* mixed-use community).

The proposed OPA and ZBA will appropriately implement the mix of land use blocks, and permitted uses and design specifications to achieve the desired community. Therefore, it is our opinion that the Proposed Development and supporting OPA and ZBA are consistent with the applicable policies of the Provincial Policy Statement and conform to the applicable policies of the Growth Plan, Region of Peel Official Plan, Mississauga Official Plan and Lakeview Local Area Plan related to housing and all other components of complete communities.

8.0 SUPPORTIVE STUDIES AND REPORTS

The following section provides a summary of the reports, studies and supporting materials conducted in support of the Proposed Development.

8.1 Traffic Impact Study / Transportation Demand Management / Parking Utilization Study

LEA Consulting Ltd. was retained to prepare a Parking Utilization Study and Traffic Impact Study, including looking at Transportation Demand Management (herein referred to as the “TIS”). The TIS discusses the current and future site context with respect to traffic and road/ intersection capacity. The TIS examines the Proposed Development within this context to determine required upgrades or potential constraints on the road network. Only one intersection is expected to operate over capacity (Haig Boulevard and the West Mall Access/ South Service Road). The only intersection that is adversely affected by the site generated traffic introduced in the future total scenario is Dixie Road & South Service Road /Rometown Drive in the AM and PM peak hours. Currently, the MTO is undertaking improvements in the area which impact the QEW, Dixie Road and South Service Road which are anticipated to improve conditions. The TIS also examines site accesses for the Proposed Development and concluded that the proposed accesses are sufficient in terms of size (two lane cross section) and location (one access from South Service Road and one access joint to the mall parking lot).

The TIS also discusses the pedestrian network, cycling network and transit facilities. The TIS states that active transportation improvements adjacent to the site will be provided via implementation of the Dixie Road bicycle lanes from Rometown Drive to Lakeshore Road East along with a west side multi-use trail (MUT), east side sidewalk, and sidewalks along South Service Road. Additionally, improvements to the MiWay bus route in the area are proposed to include a re-routing of Route 5 so that it will travel along Dixie Road instead of Ogden Avenue South Service Road to Lakeshore Road East, making for a seamless connection to the future higher order transit planned for Lakeshore Road East. Additional TDM measures could potentially include land use strategy, pedestrian strategies (crosswalks, facilities, landscaped areas,

connections to Haig through park), cycling based strategies, transit based strategies, reduced parking supply, smart commute, carpool or car share spaces, public transit info, cycling awareness, bike share program. Strategies can be explored and confirmed during detailed design stages of the planning process.

The TIS supports a reduced parking rate for the Proposed Development of 1.0 space per residential unit, 3.9 spaces per 100 square metres of retail GFA (for the balance of the Subject Property) shared with visitor parking for the Proposed Development. A total of 132 short term and 794 long term bicycle parking spaces are recommended.

8.2 Urban Design Study

An Urban Design Study was prepared by Giannone Petricone Associates, dated December 16, 2022 included with this submission (herein referred to as the “UDS”). The UDS was prepared in accordance with Terms of Reference as discussed with staff at the onset of this project. The Urban Design Study discusses the history of the lands, the site context, the community engagement process. As well, the UDS describes the guiding principles of the Proposed Development, discussing the parks and open space, green network, public and private spaces. The UDS discusses in detail the thought behind the built form of the Proposed Development, looking at the height strategy, tower separation, podium stepping and angular plane. The UDS also has regard for the corresponding Sun/Shadow Study and Wind Study prepared for this submission.

8.3 Sun/Shadow Study

A Sun/Shadow Study was prepared by Giannone Petricone Associates, dated December 16, 2022 included with this submission and prepared in accordance with the City of Mississauga’s Terms of Reference. The Sun/Shadow Study looks at 5 criterion with respect to adequate daylight: residential private outdoor amenity spaces, communal outdoor areas, the public realm, turf and flower gardens in public parks, and building faces. The Sun/Shadow Study concludes that criteria is generally met. Shadows from the Proposed Development are predominantly across South Service Road and the QEW.

8.4 Wind Study

RWDI was retained to prepare a Qualitative Wind Study for the Proposed Development, which is dated December 2 2022 and included with this submission. The Wind Study as prepared in accordance with the Mississauga Terms of Reference and examines pedestrian comfort criteria based on the impacts of the Proposed Development. The Proposed scenario predicts few “uncomfortable” windy conditions with “potential safety exceedance”. The Wind Study makes recommendations including relocating or recessing entrances, installing wind screens/planters. Landscaping can also be utilized to minimize wind conditions. These wind mitigation options will be further assessed and adopted through detailed design stages. We understand that a Quantitative Wind Study will be required as part of the applications, however it does not make sense to undertake wind tunnel modelling at this time, as the project is in very early stages.

8.5 Acoustical Feasibility Study

RWDI was retained to prepare an Acoustical Feasibility Study examining noise and vibration (“Noise Report”). The Noise Report is dated December 6, 2022 and included with this submission. The Noise Report recommends noise control measures for the Proposed Development, including (potentially), installation of air conditioning, inclusion of noise warning clauses, window glazing and special balcony doors, and potentially the construction of perimeter noise barriers along outdoor amenity areas. Noise mitigation will be further assessed and adopted through detailed design stages. The Noise Report also concludes that as the rail is located farther than 500 metres away, there are no noise or vibration impacts expected.

8.6 Arborist Report / Tree Inventory and Preservation Plan

An Arborist Report was prepared by Cohen & Master, dated December 12 2022. Sixty-nine trees have been inventoried as part of this project. Fifty-one trees located on the Subject Lands are in conflict with proposed construction and are to be removed, none of which are City owned. Six trees located on the Subject Lands are dead or smaller than 15cm and are to be removed. Twelve trees will be preserved through the proposed construction. Pursuant to the City’s Private Tree Protection By-law, the client will submit a permit application to remove fifty-one trees. A total of ninety-three replant trees will be provided.

8.7 Stormwater Management Report / Functional Servicing Report

KWA was retained to prepare a Stormwater Management Report and Functional Servicing Report (“FSR/SWM”). The FSR/SWM notes there are existing catch basins within the parking lot which connect to existing box culverts. There is an existing trunk sewer draining south located on Haig and on Dixie Road. With respect to water connections, there are watermain at Dixie Road and Haig Boulevard, which the Proposed Development will connect to via the condominium roads. With respect to stormwater management, the Proposed Development contains on-site stormwater sewers, with one new connection to the existing box culvert, which eventually discharge to Applewood Creek. Furthermore, for the Proposed Development, stormwater management strategies will be individually chosen and designed for each of the blocks during detailed design. Subsequent Site Plan Applications will be submitted once the process is further advanced. Some feasible options for quantity control are to direct runoff into underground storage tanks and/ or LID practices through internal conveyance systems. Park and temporary garden blocks will predominately be pervious surfaces, for which little runoff is expected for small storm events so runoff is more of a concern during less-frequent, more-intense storm events. Some recommendations for achieving quantity control includes the use of underground storage tanks, above ground surface depressions and/ or through LID practices. The blocks will be designed in detail at a later stage, at which time, the individual quantity control measures can be determined.

8.8 Phase I and II Environmental Site Assessment (ESA)

Pinchin Ltd. was retained to prepare a Phase I Environmental Site Assessment (herein referred to as “Phase I ESA”) and Phase II Environmental Site Assessment (herein referred to as “Phase II ESA”). The Phase I report, is dated September 22, 2021, and the Phase II report is dated September 28, 2021, and both are included with this submission. The purpose of the Phase I was to assess the potential presence of

environmental impacts at the Subject Lands due to activities at a near the lands. The Phase I was conducted in accordance with Provincial standards. Given that the Proposed Development is for commercial and residential land uses, whereas the property is currently only used for commercial land uses, a Record of Site Condition is required. The Phase I ESA included a review of available records and historical information, interviews with site representatives, site reconnaissance, an evaluation of the information gathered and a final report. The Phase I notes that the lands were previously used for agricultural purposes, with the construction of the mall approximately mid 1950's to mid 1960's. Subsequent renovations and additions have occurred over the years. Two dry cleaning operations have been present on the lands in the early 1980's and late 1990's. Pinchin identified 23 potential contamination areas on the lands, and 9 beyond the property's limits within the study area (however 7 are not considered a concern). Due to the 25 potential contamination areas, further investigation is warranted and a Phase II is recommended.

The Phase II ESA work was completed in June and July 2021 and consisted of 30 boreholes, 18 of which were completed as groundwater monitoring wells. Groundwater samples were taken and analyzed in a laboratory. In Area "A", groundwater VOC impacts were identified in monitoring well MW14-2 and are understood to be the result of the historical dry cleaners formerly located in the northern portion of Site Building A. Within Area "B", groundwater VOC impacts were identified in several monitoring wells and are understood to be the result of the historical dry cleaners formerly located in the southern portion of Site Building A. Within Area "B2" groundwater impacts were identified in monitoring wells MW14-10, MW21-21 and MW21-29 and understood to potentially be the result of impact migration downgradient of the historical dry cleaners formerly located in the southern portion of Site Building A. Pinchin recommends further investigation work to delineate the soil and groundwater impacts.

8.9 Housing Report

A Housing Report was prepared by Glen Schnarr & Associates Inc., dated December 2022 in support of the subject Official Plan Amendment and Zoning By-law Amendment Applications. The Housing Report was prepared in accordance with the City of Mississauga's Terms of Reference. The Housing Report discusses how the Proposed Development offers an opportunity to diversify the housing mix in the Study Area, which predominantly consists of low-density built forms. Diversifying the housing stock with a range of apartment sizes caters to different household types and income levels. The Housing Report looks at the surrounding context, as well as housing related policies from the Provincial Policy Statement, Growth Plan, Region of Peel Official Plan, the Peel Housing and Homelessness Plan, City of Mississauga Official Plan, and City of Mississauga's Housing Strategy. The Housing Report concludes that the proposed mix and range of housing types and unit sizes are consistent with the housing objectives of the PPS and conform to the applicable housing policies of the Growth Plan, Region of Peel Official Plan, and City of Mississauga Official Plan. Furthermore, the Proposed Development appropriately balances the objectives for intensification, mix of housing options and the creation of complete communities.

8.10 Retail and Service Needs Study

Tate Economic Research Inc. was retained by the owner to prepare a Retail and Service Needs Study, which is dated December 6, 2022 and included in this submission (herein referred to as "Retail Study"). The Retail study looks at the existing Dixie Outlet Mall shopping centre (570,000 square feet), and assesses the Proposed Development's demolition of 78,000 square feet (13% of the mall). The Retail Study reviewed Official Plan policies as well as the current retail function of the Dixie Outlet Mall. The Retail

Study concluded that the reduction in retail and service space for the Proposed Development (high density residential) is consistent with the Official Plan and the vision for mixed-use development on the lands. Furthermore, the Retail Report concludes that the reduction in retail and service space will not result in a significant change in function (remains largely unchanged). Lastly, through lease expiries and renewals there may be an opportunity to accommodate some of the tenants from the demolished section of the mall into the remaining space. In conclusion, from a market function perspective, there is support for residential intensification and a decrease in retail on the Subject Lands.

8.11 Hydrogeological Study

A Hydrogeological Study was identified as a submission requirement. Grounded Engineering Inc., has been retained to undertake the Hydrogeological work, however at the time of submission of these applications, the Hydrogeological work is still underway. A letter of undertaking prepared by Grounded, dated November 30, 2022, has been included with this submission, stating the anticipated timeline to complete water monitoring. The Hydrogeological Study to be submitted at a later date, will be prepared in accordance with the City of Mississauga's Terms of Reference for Hydrogeological Investigations.

9.0 PROPOSED IMPLEMENTING DOCUMENTS: OFFICIAL PLAN AMENDMENT AND ZONING BY-LAW AMENDMENT

To permit the Proposed Development, an Official Plan Amendment and a Zoning By-law Amendment application are required. The following discussion outlines the proposed Official Plan designation and Zoning By-law regulations/provisions. These documents provide the framework to implement the Proposed Development concept.

9.1 Proposed Official Plan Amendment

An Official Plan Amendment (OPA) is required to implement the Proposed Development vision in the Mississauga Official Plan. The Draft OPA is provided in *Appendix I* of this Report.

As shown in *Figure 8*, the Subject Lands are currently designated "Mixed Use". The lands are proposed to remain designated as "Mixed Use" with an amendment to the Lakeview Local Area Plan for a Site Specific Policy. The Draft OPA also includes revisions to the Lakeview Local Area Plan (LLAP) Height Limits schedule.

The Draft OPA also includes various text revisions to the LLAP where policies reflect the existing commercial development. Revisions have been focused on: including references to intensification and built forms matching the Proposed Development; adding policies that match the scale and height of the Proposed Development; and revisions reflecting the need for policy considerations on mixed use communities. To simplify the extent of the Draft OPA, a new special site policy (Special Site 14) section for the Subject Lands is proposed. These unique policies identify the subject lands, indicate which general provisions of the MOP will not apply as they are unsuitable to this mixed-use community, address use permissions including the current continuation of Dixie Outlet Mall (although reduced), and policies which

generally speak to limits on FSI, GFA, built form, and locations of certain uses. The special site policies also reference the proposed height.

9.2 Proposed Zoning By-law Amendment

The following Section provides further detail on the specifics of the draft implementing Zoning By-law materials (Draft ZBLA) provided in *Appendix II* of this Report. As previously noted, the Subject Lands are currently zoned as “General Commercial (C3)” under Mississauga Zoning By-law 0225-007, see *Figure 17 – Mississauga Zoning By-law*.

It is anticipated that this document will be revised as the development plan evolves and associated design and technical information is received. It is also hoped through the application comments, that City staff will be able to provide guidance on their early acceptance to the fundamentals of the by-law structure and intent so as to allow for easier revisions as part of formal resubmissions back to the City. For example, it is helpful for GSAI and the broader design team and our client if the use permissions or setback regulations are confirmed and further dialogue on the zoning provisions can focus on elements that are still in transition through plan iterations. With any major revisions to the submission documents, GSAI will provide an amended Draft ZBLA chart and/or schedule outlining revisions to match the design elements and to fulfill project requirements.

The implementing zoning by-law chart has been organized with each column representing a proposed zone for the Subject Lands. Each row provides details on the specifics for the proposed zones: the design of the chart is meant to provide high-level zoning considerations at the top (i.e. uses) with the details at the bottom (i.e. parking standards) similar to how the final implementing zoning by-law would be drafted. GSAI would note the following information:

GENERAL COMMENTS

- The specific zoning prefixes were based on the appropriateness of their permissions and what the GPA drawings envision for the lands. For the developable lands, RA5 zoning was selected for the lands envisioned as primarily residential while OS1 was selected as the applicable block contains a proposed public park.
- The height limit noted in the residential zone is prepared to match the GPAIA concept/drawing design details. Further refinement of the applicable height regulations can be explored once City staff provide comments on the development applications.
- Parking rates proposed for the residential development reflect both existing and future transit network availability as well as modal splits which consider modal split changes in the future. Particularly, MiWay service adjacent to the subject lands is good and overall neighbourhood service will be excellent in the future and in turn, the project will support the transit service with the concentration of new area residents.
- To accommodate potential phasing of the subject lands in context of the existing Dixie Outlet Mall, the implementing zoning chart allows for continuation of the retail use. This now protects for permission of the retail plaza within the RA5 special section lands through partial redevelopment/construction.

SPECIFIC ZONES

The accompanying materials from GSAI indicate the proposed Draft ZBLA seeks to rezone the Subject Lands from “C3 – General Commercial” to various zone categories as described below:

1. “RA5-XX” (Residential Apartment - Exception) permits various residential built forms in compliance with the RA5 provisions with specific development regulations for the design elements of the built form. Any references to “townhouses” in supporting materials is more a reference to a front-door access to the ground floor apartment unit but for the purposes of the zoning provisions, would still be considered an apartment. It should be noted that at this time, the regulations are generic for all the RA5-XX lands, but with time could evolve with further refinement if the block plans provide separate details. This necessity would also be further explored with our client and based on City staff and further public comments on the development applications. The zone reflects permission in consideration of a private road system (i.e. permits underground parking under private roads) and includes considerations for access and determining frontage with the blocks as proposed. The proposed provisions also include permission for roof-top amenity areas for certain portions of the buildings should the architect program the building in this fashion. Setbacks and landscape buffer provisions are based on the conceptual pinch-points as shown but with plan evolution can be customized to reflect some of the other larger areas on the plan. It is also expected through evolution of the GPA plans/drawings, the necessity of these regulations will change and thus, will be revised to suit as required. The setbacks along South Service Road are based on expected MTO requirements. Other setbacks to open space zones and adjoining blocks are based on positioning structures and buildings appropriately in light of adjacent context.
2. “OS1-XX” (Open Space – Exception) is to apply to the public park block. Regulations have been added to allow for potential structures within this park block as part of future park master plan development. The proposed zone also includes permissions reflecting existing stormwater management and electrical infrastructure currently within these lands. Through discussions with Alectra, our client has been made aware that none of this infrastructure can be relocated and in turn, the land needs to be designed to protect for functional permanent access to the infrastructure.
3. “R3-75” permits detached dwellings and mimics the zoning permission on lands immediately to the south of the subject lands. Zoning for this block as proposed will facilitate anticipated/potential future real estate transactions between our client and the adjacent landowners. Essentially, completing this transaction will give existing homes legal permissions for their homes and some accessory structures, some of which are currently on the owner’s property. City staff should confirm whether applying the R3-75 zone will suffice to protect for the existing structures or whether an additional provision is needed in which case the R3-75 zone will need to become a new R3-special section.

10.0 CONCLUSION

The Proposed Development represents a desirable form of intensification on a currently underutilized site. It is our opinion that the proposed Official Plan Amendment and Zoning By-law Amendment are justified and represent good planning for the following reasons:

- 1) The Proposed Development and supporting OPA and ZBLA are consistent with the policies of the Provincial Policy Statement as it supports an appropriate mix of uses and densities that will facilitate intensification and the optimized use of land, servicing infrastructure and transit as well as contribute to the creation of a healthy, livable and sustainable community;
- 2) The Proposed Development and supporting OPA and ZBA conform to the policies and direction of the Growth Plan and Region of Peel Official Plan as it will promote a compact built form and appropriate mix of uses and densities that will support the efficient use of transit, active transportation and other public infrastructure and services and will support the creation of complete and transit-oriented communities;
- 3) The Proposed Development and implementing OPA and ZBLA will support the creation of complete communities through the proposed transit-supportive densities, an appropriate mix of land uses with convenient access between residential areas, provision of adequate and appropriate commercial services and open spaces, a well connected and safe pedestrian and cycling network as well as generating sense of place;
- 4) The Proposed Development presents an efficient use of land and cost-effective development patterns, fully embraces planned and existing public infrastructure and services, which is consistent with the policies of the Mississauga Official Plan;
- 5) The Proposed Development and implementing OPA and ZBA will supporting the creation of a sustainable community that prioritizes the use of public transit and active transportation. The Proposed Development is pedestrian friendly and transit-supportive and will increase transit ridership over time by utilizing existing and planned transit. The Proposed Development has the potential to support significant transit improvements, thereby improve transit access and convenience for the broader Lakeview community. The Proposed Development is pedestrian friendly; walkways and the proposed street network provide unimpeded pedestrian access to transit stops, parks, commercial services and other amenities in the surrounding area;
- 6) The Proposed Development is compatible with the surrounding land uses. Building heights are proposed to exceed maximum heights established for Neighbourhood areas, however an appropriate transition in land use and built form has been achieved in particular through strategically locating heights and ensuring appropriate separation distances with surrounding low-density neighbourhoods in keeping with MOP and Local Area policies;
- 7) The Proposed Development and supporting OPA and ZBLA provide opportunities for a diverse range of residential housing types, sizes and potential tenure which will accommodate a range of life-stages, housing needs and incomes. This housing mix will support the broader objectives of housing affordability and aging in place for the Lakeview Neighbourhood and broader community;

- 8) The Proposed Development and supporting OPA and ZBLA are supported by technical analysis prepared by various subject matter experts. The general conclusions of this analysis confirm that the Proposed Development is supportable and does not impose unacceptable conditions on the existing community that cannot be mitigated;
- 9) The proposed redevelopment of the Subject Lands will contribute positively to the community by transforming a suburban retail site and surface parking lot into a mixed use community, improved streetscape, new public green/open space destinations, greater housing options for new and existing area residents and improved pedestrian and cycling experience; and,
- 10) As part of the “More Homes Built Faster Act”, the Provincial Government has set a goal of having 1.5 million homes built over the next 10 years to address the current housing crisis. The Proposed Development is aligned with, and contributes towards the implementation of Provincial housing objectives.

It is our opinion that the objectives of the Provincial Policy Statement, Growth Plan, Region of Peel Official Plan, City of Mississauga Official Plan, and the Lakeview Local Area Plan will be met and enhanced through the advancement of the Proposed Development and the associated Official Plan Amendment and Zoning By-law Amendment. The Proposed Development will achieve good planning and will contribute to the creation of complete communities through introducing residential and park uses to a commercial site, creating a mixed-use approach and associated intensification.

Respectfully submitted,

GLEN SCHNARR & ASSOCIATES INC.



Maurice Luchich, MCIP, RPP
Senior Associate



Jennifer Staden, MCIP, RPP
Associate

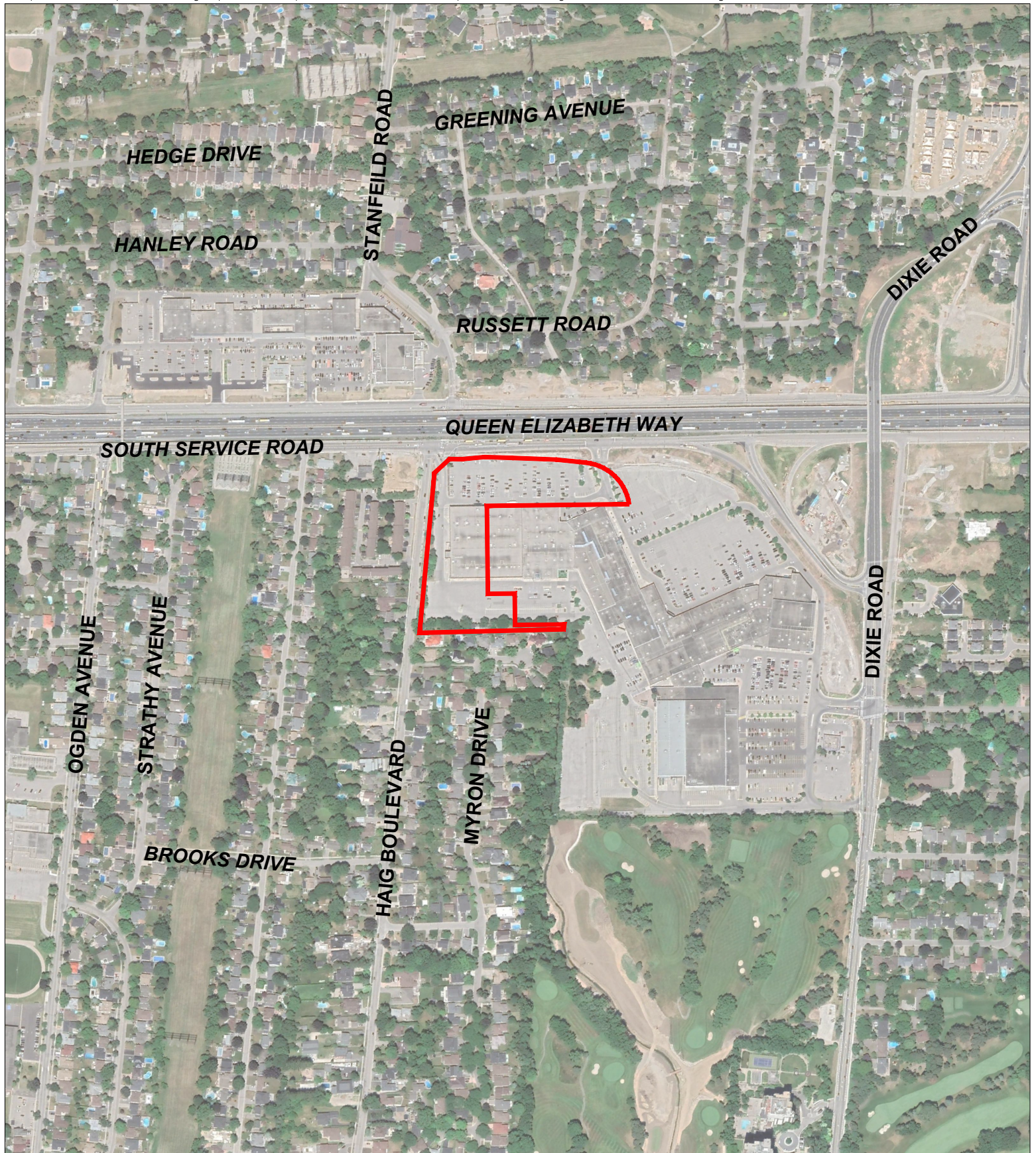


FIGURE 1 AERIAL CONTEXT PLAN

DIXIE/QEW MALL REDEVELOPMENT (MISSISSAUGA)

LEGEND

SUBJECT LANDS



Scale: N.T.S.
December 14, 2022

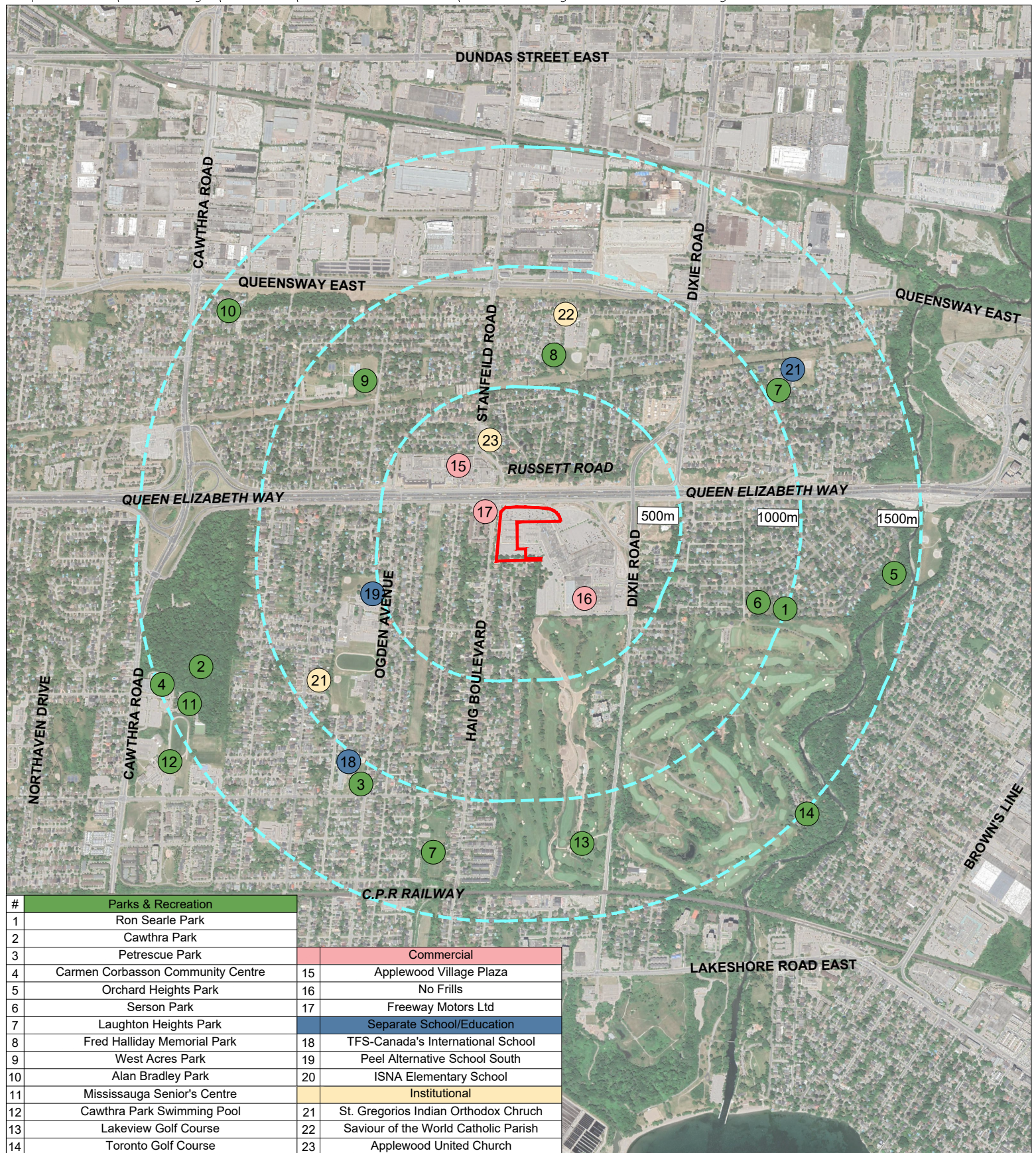


FIGURE 2 COMMUNITY AMENITIES

DIXIE/QEW MALL REDEVELOPMENT (MISSISSAUGA)

LEGEND

- SUBJECT LANDS
- BUFFER



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December 14, 2022

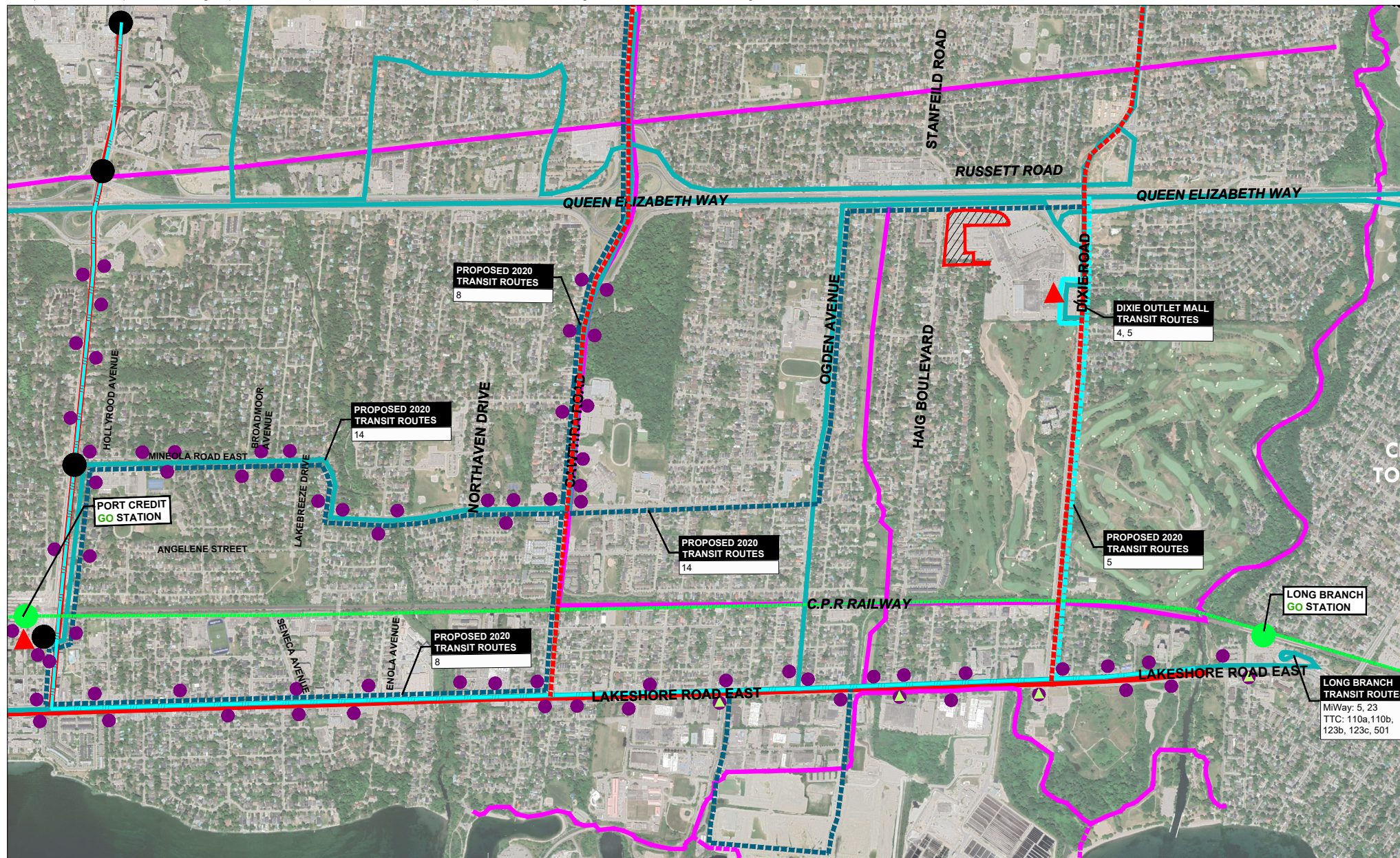


FIGURE 3 MOBILITY MAP

DIXIE/QEW MALL REDEVELOPMENT (MISSISSAUGA)

LEGEND

HIGHER ORDER TRANSIT

- GO RAIL
- GO STATION
- HIGHER ORDER TRANSIT CORRIDOR
- LIGHT RAIL TRANSIT STATION
- ▲ EXISTING MISSISSAUGA TRANSIT TERMINAL

MISSISSAUGA TRANSIT

- TRANSIT ROUTES
- TRANSIT STOPS
- - - PROPOSED TRANSIT ROUTES
- ▲ RAPID TRANSIT STOPS (FUTURE) (DEDICATED LANES)

LONG TERM CYCLING ROUTES

- PRIMARY OFF-ROAD ROUTES
- - - PRIMARY ON-ROAD / BOULEVARD ROUTES (REGIONAL)
- PRIMARY ON-ROAD / BOULEVARD ROUTES
- - - PROPOSED WATERFRONT TRAIL REALIGNMENT
- ▨ SUBJECT LANDS



Scale: N.T.S.
December 14, 2022



FIGURE 4
PEEL OFFICIAL PLAN SCHEDULE E1
REGIONAL STRUCTURE PLAN

DIXIE/QEW MALL REDEVELOPMENT (MISSISSAUGA)

LEGEND

 SUBJECT LANDS



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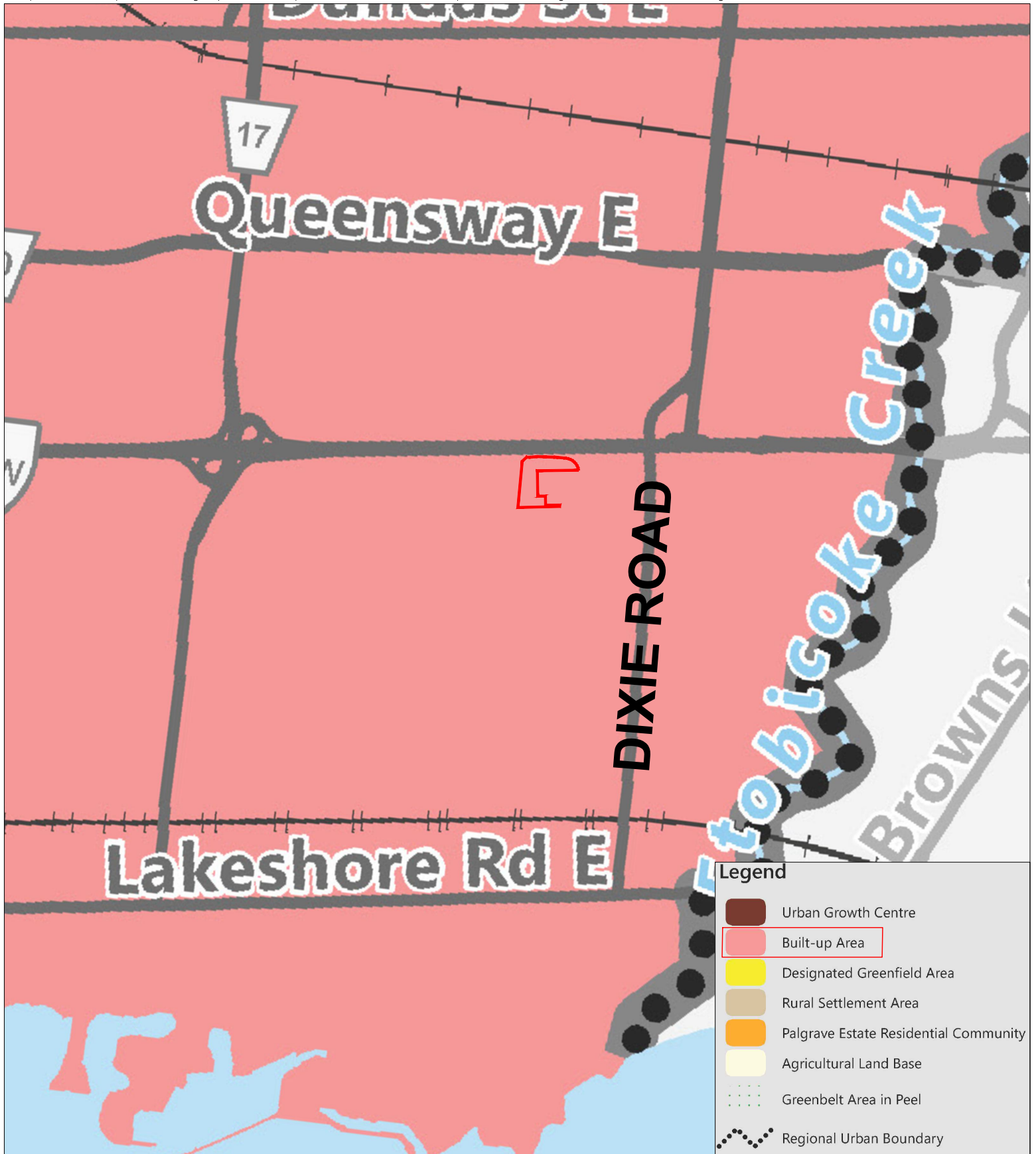


FIGURE 5
PEEL OFFICIAL PLAN SCHEDULE E3
THE GROWTH PLAN POLICY AREAS
IN PEEL

DIXIE/QEW MALL REDEVELOPMENT (MISSISSAUGA)

LEGEND
SUBJECT LANDS



Scale: N.T.S.
 December 14, 2022



FIGURE 6
PEEL OFFICIAL PLAN SCHEDULE F2
MAJOR ROAD NETWORK

DIXIE/QEW MALL REDEVELOPMENT (MISSISSAUGA)

LEGEND

 **SUBJECT LANDS**



Scale: N.T.S.
 December 14, 2022



FIGURE 7
PEEL OFFICIAL PLAN SCHEDULE F1
RAPID TRANSIT CORRIDOR

DIXIE/QEW MALL REDEVELOPMENT (MISSISSAUGA)

LEGEND

SUBJECT LANDS



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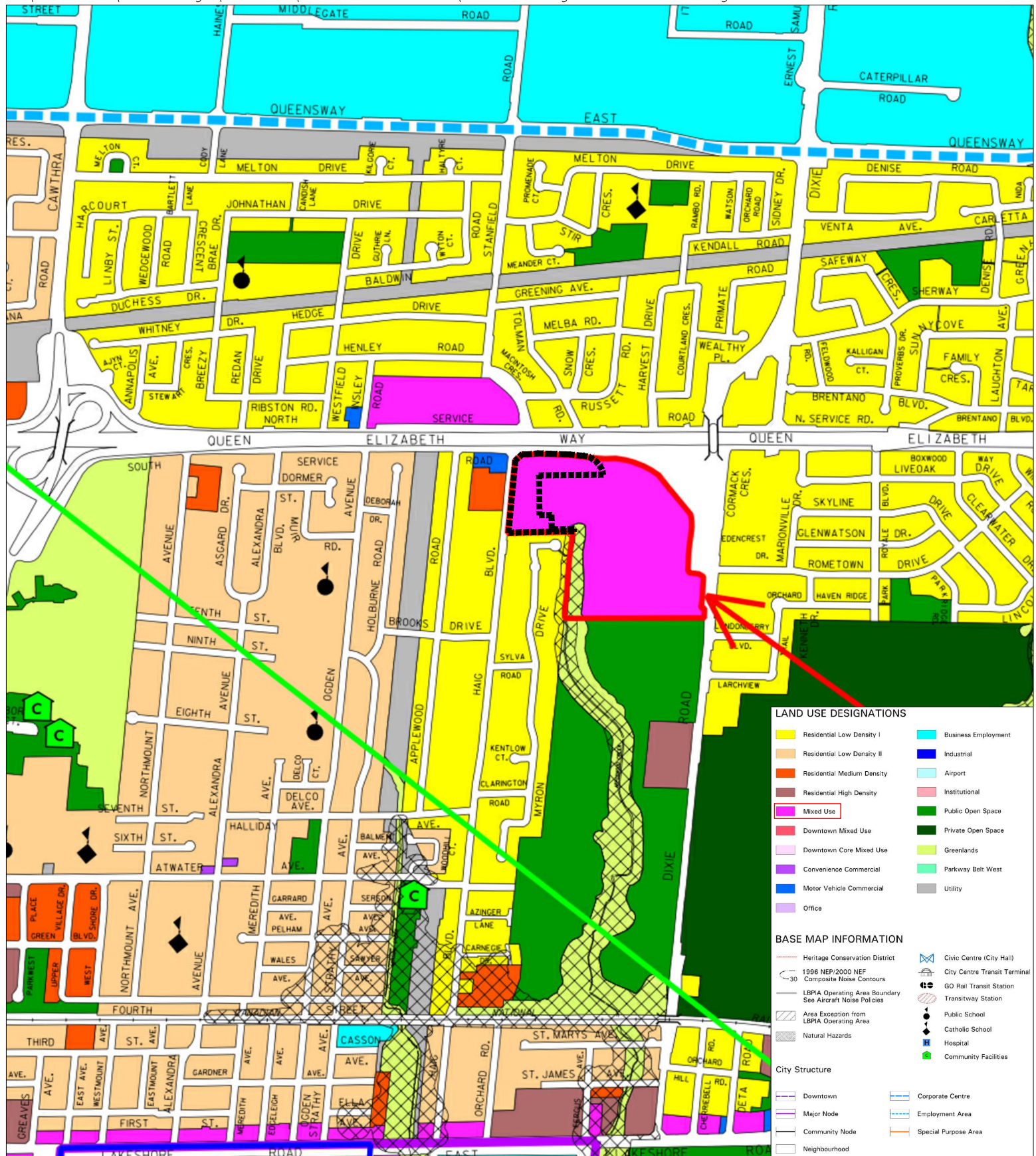


FIGURE 8
CITY OF MISSISSAUGA OFFICIAL
PLAN SCHEDULE 10 - LAND USE
DESIGNATIONS

DIXIE/QEW MALL REDEVELOPMENT (MISSISSAUGA)

LEGEND

SUBJECT LANDS



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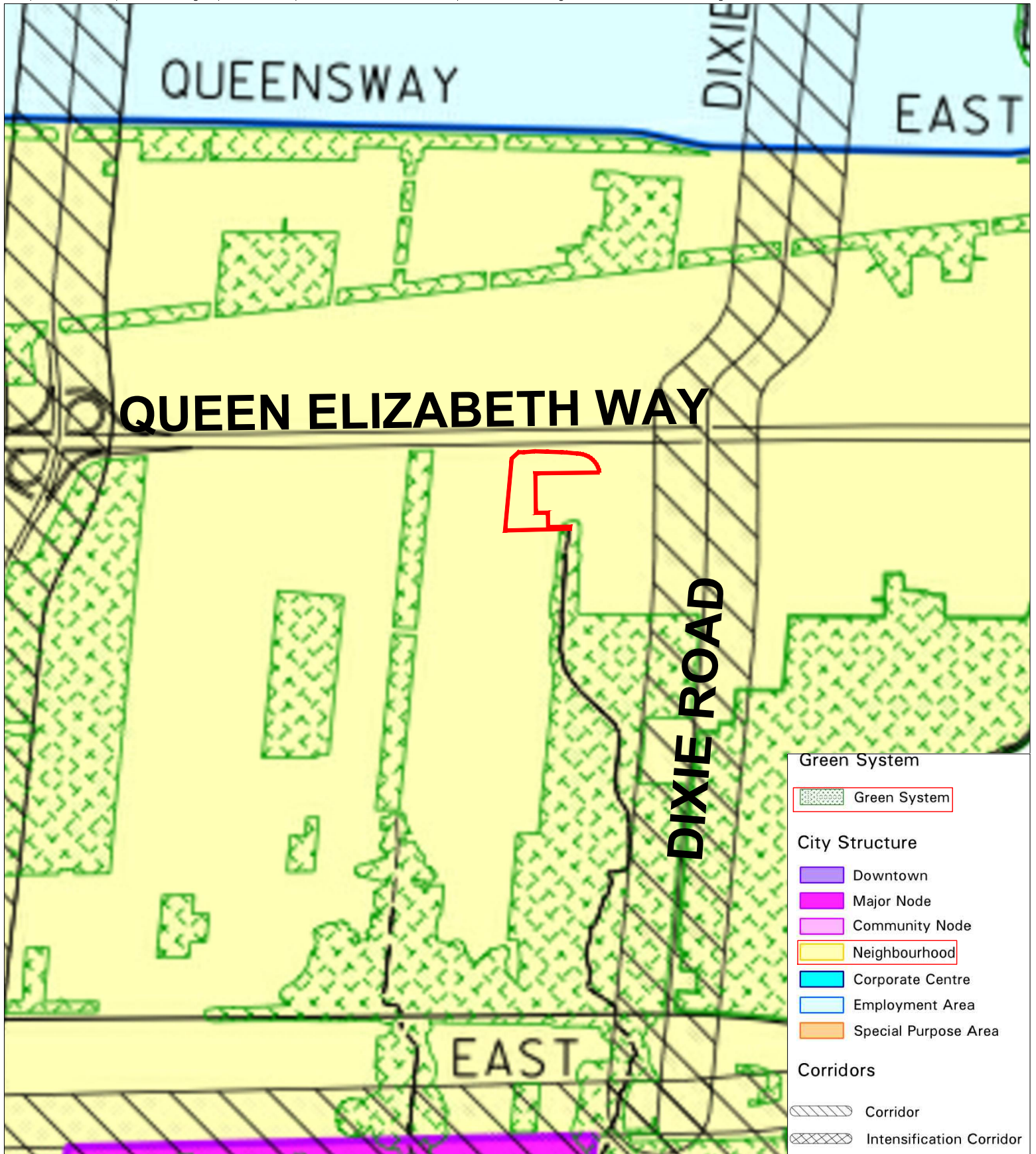


FIGURE 9
CITY OF MISSISSAUGA OFFICIAL
PLAN SCHEDULE 1 - URBAN SYSTEMS
 DIXIE/QEW MALL REDEVELOPMENT (MISSISSAUGA)

LEGEND
SUBJECT LANDS

Green System

Green System

City Structure

- Downtown
- Major Node
- Community Node
- Neighbourhood
- Corporate Centre
- Employment Area
- Special Purpose Area

Corridors

- Corridor
- Intensification Corridor



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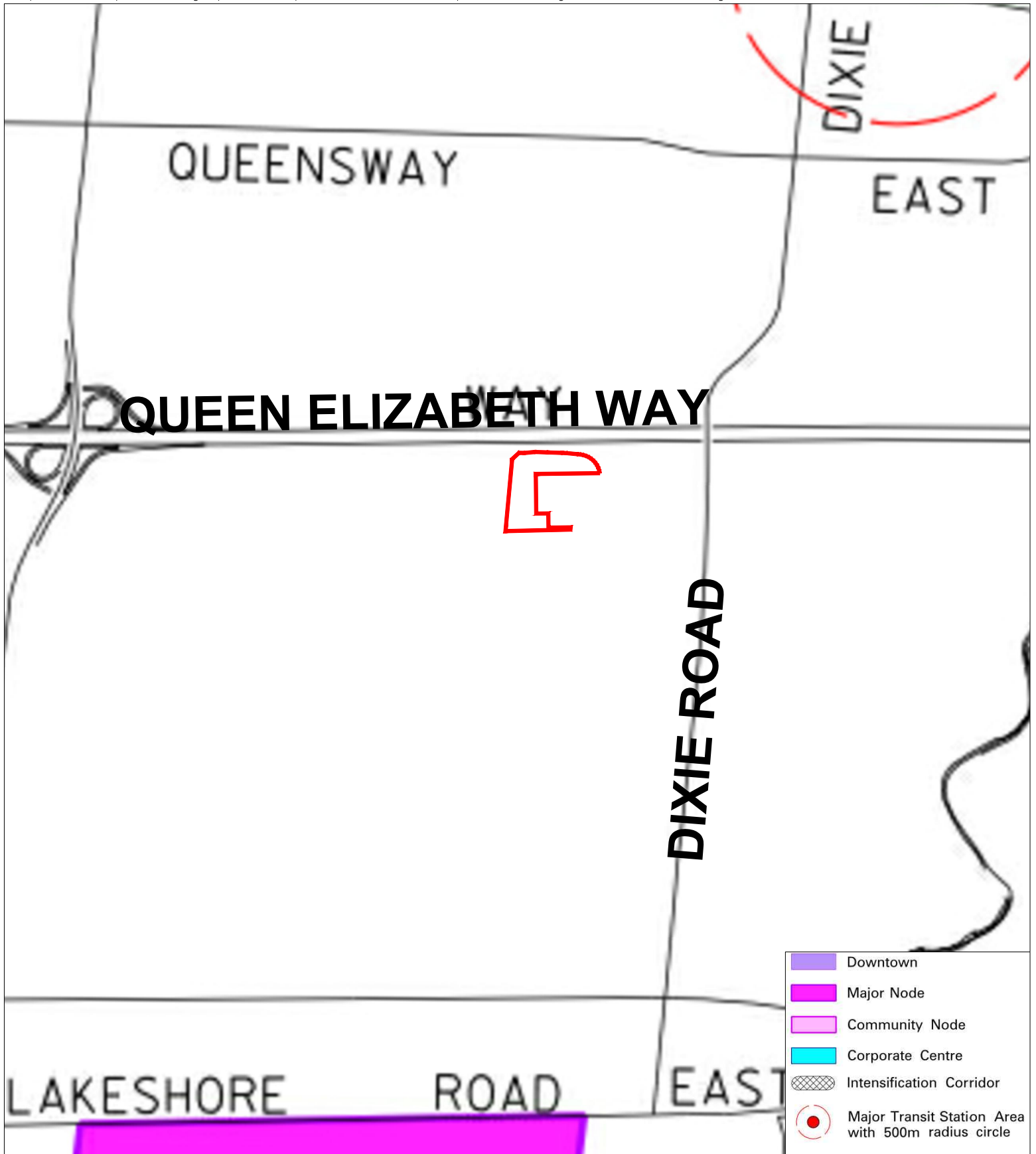


FIGURE 10
CITY OF MISSISSAUGA OFFICIAL
PLAN SCHEDULE 2 - INTENSIFICATION
AREA

DIXIE/QEW MALL REDEVELOPMENT (MISSISSAUGA)



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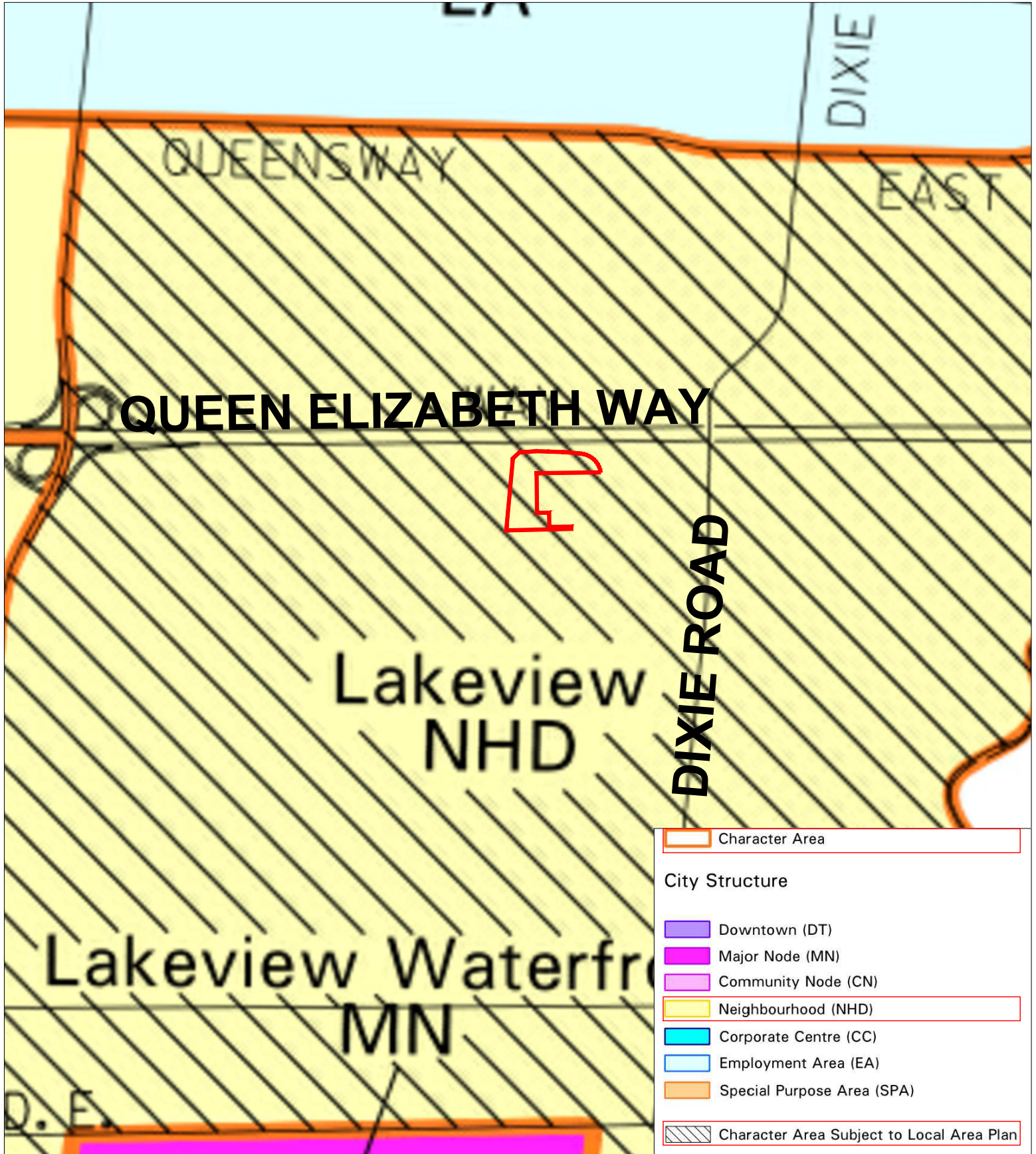



FIGURE 11
CITY OF MISSISSAUGA OFFICIAL
PLAN SCHEDULE 9 - CHARACTER
AREAS

DIXIE/QEW MALL REDEVELOPMENT (MISSISSAUGA)

LEGEND

 **SUBJECT LANDS**



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December 14, 2022

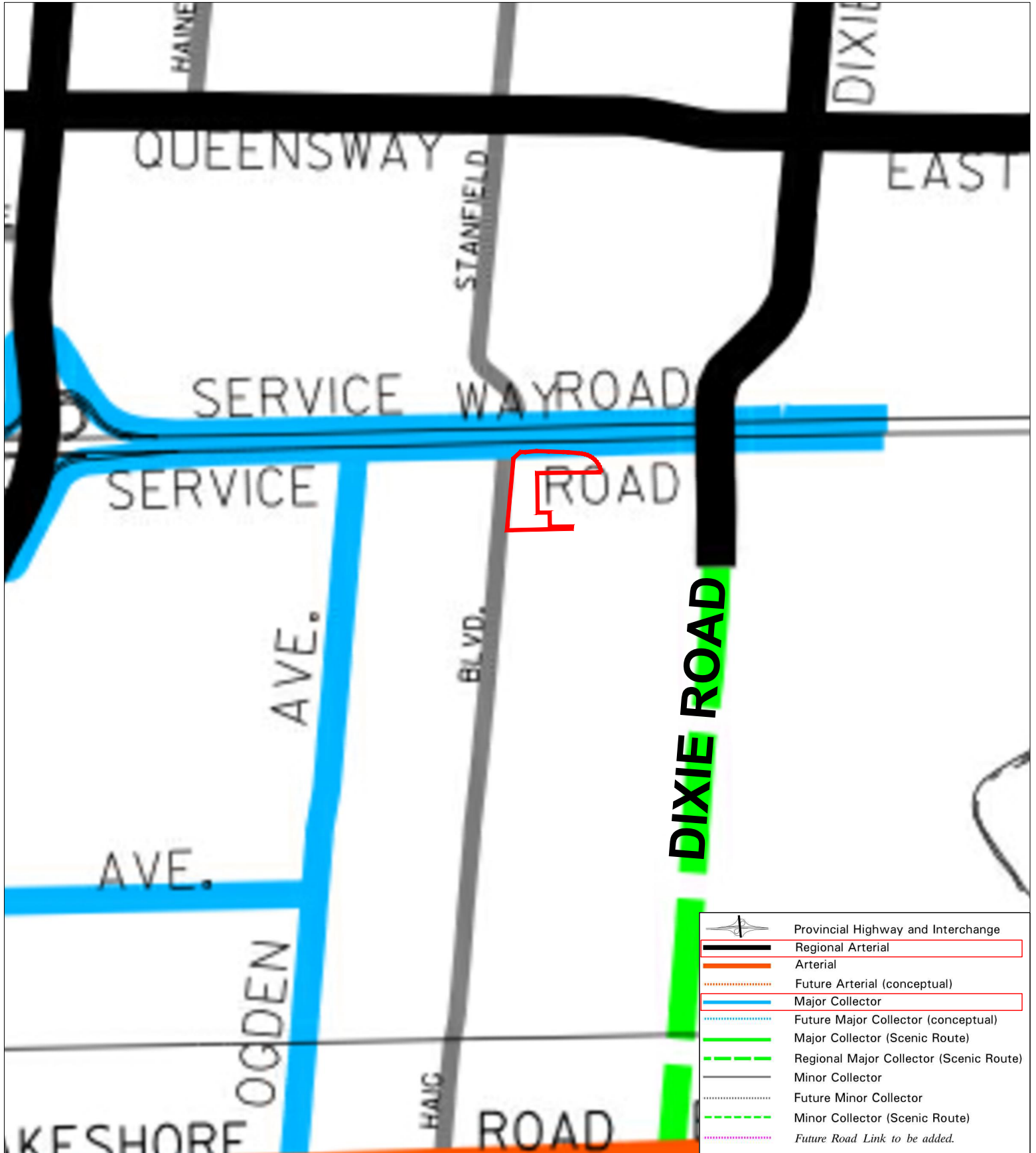



FIGURE 12
CITY OF MISSISSAUGA OFFICIAL
PLAN SCHEDULE 5 - LONG TERM
ROAD NETWORK

DIXIE/QEW MALL REDEVELOPMENT (MISSISSAUGA)

LEGEND

 **SUBJECT LANDS**



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December 14, 2022

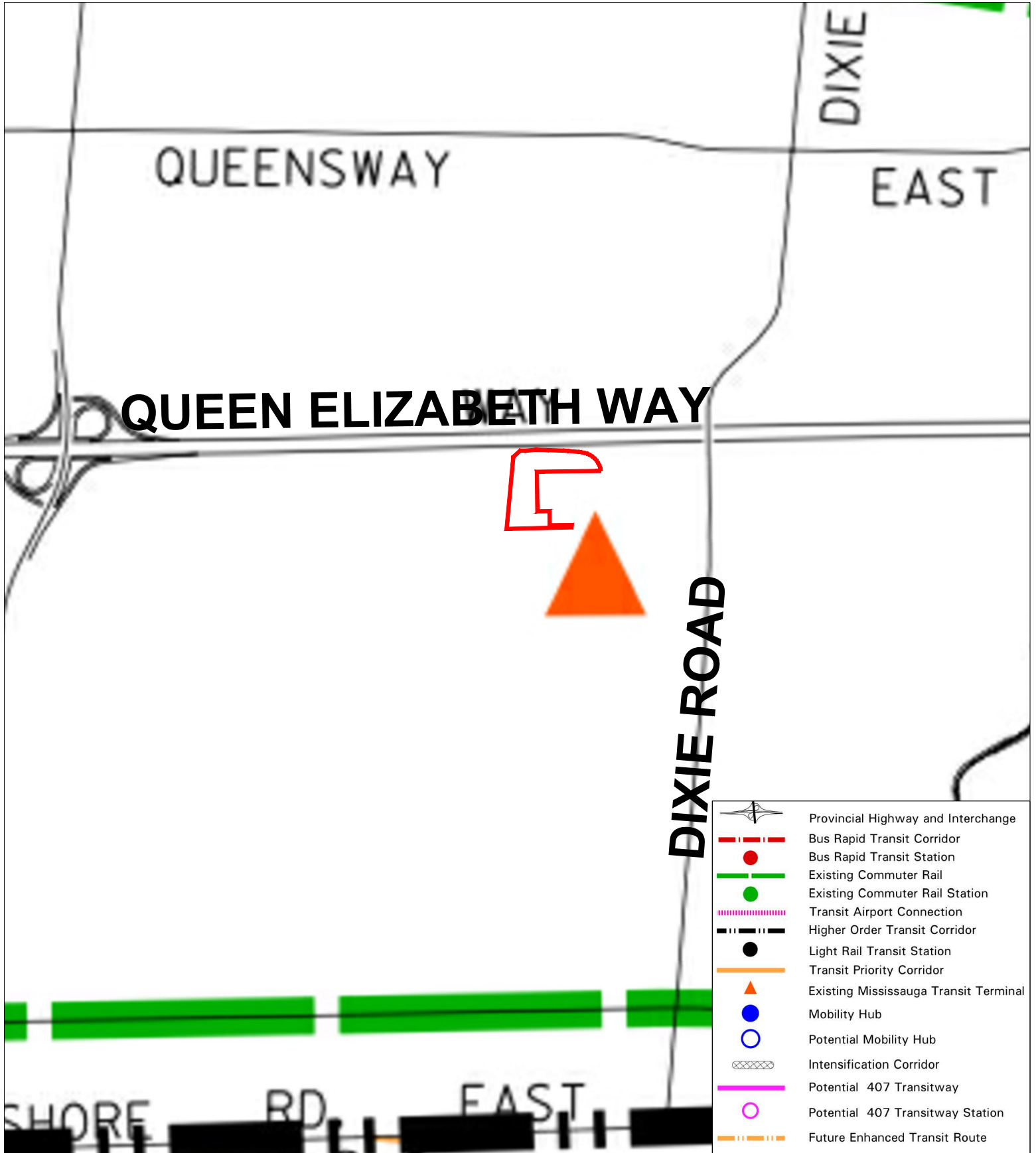


FIGURE 13
CITY OF MISSISSAUGA OFFICIAL
PLAN SCHEDULE 6 - LONG TERM
TRANSIT NETWORK

DIXIE/QEW MALL REDEVELOPMENT (MISSISSAUGA)



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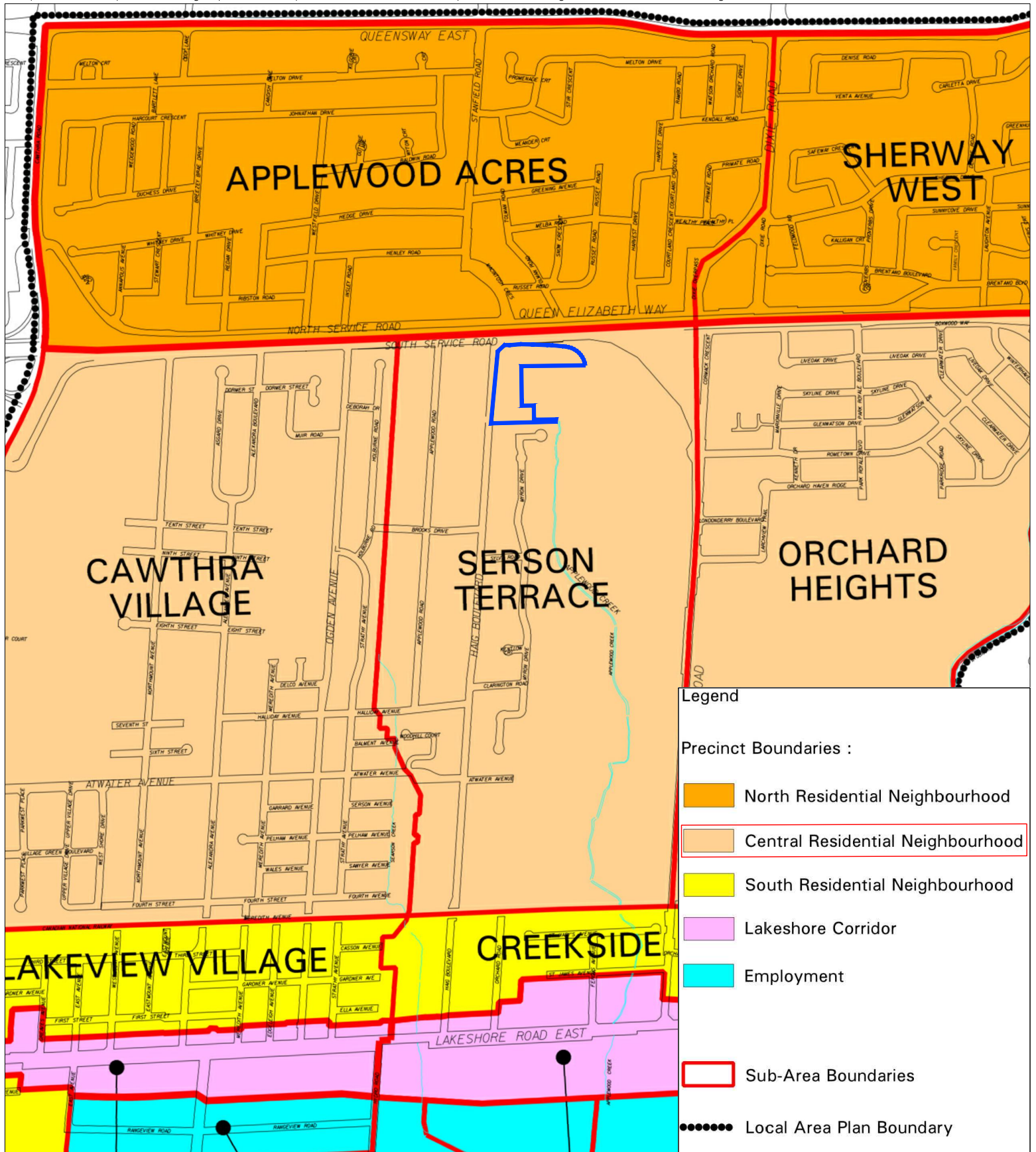


FIGURE 14
LAKEVIEW LOCAL AREA PLAN
PRECINCT AND SUB-AREAS

DIXIE/QEW MALL REDEVELOPMENT (MISSISSAUGA)

LEGEND

SUBJECT LANDS



Scale: N.T.S.
 December 14, 2022

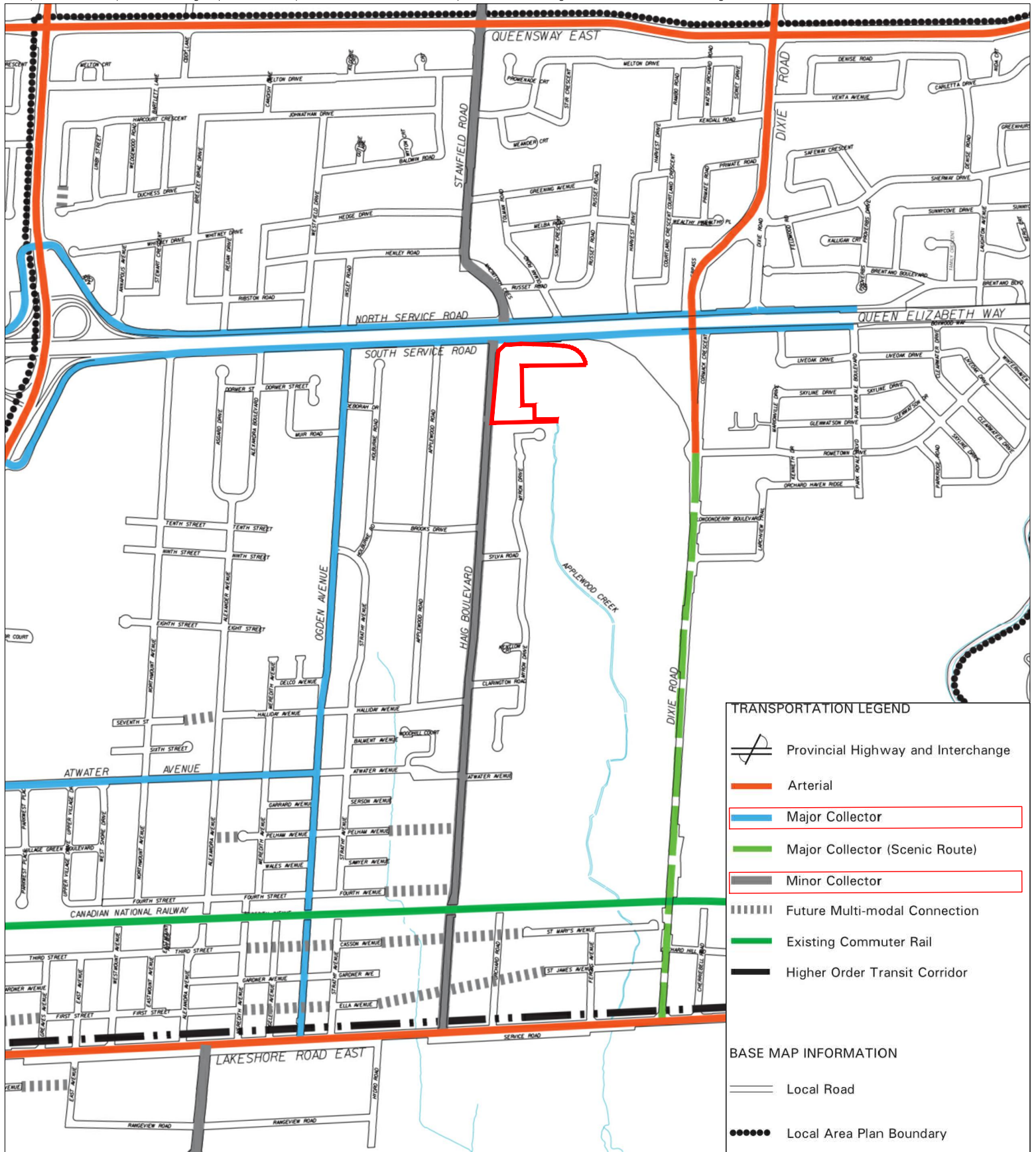


FIGURE 15
LAKEVIEW LOCAL AREA PLAN
LONG TERM ROAD AND TRANSIT
NETWORK

DIXIE/QEW MALL REDEVELOPMENT (MISSISSAUGA)

LEGEND

SUBJECT LANDS



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 December 14, 2022

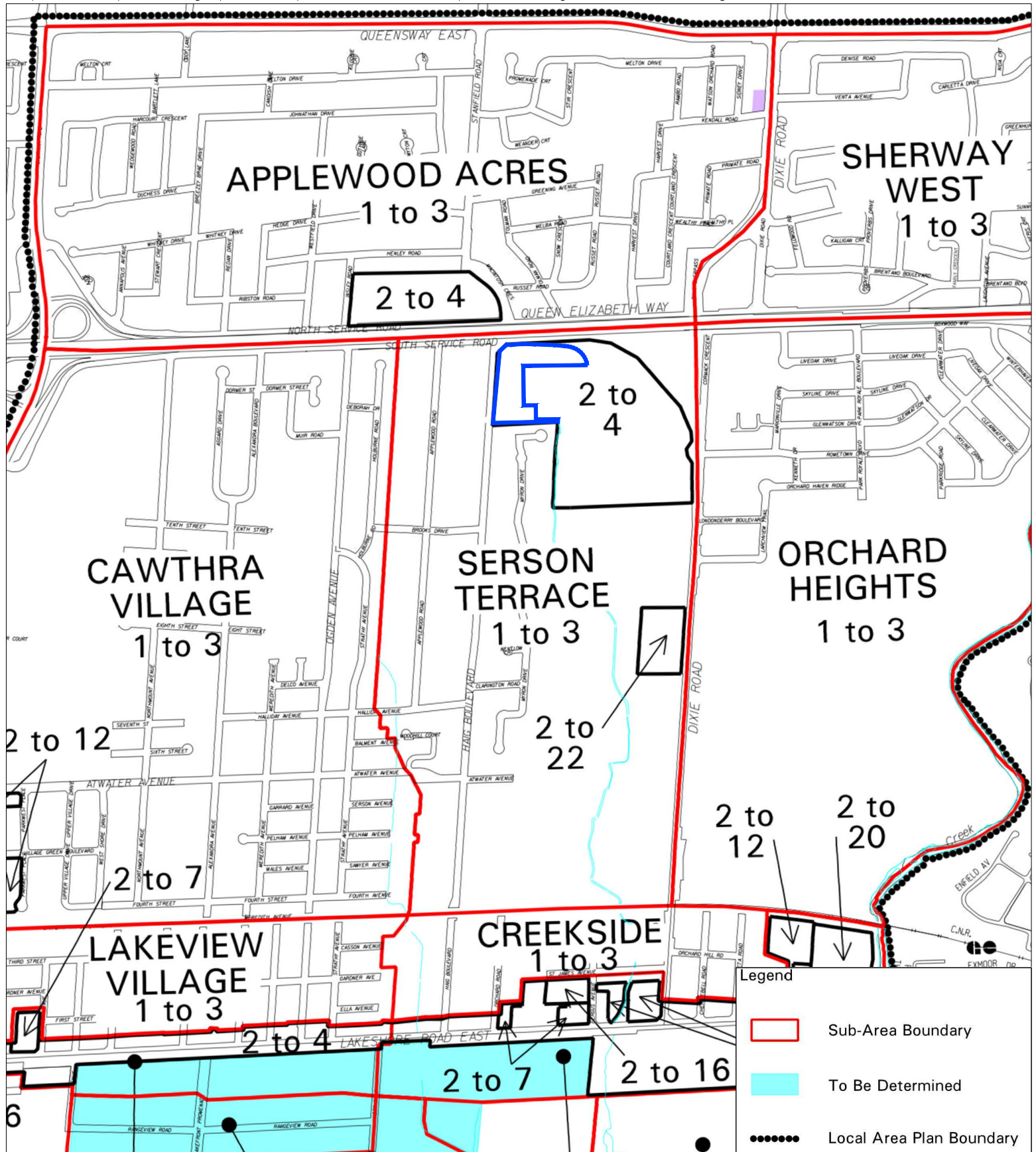


FIGURE 16
LAKEVIEW LOCAL AREA PLAN
MAP 3 - HEIGHT LIMITS

DIXIE/QEW MALL REDEVELOPMENT (MISSISSAUGA)

LEGEND

SUBJECT LANDS



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 December 14, 2022

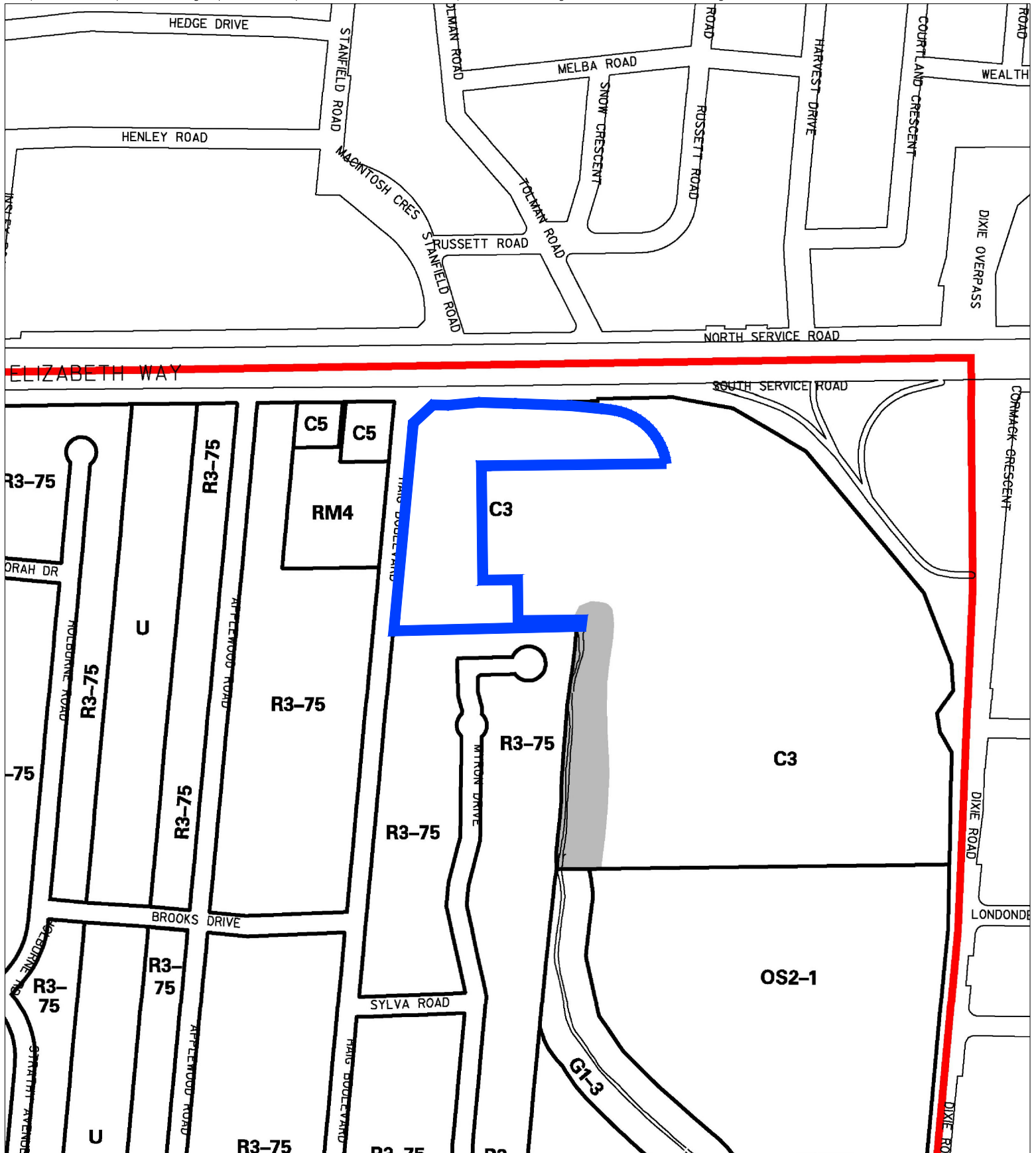



FIGURE 17
CITY OF MISSISSAUGA
ZONING BY-LAW

DIXIE/QEW MALL REDEVELOPMENT (MISSISSAUGA)

LEGEND

 SUBJECT LANDS



Scale: N.T.S.
 December 14, 2022

Amendment No. #

to

Mississauga Official Plan

By-law No. _____

A by-law to Adopt Mississauga Official Plan Amendment No. #

WHEREAS in accordance with the provisions of sections 17 or 21 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, ("*Planning Act*") Council may adopt an Official Plan or an amendment thereto;

AND WHEREAS, pursuant to subsection 17(10) of the *Planning Act*, the Ministry of Municipal Affairs and Housing authorized the Regional Municipality of Peel ("Region" or "Regional"), an approval authority, to exempt from its approval any or all proposed Local Municipal Official Plan Amendments;

AND WHEREAS, Regional Council passed By-law Number 1-2000 which exempted all Local Municipal Official Plan Amendments adopted by local councils in the Region after March 1, 2000, provided that they conform with the Regional Official Plan and comply with conditions of exemption;

AND WHEREAS, the Commissioner of Public Works for the Region has advised that, with regard to Amendment No. #, in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding policy changes/mapping modifications within the Lakeview Neighbourhood Character Area;

NOW THEREFORE the Council of The Corporation of the City of Mississauga ENACTS as follows:

1. The document attached hereto, constituting Amendment No. # to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this _____ day of _____, 2023.

Signed _____
MAYOR

Signed _____
CLERK

Amendment No. #
to
Mississauga Official Plan

The following text and Maps ("A", and "B") attached constitute Amendment No. XX.

Also attached but not constituting part of the Amendment are Appendices I and II.

Appendix I is a description of the Public Meeting held in connection with this Amendment.

Appendix II is a copy of the Planning and Building Department report dated XXX 2023 pertaining to this Amendment.

PURPOSE

The purpose of this Amendment is to amend the Lakeview Local Area Plan to include the Subject Lands as a Special Site.

LOCATION

The lands affected by this Amendment are located at the southwest quadrant of the Queen Elizabeth Way and Dixie Road, and specifically at the southeast corner of Haig Boulevard and South Service Road. The subject lands, currently part of Dixie Outlet Mall, are located in the Lakeview Neighbourhood Character Area, as identified in Mississauga Official Plan.

BASIS

Mississauga Official Plan (MOP) came into effect on August 4, 2022, save and except for the outstanding site-specific appeals to the Local Planning Appeal Tribunal. LPAT appeals specific to the subject lands are sine die pending outcome of this application (MOPA 115 appeals). The subject lands are designated "Mixed Use" which permits various retail and service commercial uses, overnight accommodation, secondary office, residential in combination with other uses permitted in all designations, including parkland. As the Proposed Development includes uses permitted under the "Mixed Use" designation, an amendment to the Mississauga Official Plan Land Use Map is not required. However, the Proposed Development requires an amendment to the Lakeview Local Area Plan.

The proposed Amendment is acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposal is consistent with the Provincial Policy Statement (2020) and conforms with and does not conflict with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). In addition, the Proposed Development will bring the Region of Peel Official Plan (2022), City of Mississauga Official Plan (2022) and Lakeview Local Area Plan into consistency with the Provincial Policy Statement and into conformity with the Growth Plan. The proposal is aligned with, and contributes towards the implementation of Provincial housing objectives.
2. The proposal meets the intent, goals and objectives of Mississauga Official Plan.
3. The proposal represents the reinvestment and intensification of an underutilized site. Streetscape and pedestrian connectivity and experience will be vastly improved by the proposal. This will not only benefit residents of the future development but also current residents in surrounding areas.
4. The site is adequately served and connected to a variety of public transportation options, community services and schools, as well as institutional, retail commercial, and open spaces. The Proposed Development optimizes current and future investments occurring with the QEW and South Service Road as well as planned and potential transit upgrades. The Proposed Development can utilize existing servicing and future servicing can be provided in an efficient manner.

5. The lands are suitable for the proposed uses and are compatible with existing and potential future uses. The main land use while currently permitting residential, is proposed to be revised to allow primarily residential built form on the site at higher densities.
6. The proposal seeks to diversify the Lakeview housing stock by introducing apartment units, which this area of the City is severely lacking. Furthermore, unit sizes will range in size (and therefore subsequently cost) to appeal to different family sizes and income levels. Introducing a new and more diverse population to the Lakeview community will allow many families to enjoy and make use of the amenities the Lakeview community has to offer.
7. The Proposed Development has regard for the surrounding neighbourhoods and context by including appropriate buffers, setbacks, applied angular planes, stepping of building heights, considering shadow impacts and proposing ground related built form at the interface to Haig Boulevard. An appropriate transition in heights that respects the surrounding existing residential context will be achieved, through the construction of buildings ranging from 3 to 25 storeys.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

Mapping Amendments

The Lakeview Local Area Plan, of Mississauga Official Plan, is hereby amended as follows:

1. Map 3, Lakeview Local Area Plan Height Limits is hereby amended by adding a new subject lands sub-parcel within the broader Dixie Outlet Mall parcel and including a '3-25' storey height limit as shown on Map "A" of this Amendment.
2. Section 13.1 Special Site Policies is hereby amended by adding a new key map for the subject lands as shown on Map "B" of this Amendment.

Text Amendments to the Lakeview Local Area Plan, of Mississauga Official Plan

1. Section 5.2.2 Neighbourhoods

- a. Revise the first sentence under this section from “Infill and redevelopment in Neighbourhoods will be facilitated and be encouraged in a manner consistent with existing land uses in the surrounding area.” to “Infill and redevelopment in Neighbourhoods, which may include higher density built forms, will be facilitated and be encouraged in a manner to be compatible with existing land uses in the surrounding area.”
- b. Revise the third paragraph to include the following additional sentence: “The Dixie Outlet Mall lands in Serson Terrace comprise of apartment built forms in various heights and are part of a mixed use community.”

2. Section 10.1

- a. Add a new section 10.1.2 as follows: “Redevelopment of commercial plazas will increase residential and non-residential building heights considering appropriate transition to adjacent residential and open space uses.”

3. Section 10.1.3 Central Residential Neighbourhood Precinct (Cawthra Village, Orchard Heights, Serson Terrace)

- a. Revise the first sentence of 10.1.3.1 from “The existing commercial site at South Service Road and Dixie Road represents a site for potential intensification, to a maximum height of 4 storeys.” To “The existing commercial site at South Service Road and Dixie Road represents a site for potential intensification.”
- b. Delete 10.1.3.1 b. in its entirety.
- c. Renumber policy 10.1.3.1.c. to 10.1.3.1.b.

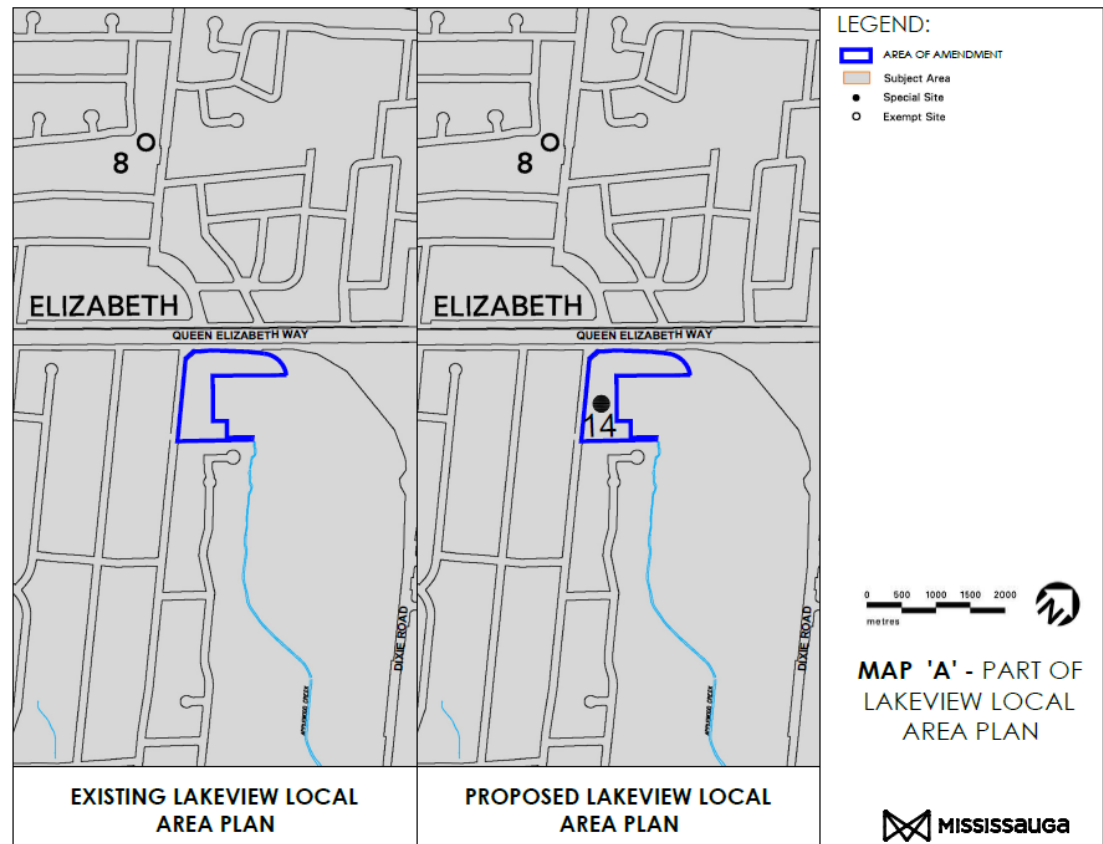
4. Section 12.3 Mixed Use (Land Use Designation)

- a. Include a new section 12.3.3 indicating “Notwithstanding the Mixed- Use Policies of the Plan, the following policy will apply in the Serson Terrace area, Special Site # 14:
 - i. residential uses may be permitted on the ground floor.”

5. Section 13.1 Special Site Policies

- a. Include a new Special Site #14 referenced as 13.1.14 with location map as shown on Map “I” of this Amendment, and including the following site-specific policies:

Site 14



i. 13.1.14 Site 14

ii. 13.1.14.1 The lands identified as Special Site 14 are located at the southeast corner of South Service Road and Haig Boulevard..

iii. 13.1.14.2 Policies 11.2.3.7, 11.2.6 j., 11.2.6.2, 11.2.6.3, 11.2.6.4, and 11.2.6.6, shall not apply.

iv. 13.1.14.3 Notwithstanding the policies of this Plan, in addition to the Uses Permitted in all Designations, lands designated Mixed Use will also permit residential uses.

v. 13.1.14.4 Notwithstanding the policies of this Plan, the following additional policies will apply:

1. Single use residential buildings will be permitted.

2. Existing and future infrastructure shall be permitted in the Mixed Use designation.

vi. 13.1.14.5 Notwithstanding the maximum height provisions, a maximum height of 25 storeys will be permitted.

vii. 13.1.14.6 The street network will be comprised of private streets.

IMPLEMENTATION

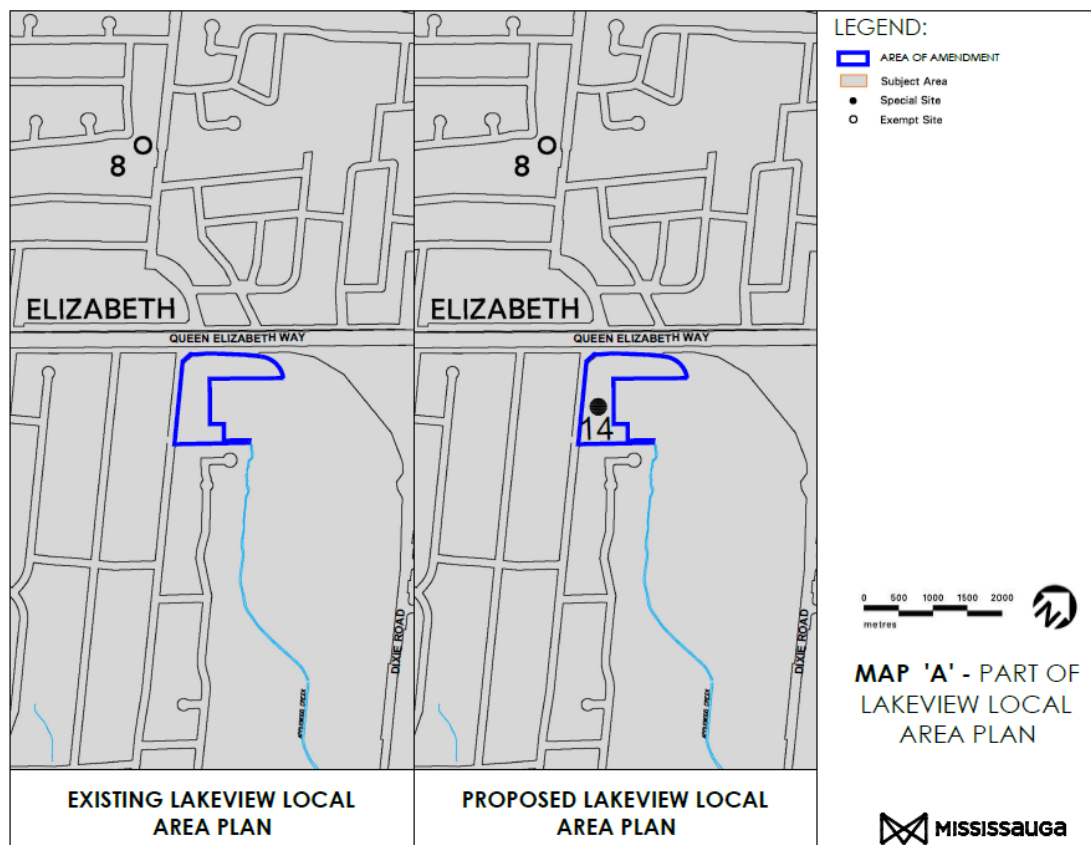
Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, Mississauga Official Plan will be amended in accordance with this Amendment. The lands will be rezoned to implement this Amendment. This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan August 4, 2022.

INTERPRETATION

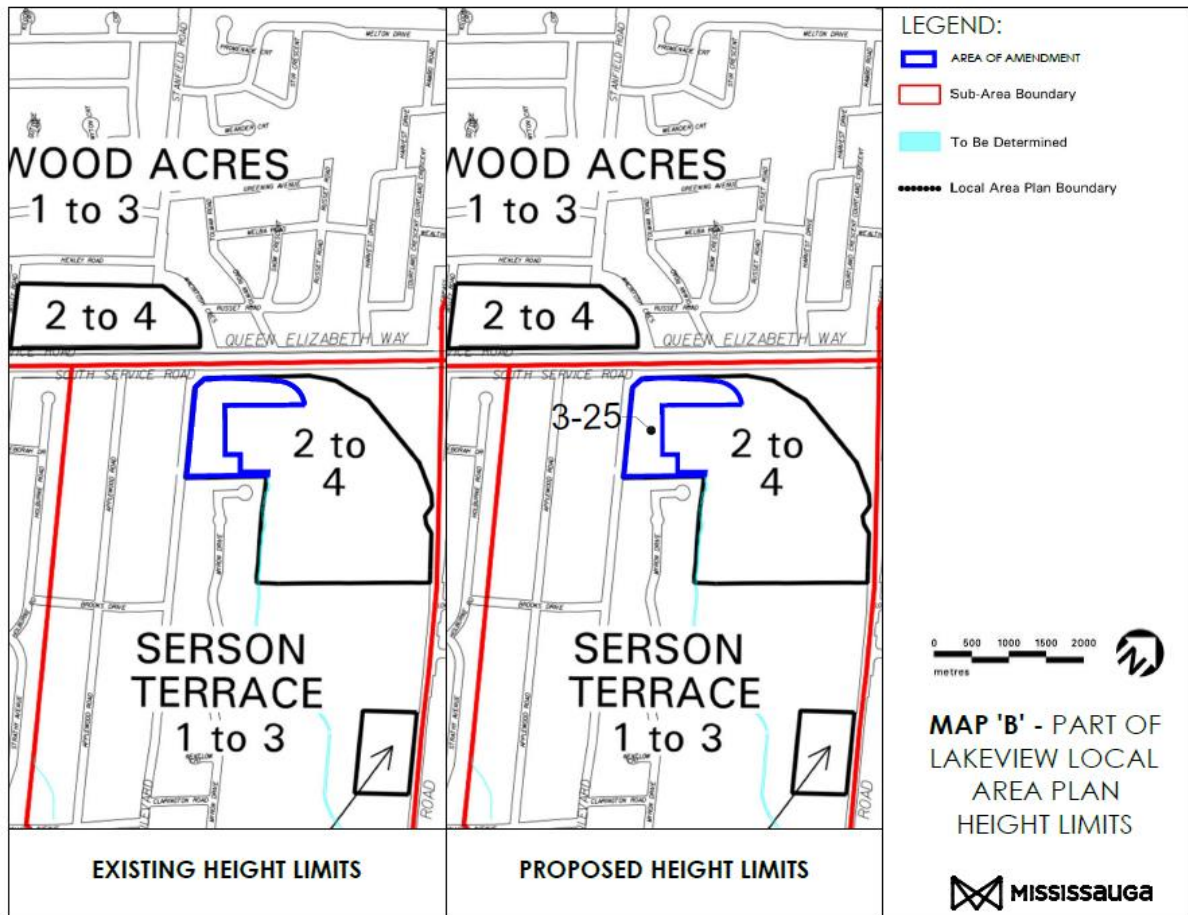
The provisions of Mississauga Official Plan, as amended from time to time regarding the interpretation of that Plan, will apply in regard to this Amendment. This Amendment supplements the intent and policies of Mississauga Official Plan.

(File OZ 22/XXX W1)

Map “A”



Map "B"



APPENDIX I

PUBLIC MEETING

All property owners within a radius of 120 m of the subject lands were invited to attend a Public Meeting of the Planning and Development Committee held on XXX 2023 in connection with this proposed Amendment.

APPENDIX II

City Planning and Development Committee Report – Dated XXX, 2023

A by-law to Adopt Mississauga Official Plan Amendment No. #

WHEREAS in accordance with the provisions of sections 17 or 21 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, ("*Planning Act*") Council may adopt an Official Plan or an amendment thereto;

AND WHEREAS, pursuant to subsection 17(10) of the *Planning Act*, the Ministry of Municipal Affairs and Housing authorized the Regional Municipality of Peel, ("Region" or "Regional") an approval authority, to exempt from its approval any or all proposed Local Municipal Official Plan Amendments;

AND WHEREAS, Regional Council passed By-law Number 1-2000 which exempted all Local Municipal Official Plan Amendments adopted by local councils in the Region after March 1, 2000, provided that they conform with the Regional Official Plan and comply with conditions of exemption;

AND WHEREAS, the Commissioner of Public Works for the Region has advised that, with regard to Amendment No. #, in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding policy changes/mapping modifications within the Lakeview Local Area Plan;

NOW THEREFORE the Council of The Corporation of the City of Mississauga ENACTS as follows:

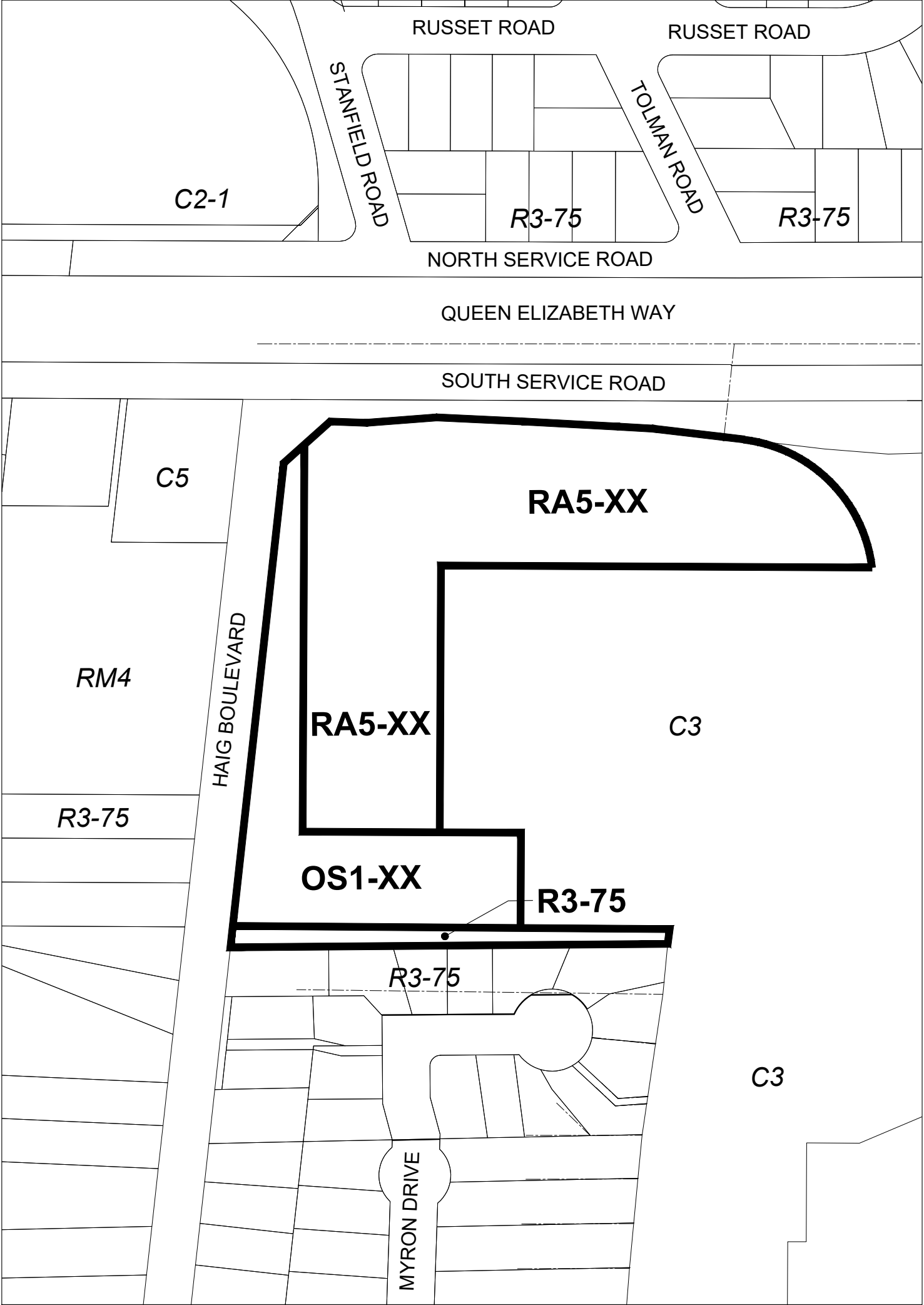
- 1. The document attached hereto, constituting Amendment No. # to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this _____ day of _____, 2023.

MAYOR

CLERK

		<div>SCREO (Slate Asset Management)</div> <div>Proposed Implementing Zoning By-law regulations</div>			
		ZBL amendment request	RA5 - XX (Block 2, 3, and 4)	OS1 - XX (Block 1)	R3 - 75 (Block 5)
		General overall ZBL provisions excluded	Utilities complying with setbacks: 2.1.1.3 (stormwater works) Centreline setback: 2.1.14		
		General specific zone provisions excluded	Table 4.15.1 Min. FSI (Row 4.0) Max. FSI (Row 5.0) Max. floorplate size (Row 6.0) Max. Height (Row 7.0) Min. Front and Ex. Side yards (Rows 8.1 - 8.4) Min. Int. Side yards (Rows 9.1-9.6) Min. Rear Yards (Rows 10.1-10.6) Max. Encroachment on first storey (Row 11.2) Max. Balcony Proj. (Row 11.3) Min. above grade building separation (Rows 12.1-12.4) Min. setback of underground structures (Row 13.5) Min. Landscape Area (Row 15.1) Min. landscape buffer (Row 15.2-15.3) Min. amenity area at grade (Row 15.6)		
		New Provisions: Uses	Retail centre use legally existing on the date of passing of this By-law (to permit and maintain portion of Dixie Outlet Mall where residential blocks may be built before partial demolition of Dixie Outlet Mall as shown on plan). Private Open Space with permission for POPS potential (west end of Block 2 where Urban Mews maybe designated as a POPS). Building/Underground Rear Yard/Ex. Side Yard: 14. 0 m (MTO setback as applicable) Notwithstanding any other provisions of this By-law, the calculation of height for apartment, long-term care and retirement buildings shall be exclusive of indoor amenity areas, mechanical or architectural appurtenances such as mechanical equipment, mechanical penthouse, elevator machine rooms, telecommunication equipment and enclosures, parapets, turrets, cupolas, and elevator and stair enclosures, located on the roof of a dwelling provided that the maximum height of the top of such elements is no higher than 6.0 m above the height limit otherwise applicable, and is no higher than 8.5 m for indoor amenity areas no higher than the seventh storey above the height limit otherwise applicable.	Shade Structure / Pergola / etc.. Above-ground and below-ground structures used for flood control and erosion management, and electric power transmission use legally existing on the date of passing of this By-law	All existing structures at time of passage of this zoning by-law (for existing accessory structures/etc...)
		New Provisions: Regulations (yards, etc..)	New provision under 2.1.3.2 (7) permitting blocks with frontage on a new private road Maximum Height: 25 storeys (82.0 m) Maximum FSI: (Gross: 2.8) (Net: 5.6) For the purposes of calculating FSI, private roads may be included in total lot area Minimum Front Yard: 2.0 m (for one pinchpoint in Block 3 presuming frontage along private streets) Maximum balcony projection: 3.0 m Minimum Landscape Area: 30% Amenity Areas: Outdoor areas may be permitted above-grade or at grade Minimum percentage of total required amenity area to be provided in one contiguous area (25%) Encroachment/Projections: Awnings may project beyond the buildable area a maximum of 0.60 m into any landscaped area Maximum encroachment into a required yard of a porch, balcony located on the first storey, staircase, landing or awning, provided that each shall have a maximum width of 20.0 m (2.5 m) Maximum projection of a balcony located above the first storey measured from the outermost face or faces of the building from which the balcony projects (3.0 m) Building/Underground Rear Yard/Ex. Side Yard: 14. 0 m (MTO setback as applicable) Min. setback from an A/G or U/G parking structure inclusive of external A/G access stairwells to lot line (1.0 m) Notwithstanding row 13.4, min. U/G setback to a property line abutting an OS zone (1.0 m) Notwithstanding row 13.4, min. U/G setback to a property line abutting an RA5-XX zone (0.0 m) Walkway/Sidewalk/Trail permitted in landscaped buffer Minimum depth of a landscaped buffer abutting a lot line that is a street line (2.0 m) Minimum depth of a landscaped buffer abutting a lot line that is abutting lands with an Open Space Zone (3.5 m) No minimum landscaped buffer depth shall apply when abutting lands zoned RA5-XX Stairs, walkways, planters and ventilation shafts are permitted to encroach into a required landscaped area Underground structures shall be permitted under private roads Driveways/aisles and visitor parking may be shared with abutting lands zoned RA5-XX and C3 Access to lands zoned RA5-XX may be provided through abutting lands zoned C3 All lands zoned RA5-XX considered one lot		
		New Provisions: Parking	Apt. Resident (per unit): 0.9 Apt. Visitor shared with Retail parking on Remaining Mall Site (Slate property only): 5.2 spaces per 100 square metres of retail GFA Tandem parking permission with maximum 15% tandem parking		



1250 SOUTH SERVICE ROAD
PART OF BLOCKS A AND B,
REGISTERED PLAN 305, AND
PART OF LOT 6, CONCESSION 2, S.D.S.
(GEOGRAPHIC TOWNSHIP OF TORONTO)
CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL

THIS IS SCHEDULE "A" TO
BY-LAW _____
PASSED BY COUNCIL
