



Dixie Outlet Mall Policy Review

COMMUNITY MEETING #3 – DRAFT POLICIES

September 17, 2024

*What We Heard - Community Meeting Summary and
Comments on Draft Policies*

OVERVIEW

MEETING OVERVIEW

On September 17, 2024, the City of Mississauga (“City”) held a virtual meeting to present the draft policies of Dixie Outlet Mall Policy Review (Policy Review) to the public. The purpose of the meeting was to:

- provide the public with an opportunity to review the draft policies
- provide an opportunity for staff to present the draft policies
- invite participants to ask questions and share comments

The community meeting was held virtually, providing participants the opportunity to listen to a presentation that included welcoming remarks by Ward 1 Councillor Stephen Dasko, and a staff presentation on the policy review process and proposed policy changes by David Ferro, Development Planner and Karin Phuong, Policy Planner. The presentation was followed by a Question & Answer (Q&A) session where participants were able to ask questions related to the project. A brief update on the development application (File No. OZ/OPA 22-32) for the northwest portion of the site was presented by David Ferro.

The meeting was held from 6:00 p.m. to 7:30 p.m. with approximately 100 people in attendance. During the Q&A session, participants were given the opportunity to provide input and ask questions through the online chat or by speaking to panelists by raising their hand. Public input received during the meeting are included in the comments summary of this report.

COMMENTS SUMMARY

Over 100 participants attended the community meeting. During the staff presentation, participants were provided with an overview of the proposed key changes to the draft policies. Participants were invited to provide feedback on the draft policies during the Q&A portion of the meeting and encouraged to contact the project leads after the meeting if they had further questions and comments. The draft policies were posted on-line for participants to review prior to the community meeting. At the meeting, a range of questions were asked by participants and responded to by staff on various topics. The meeting discussion is summarized below.

Building Transition

Participants wanted to make sure that transition policies were still in place so that high-rise buildings would not block the sunlight for the surrounding existing homes.

During the meeting, staff clarified that height transition policies would remain in the draft special site policies (i.e., development will provide appropriate transition of scale to lower building heights adjacent to another land use and varying built forms). Any development on the Dixie Outlet Mall site would also be subject to urban design policies in the Mississauga Official Plan. The City would require, as part of a development application submission, sun/shadow studies that comply with the City's Terms of Reference.

Development Application OZ/OPA 22-32

A participant inquired if there is an accompanying interim control by-law and how the proposed policies affect the processing of the current development application. Another question was asked about timing and completion date.

The City is not contemplating an interim control by-law. This tool is used in extreme circumstances to freeze development while a municipality is reviewing its land use permissions.

The site is an opportunity site and the development application that is being reviewed is proposing residential intensification. The development application was accepted as a complete application and being circulated under the current policy regime. The development application should have regard for the City's draft proposed policies. A staff recommendation report for the application may be brought to the Planning and Development and Council in the fourth quarter of 2024 or first quarter of 2025. The timing is contingent on when the required information from the applicant is provided.

It is unknown at this time what the full build out of the site will include as the lands would be developed in phases. The phases will depend on when property owners come in with their development applications.

Flooding and Sewer Service

A participant shared concerns about the recent floods in July and August and asked whether sewer service is sufficient for this development.

Staff responded that stormwater management and functioning servicing reports submitted with a development application would look at how the site deals with stormwater runoff. No concerns have been identified.

It was also noted that a staff report will be brought to General Committee on September 18, 2024 regarding the [July and August 2024 Storm Events Update](#).

Post-meeting note: On September 25, 2024, City Council approved a grant program and changes to the 2025 budget for stormwater operating. Click on the link to learn more about the report on the [July and August 2024 Extreme Rainfall Events](#). Additional funding for flood protection were recommended, for example, drainage improvements for Dixie-Dundas of \$1 million.

Planning Jargon

Some participants shared frustration with terminology used in the policy and presentation that they did not understand. At the meeting, staff further explained:

- “Floor Space Index” (FSI) which is the ratio of total floor area to the size of the land
- “transit infrastructure” which are structures that support public transit (i.e., bus shelters, stops, pads, etc.)
- “complete streets” which are streets designed for all users (i.e., walking, cycling, transit and driving)

For future presentation and reports, more plain language and examples will be used.

Population and Density

A participant asked if the number of new residents and density resulting from increasing the FSI from 2.1 to 2.4 would be supported by infrastructure.

Staff responded that the Region has confirmed the water and wastewater servicing capacity and as such, the FSI increase aligns with the increased residential units (4,700 units, 9,800 residents).

Retail and Other Uses

A resident spoke to the importance of having sufficient retail space to meet the needs of new residents in the area and that a significant reduction of retail space will be problematic for the existing and new residents. Developers should consider a high-rise retail mall in place of residential buildings, like what European cities have built. A question was asked about whether a policy can be added to prevent the potential loss/sale of the two golf courses in Lakeview (Lakeview Golf Course, Toronto Golf Club).

The City acknowledged the creative thinking of a vertical retail building. The draft policies include a requirement for a minimum of 15,000 m² of non-residential gross floor area (i.e., retail) to be provided on the lands which is approximately 25-30% of the existing retail space. Elsewhere in the city, development applications on commercial sites are providing a similar percentage amount and assessing the viability of non-residential space that best serves the existing and new residents. The proposed policies would not prevent a developer from providing more than the minimum non-residential gross floor area requirement. Community infrastructure uses would not be included in the required amount of non-residential gross floor area.

In regard to question about the sale or redevelopment of the golf courses, it was noted that the Lakeview Golf Course is owned by the City and is a heritage site. There is no intention by the City to dispose of the golf course. For private lands, the City cannot control who can sell/purchase lands. If a development application is submitted for a privately owned site, the City is required, under the Planning Act, to review the development proposal.

Transportation (Traffic, Roads, Cycling, Parking)

We heard from participants that it was important to provide many ways to get to the site from the surrounding neighbourhood and elsewhere in Mississauga. Participants shared their concerns about increased traffic along existing roads like Cawthra Road, Dixie Road, and Haig Boulevard. Some participants did not want a connection to the Haig Boulevard (Street 'A') and raised concern about potential traffic and security issues for the existing townhouses and Applewood Road. Other participants felt there was a need for a proper road for transit, cycling and access the retail and parks.

Participants also expressed their desire for increased public transit services, and improved pedestrian and cycling infrastructure. Cycling infrastructure should be a priority and incorporated into the vision for the area. A question was asked whether there are plans for light rail transit for other main roads in Mississauga.

Questions were asked about the results of the Region's study of Dixie Road, requirements for high-rise development to future proof transportation infrastructure, and plans for traffic calming. Some participants wanted to know about the construction of the QEW/Dixie interchange and a pedestrian path crossing over the QEW from South Service Road to North Service Road.

A few participants inquired about parking provisions on private streets and the requirements for residents, visitors, and bicycle parking.

During the meeting, staff explained that:

- Dixie Road is a regional road, and the Region of Peel is currently planning improvements to Dixie Road to address congestion and incorporate all modes of travel. The study of Dixie Road is about 50% complete and the Region is looking at a few more scenarios related to a two-lane or four-lane cross section. The results of the walking audit will be posted to the Region's website. For more information, please visit Peel Region's website on the [Dixie Road Complete Corridor Study](#).
- Haig Boulevard is a public street that has been identified as a part of the larger street network of the neighbourhood. With the anticipated density, the proposed street network is necessary to support the redevelopment of the site. An easterly connection is planned from Haig Boulevard to South Service Road to improve the flow of traffic in the neighbourhood and to provide more options to get around. With every phase of development, the connection will be evaluated with an updated transportation assessment. Development application OZ/OPA 22-32 is providing for an interim access connection for new residents and visitors to the proposed residential buildings.
- The City has an on-going traffic calming program. Traffic calming measures may include, for example, adding speed bumps or pedestrian crossings to improve safety.
- Transit need will be monitored as the population grows, and services will be increased to support community needs. Improvement to transit could include an expanded transit terminal, and connections to the Long Branch GO Station and other uses. The location of the transit terminal is preferred where it is today, but the City is open to exploring other locations within the site.
- Proposed draft policies may not specifically identify cycling infrastructure, however, there is a proposed policy on complete streets which would require the design of new streets to incorporate cycling infrastructure. As a complete street network, development within the site would incorporate streets designed for all users, including cyclists. In the proposed policies, cycling is included as key guiding principle #6 i.e., achieve a transportation network that facilitates transit, vehicles, cycling and pedestrian connections through the site and to the surrounding neighbourhood.
- Transportation infrastructure needs would be considered as part of the development application review process. Along a corridor, for example, major infrastructure may be identified for a dedicated bus lane or a bus station to ensure these types of infrastructure are accommodated to support development.

- The City is working on a long-term transit and road infrastructure plan to look at number of major corridors and the type of transit needed on those streets. Priority transit corridors such as Dixie Road, Erin Mills Parkway and Eglinton Avenue will be reviewed to determine the potential for Bus Rapid Transit or Light Rail Transit along these corridors.
- A new pedestrian bridge is being constructed over the QEW at Ogden Avenue. The Ministry of Transportation is constructing a full moves interchange at QEW and Dixie.
- Access to a parking garage can be from a private street. Each development must provide parking in accordance with the City's Zoning By-law. The parking demand would be reviewed as part of the development application process to ensure that the parking rate is appropriate for that development. Bicycle parking is a requirement in our Zoning By-law that applies City-wide that every development must adhere to. Resident and visitor parking must be supplied as per the City's Zoning By-law parking rates. Parking reductions are reviewed through the development application process.

NEXT STEPS

This report on “What We Heard” provides a summary of the public input received at the September 17, 2024 community meeting. The public feedback will help to refine the draft Official Plan policies for the Dixie Outlet Mall site.

The final policy recommendations will be implemented through the Official Plan Review. A community meeting and report to the Planning and Development Committee will happen in early 2025, as a part of the Official Plan Review. Adoption of the new Official Plan by City Council is expected to occur in 2025. For more information on the Official Plan Review and to receive project updates, please subscribe to the Official Plan Review at <https://yoursay.mississauga.ca/official-plan-review>.

Timeline

