

Welcome to the Dixie Outlet Mall Policy Review Community Meeting



Agenda

1

Welcome and Opening Remarks
Councillor Stephen Dasko
Presenters and project team

2

Presentation - Draft recommended policies for
Dixie Outlet Mall Policy Review

3

Q & A Session

4

Status of Development Application OZ/OPA 22-32

5

Meeting Wrap Up

Welcome to the

Dixie Outlet Mall

Policy Review

Open House

Community Meeting #2

January 29, 2024



For more information about the project, please
scan the QR code or visit
yoursay.mississauga.ca/dixie



DIXIE
OUTLET MALL

Welcome

Agenda



1

Welcome and Opening Remarks
Councillor Stephen Dasko
Presenters and project team

2

Presentation - Draft recommended policies for
Dixie Outlet Mall Policy Review

3

Q & A Session

4

Status of Development Application OZ/OPA 22-32

5

Meeting Wrap Up

Open House Etiquette

Thank you for joining us today. We encourage you to walk around the room, interact with the boards that have prompts, and ask questions!



For more information about the project, please scan the QR code.

As you participate in the meeting, please keep the following in mind:



Be Curious



Be Respectful



Come With an Open Mind

Introductions



Ward 1 - Councillor Stephen Dasko

Presenters



David Ferro,
Development Planner
Development and Design



Karin Phuong,
Policy Planner
City Planning Strategies

*Additional professionals on the team from the City:
Parks Planning, Transit Planning and Transportation Planning*

Additional guest from the Region of Peel, Transportation Division

Dixie Outlet Mall Policy Review

PURPOSE OF THE POLICY REVIEW

- To engage with the community on the key elements for a new mixed use community for the entire Dixie Outlet Mall site. There is development interest and an opportunity to re-plan this site with the community.
- To prepare an Official Plan Amendment (OPA), as directed by City Council.
- To consider opportunities to accommodate more housing on the site, given the provincial direction to accommodate more housing. Learn about Mississauga's Housing Action plan - mississauga.ca/housing

OBJECTIVES

- Help guide development
- Work collaboratively on future planning of the site
- Review existing policy permissions to confirm appropriateness
- Consider key elements to achieve a complete community such as new roads, pedestrian connections, transit supportive development, parks, a mix of land uses, affordable housing and non-residential uses
- Identify appropriate building heights

AGENDA

- Walk through room and review the boards. Using sticky notes, add your comments onto the boards.
- Presentation:
 - Afternoon session, begins at 3:30 p.m.
 - Evening session, begins at 6:30 p.m.
- Ask questions! Staff are here to assist and can guide you through the boards.
- Submit written comments! A form is available at the registration desk. Drop off the completed form at the registration desk.

OTHER PROJECT UPDATES

- OZ/OPA 22-32 (Slate Asset Management) - Learn more about the development application on the northwest corner of the mall site
- Dixie Road Corridor Study – Find out more about the Region of Peel's feasibility study of Dixie Road

Context

Legend



Site Boundary



MiWay Route 4



MiWay Route 5



MiWay Transit Terminal

200m



Locational Context

- Mall opened in 1956 and today has over 100 retail stores
- Ministry of Transportation is making improvements to the QEW at Dixie with a reconfiguration of the QEW/Dixie interchange and realignment of local service roads.

Applewood
Village Plaza

4

NORTH SERVICE ROAD

QUEEN ELIZABETH WAY

SOUTH SERVICE ROAD

5

DIXIE ROAD

Dixie Outlet Mall

(~19 hectares / 46 acres)



ROMETOWN DR

LONDONDERRY
BLVD

Lakeview Golf
Course

HAIG BOULEVARD

MYRON DRIVE

What We've Heard So Far

3

How important is it to include retail, office, buildings, and other services into the new development?

Policy Considerations

- Continue to allow for a variety of housing types and tenure
- Create a complete community that supports housing and access to jobs, services and community uses
- Flexible policy that allows for a variety of non-residential uses while ensuring that these types of uses will be provided. These uses can include a daycare/adult care facility, retail stores, office, restaurants, medical clinics, community uses etc.
- Identify the need for community infrastructure to support the additional population. This can include a school(s), a fire station, paramedic facility

“...It’s very important to include retail, offices and other services in the mix. This would help support the growing community”

“If you want living space, keep office space to a minimum”

“...consider different housing types and integration of services to encourage intergenerational solutions. [For example,] seniors living at this site could help with an onsite daycare facility or before and after school programs...”

“...Food stores, medical and related residential amenities...”

“I agree there is a need for housing and support low rise housing, but these kids also need access to schools, parks and outdoor space and community activities”

“Just let the free market decide”

“Development should include access to existing grocery store, and [] new services for increased intensity”

“People need work in this area, so jobs, jobs, jobs”

Please visit www.yoursay.mississauga.ca/dixie

to access the “What We Heard” report.



What We've Heard So Far

4

How can we improve movement through the site and connections to existing neighbourhoods?

“...make it a community that is walkable with green spaces as well...”

“The redeveloped site must accommodate [a bus terminal] plus account for growth in ridership”

“A road will be mandatory. Cycling paths that connect to city’s existing system. Walkways are critical to navigate this soon to be small city”

“...need for safe bike lanes and pedestrian walkaways...”

“...Frequent transit to Dixie GO, Dundas BRT and Long Branch”

“Plans must be made and kept to limit traffic and ease congestion. Parking must be planned”

“Restrict the access to Haig Blvd. to foot and cycle traffic”

“Improve transit, add cycling paths, create non- car-dependent development”

Policy Considerations

- Remove barriers - ensure that the street network is seamless and accessible by walking, biking, transit or cars
- Create a framework for walking - to parks, services, amenities, transit terminal, work place
- Connect people within and between neighbourhoods by creating linkages to the surrounding neighbourhoods
- Emphasize transit as an integral service need

Other notes:

- Development is required to provide parking justification if the parking proposed on site is below the City parking standards

Please visit www.yoursay.mississauga.ca/dixie

to access the “What We Heard” report.



What We've Heard So Far

What is important for future parks and public spaces on the site?

“Greater density necessitates green space. Need a place for families & others to enjoy”

“It is important that adequate [green] space is set aside for the proposed development as there is no nearby green space (other than golf courses)”

“We need high quality playgrounds and places for people to gather. We have too many courtyards and open spaces without any landscape or specific programming”

“Restore natural habitat along Applewood Creek”

Policy Considerations

- Having publicly accessible parks for a gathering space for social and recreational purposes is important for health and well-being
- Provide direction for public park design and privately owned public spaces to ensure integration with the parkland system and street and pedestrian network, among other considerations
- Support ways to protect and enhance Applewood Creek

Please visit www.yoursay.mississauga.ca/dixie

to access the “What We Heard” report.



What We've Heard So Far

6

What types of buildings should be on the site and how tall should they be?

"A townhouse community would be ideal. If multi-level units are required - 8 storeys max"

"Townhouses, low to mid rise no more than 10 floors"

"...family focused housing. 15-22 storeys seem reasonable"

"Townhomes in the southwest corner. Taller condos of about 18 storeys along QEW to help block highway noise"

"...At least 10% affordable units"

"Need more ground based, family oriented housing"

"No more than 15 storeys max, with 2 & 3 bedrooms for families with mixed affordability"

"No to affordable housing"

"Low rise would be great but may not be feasible and may not address housing need"

"The height of building should be restricted by the shadows and sight lines that presently exist"

Policy Considerations

- Address housing needs by planning for more density and housing options while balancing employment needs
- Address "missing middle housing" by allowing for a range of housing types including medium-density and housing of up to 15 storeys
- Consideration for some affordable housing, such as rental housing

Other notes:

- Encourage more affordable homes for low-income families and individuals

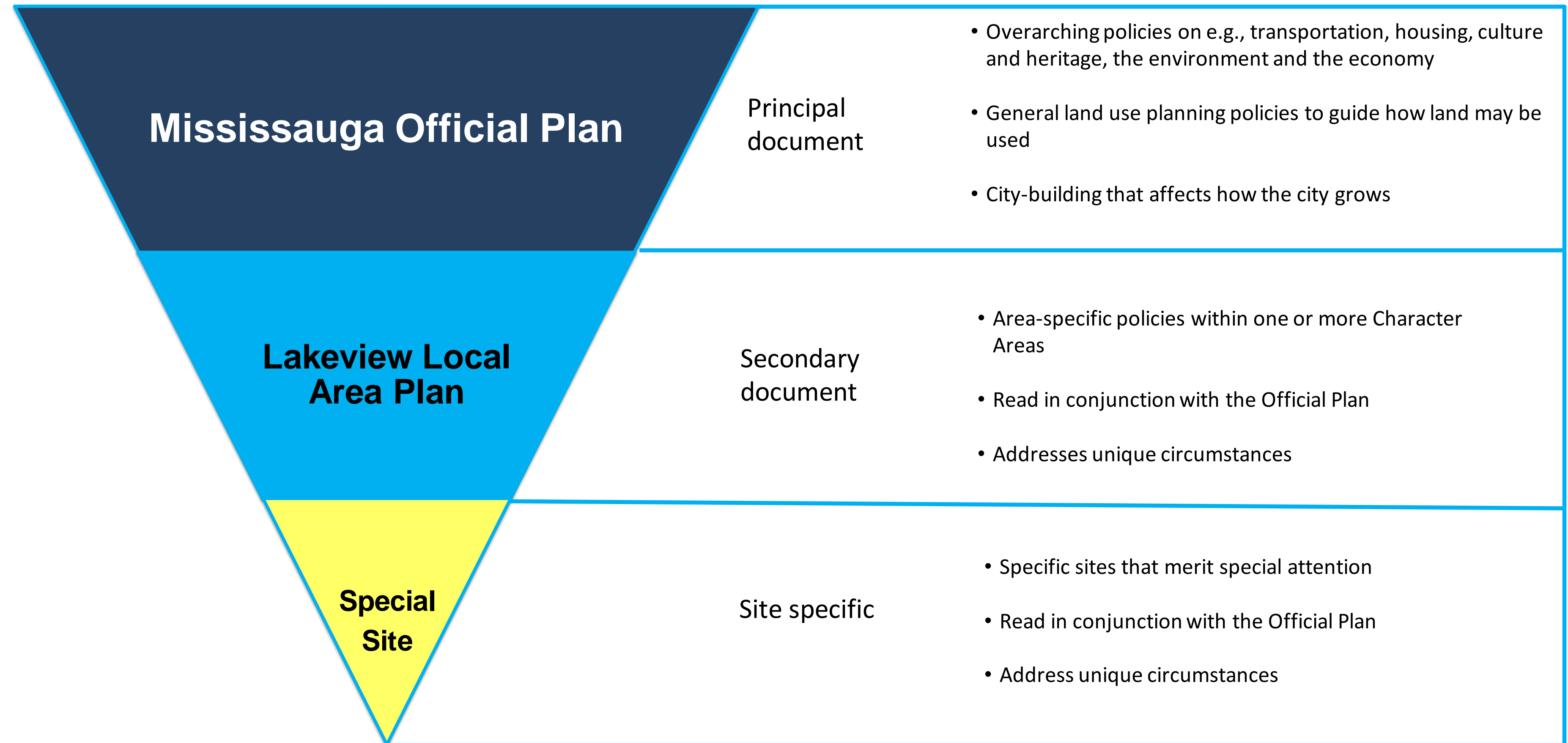
Please visit www.yoursay.mississauga.ca/dixie

to access the "What We Heard" report.

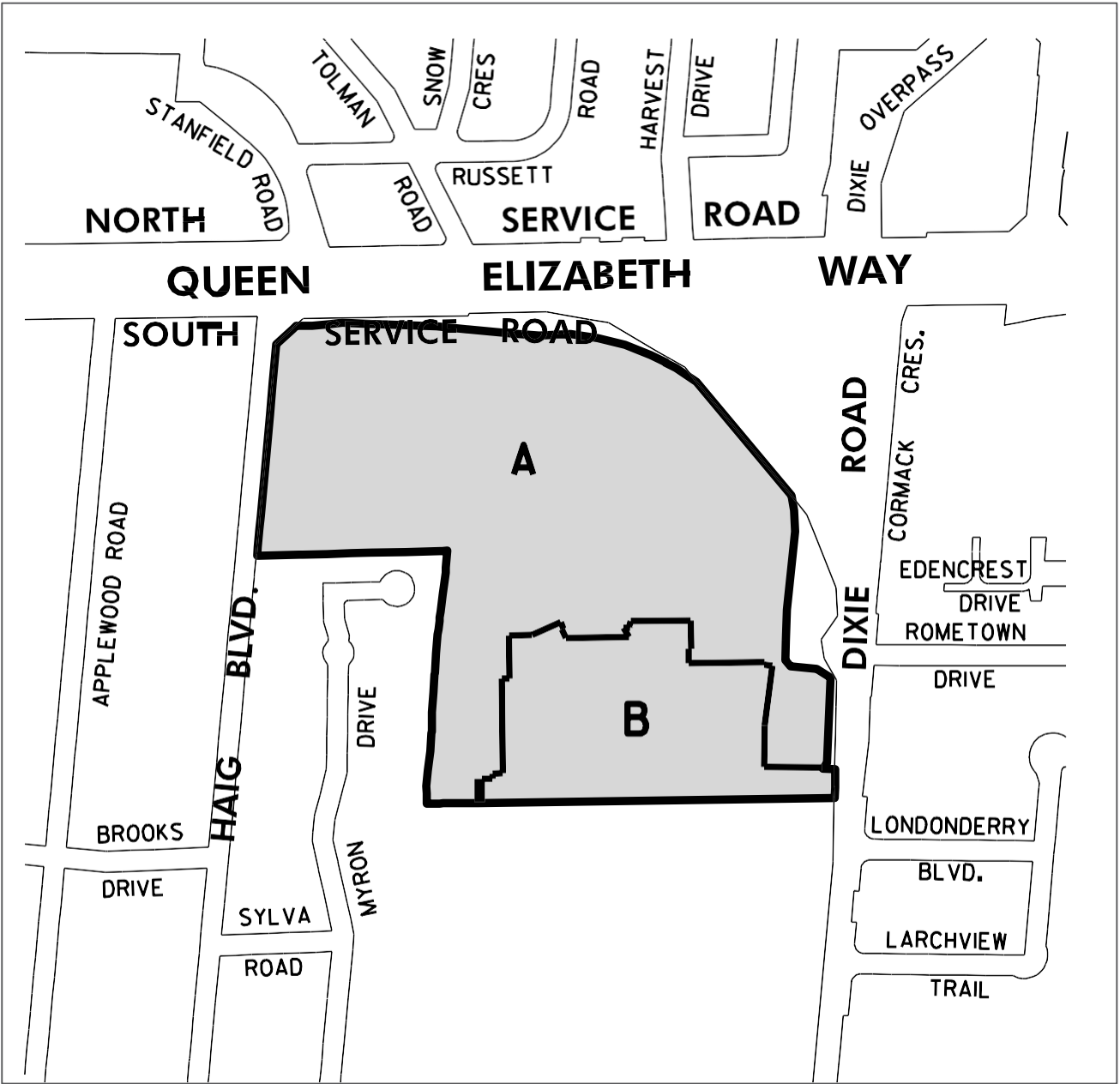


Mississauga Official Plan

City-wide Official Plan Policies, Local Area Plan Policies, Special Site Policies



Summary of Draft Recommended Policies



13.1.14.1 The lands identified as Special Site 14 (“site”) are located on the southwest corner of South Service Road and Dixie Road.

KEY GUIDING PRINCIPLES



1. **High quality public realm** – vibrant, comfortable, enjoyable and accessible



2. **Mix of housing** – types and tenure



3. **Heights and densities** – appropriate scale, greatest heights and densities located adjacent to transit terminal and the north area of the site



5. **Naturalized green corridor** – protect and enhance Applewood Creek



6. **Transportation network** – facilitates transit, vehicles, cycling and pedestrian connections

Summary of Draft Recommended Policies

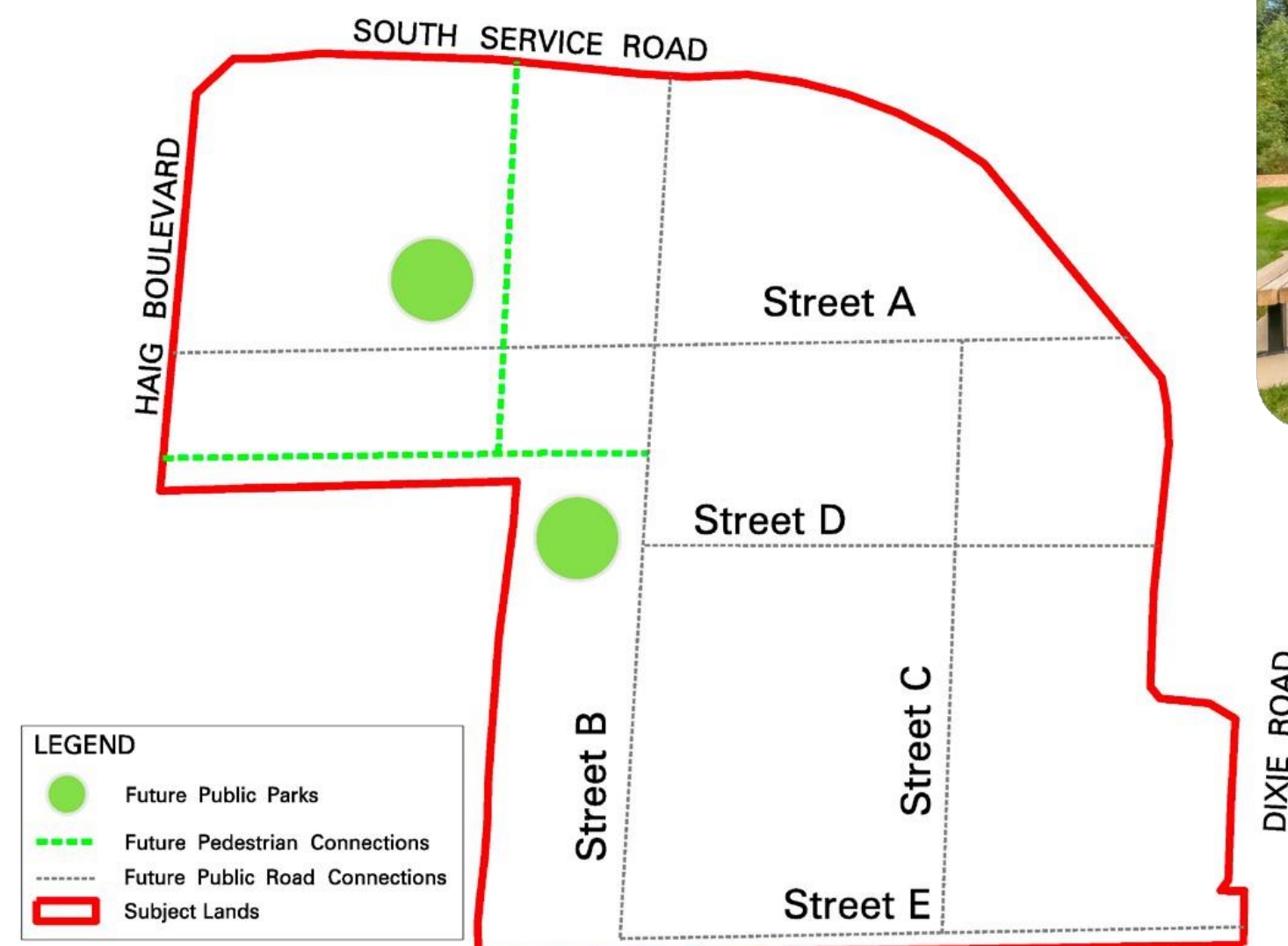


Figure 13.1.14-1: The figure above illustrates the conceptual location of new public parks, future pedestrian connections and public roads.



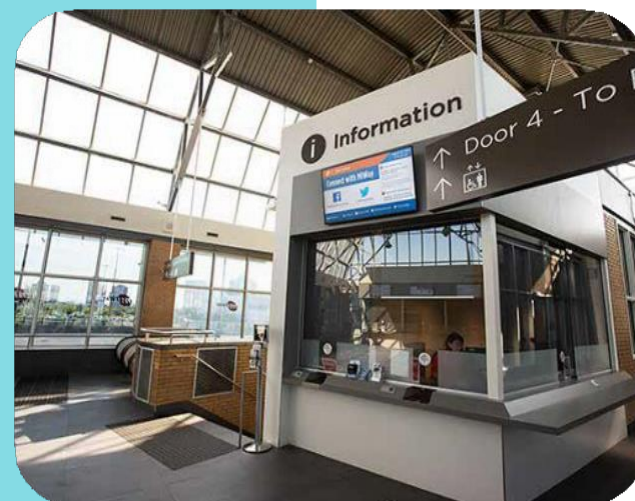
PARKS, OPEN SPACES AND NATURALIZED AREAS

- Park design – accessible, contiguous
- Privately Owned Public Spaces (POPS) may be incorporated (with certain provisions)
- Support opportunities to protect and enhance Applewood Creek
- Development located outside natural hazards

Summary of Draft Recommended Policies

COMMUNITY INFRASTRUCTURE

- Development to provide necessary community infrastructure and may be required to contribute land
- Priority should be given, but not limited to – a fire station, paramedic station, school(s), expanded transit terminal
- School facility confirmed through development application review



HOUSING

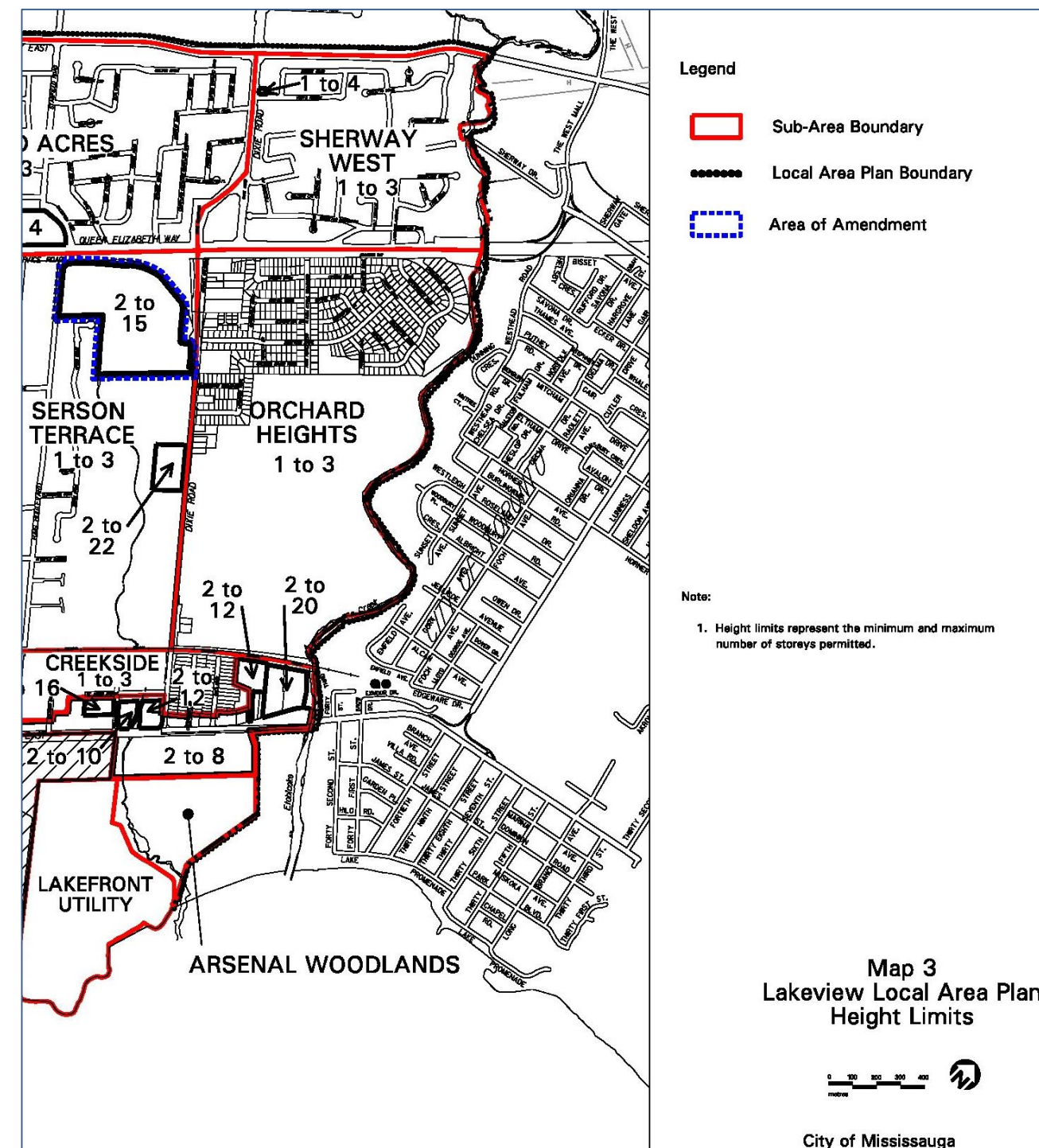
- Permit stand-alone residential buildings
- Provide gradual transition in built form
- Incorporate a variety of housing types and tenure
- Provide affordable housing, which may include rental housing
- Support long term care facilities



Summary of Draft Recommended Policies

NON-RESIDENTIAL USES

- Allow for additional uses – banquet halls, conference centres and major office
- Provide a concentration and mix of non-residential uses and jobs
- Require a minimum of 15,000 m² of non-residential gross floor area (minimum requirements for the north and south properties)

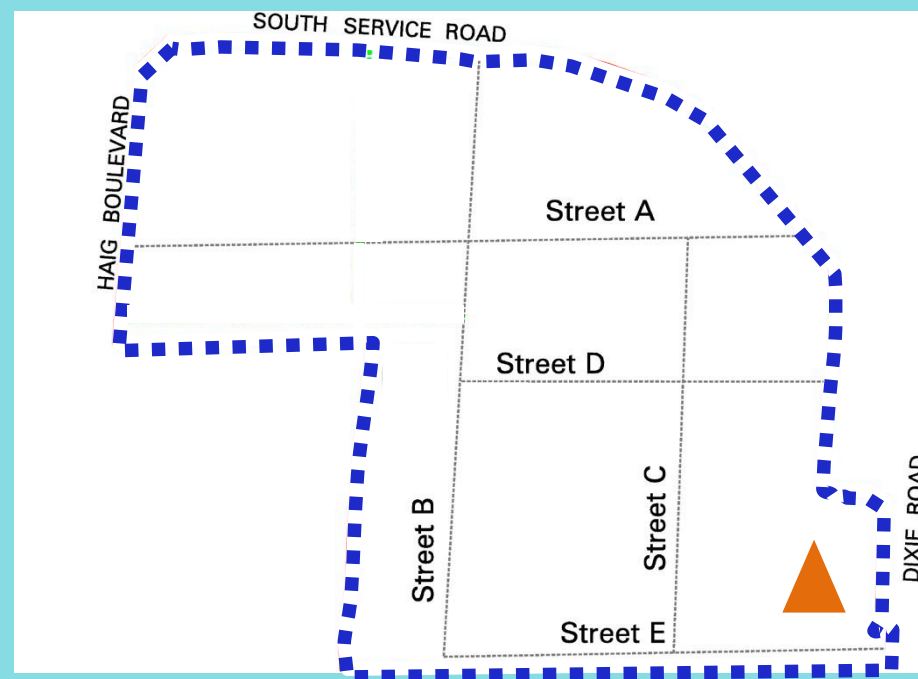


Part of Map 3 Lakeview Local Area Plan – Height Limits shows the area of amendment with height limits of 2 to 15 storeys

URBAN FORM, HEIGHTS AND DENSITY

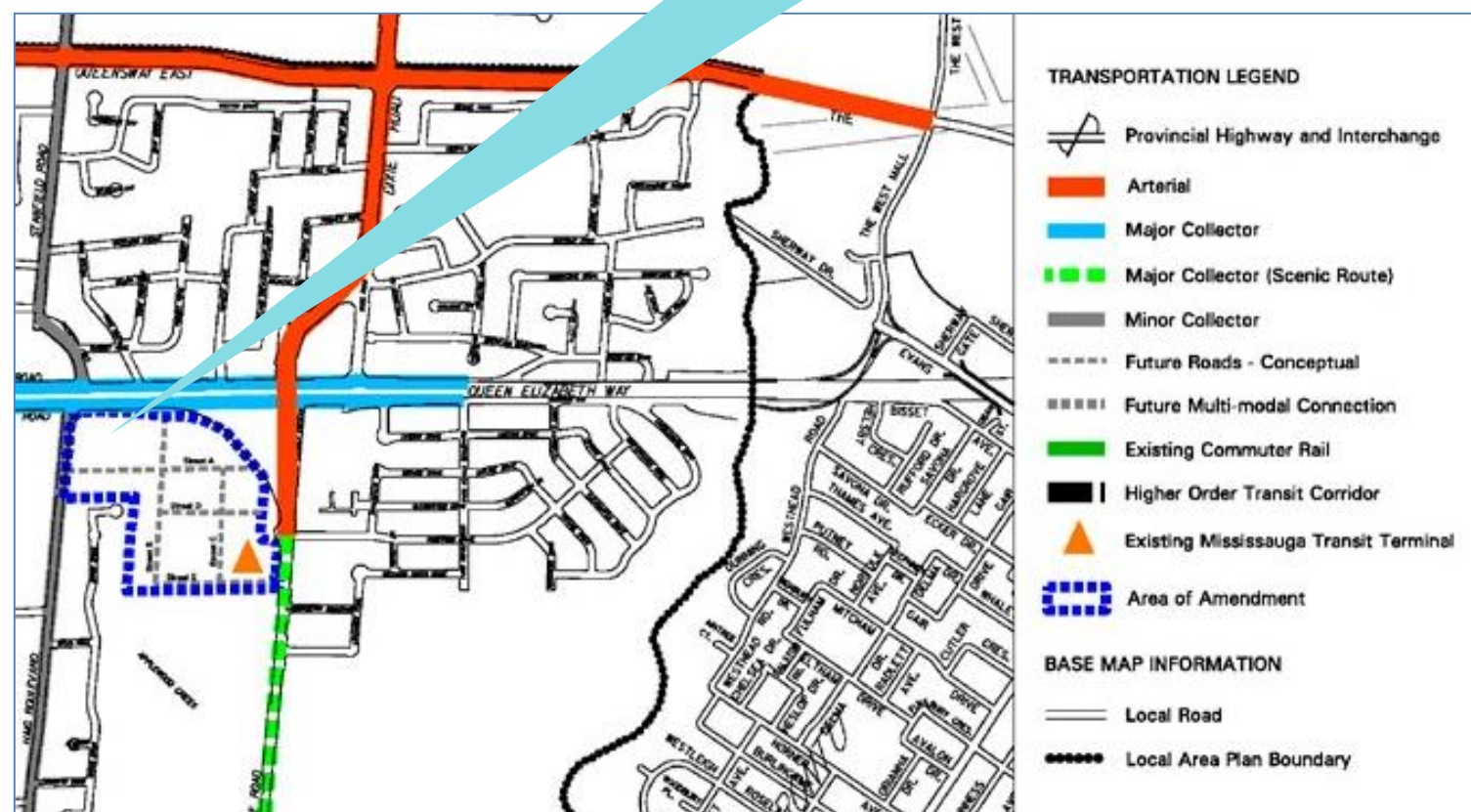
- Permit maximum residential FSI of 2.1 across each property
- Increases to density subject to adequacy of community infrastructure and servicing
- Appropriate transition of scale to lower building height
- Have a variation of building heights
- Map 3: Lakeview Local Area Plan – Height Limits –identify height limit of 2 to 15 storeys
- Buildings should frame streets and have main entrances accessible from a public street

Summary of Draft Recommended Policies



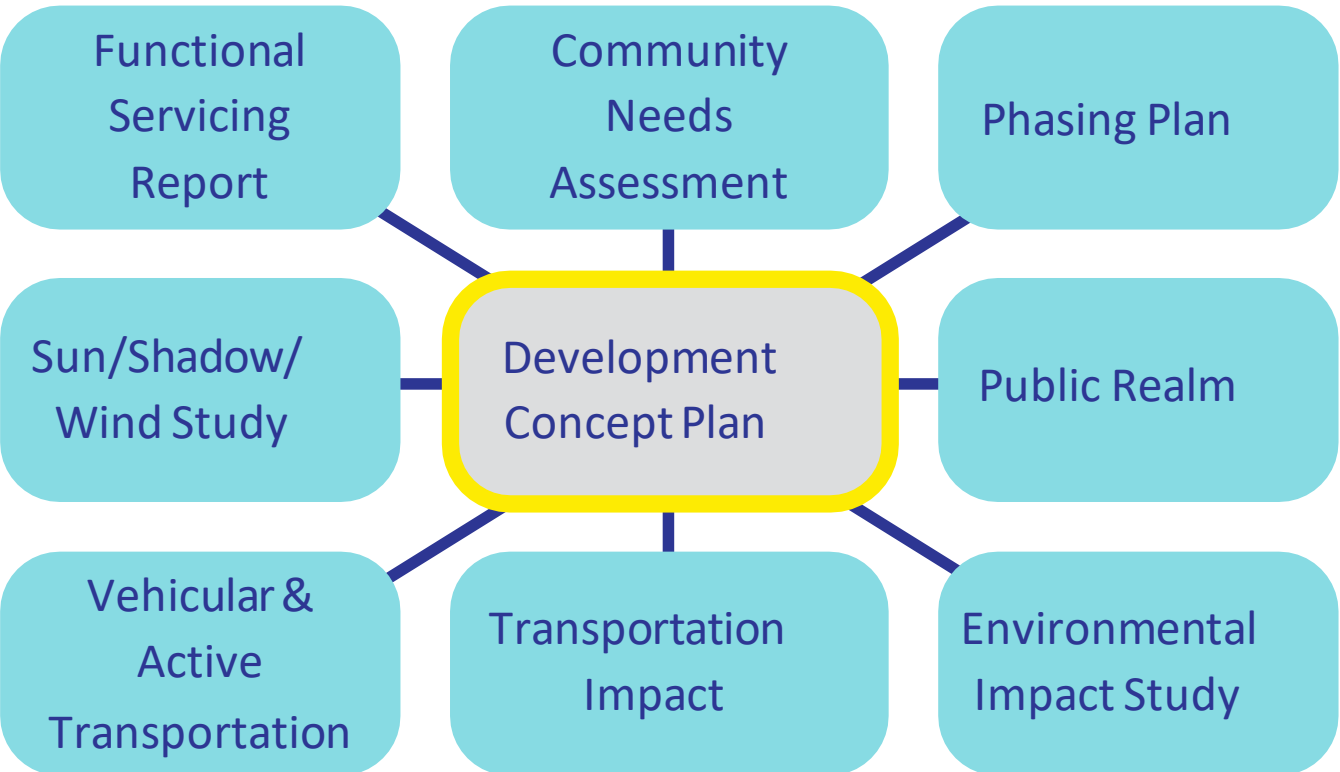
TRANSPORTATION

- Complete streets for all users
- To improve safety on streets, traffic calming measures may be applied
- Future additions to street network will be public
- Public easements will be required for private streets
- Street design and access will be determined through the development application review process
- Map 2: Lakeview Local Area Plan – Long Term Road and Transit Network – identifies future additions to the street network
- Enhance transit connections and service improvements
- Expanded transit near Dixie Road and southern boundary of site
- Pedestrian connections to existing and future streets, parks and open spaces
- Require public easements where pedestrian connections are proposed on private lands



Part of Map 2 Lakeview Local Area Plan - Long Term Road and Transit Network

Summary of Draft Recommended Policies

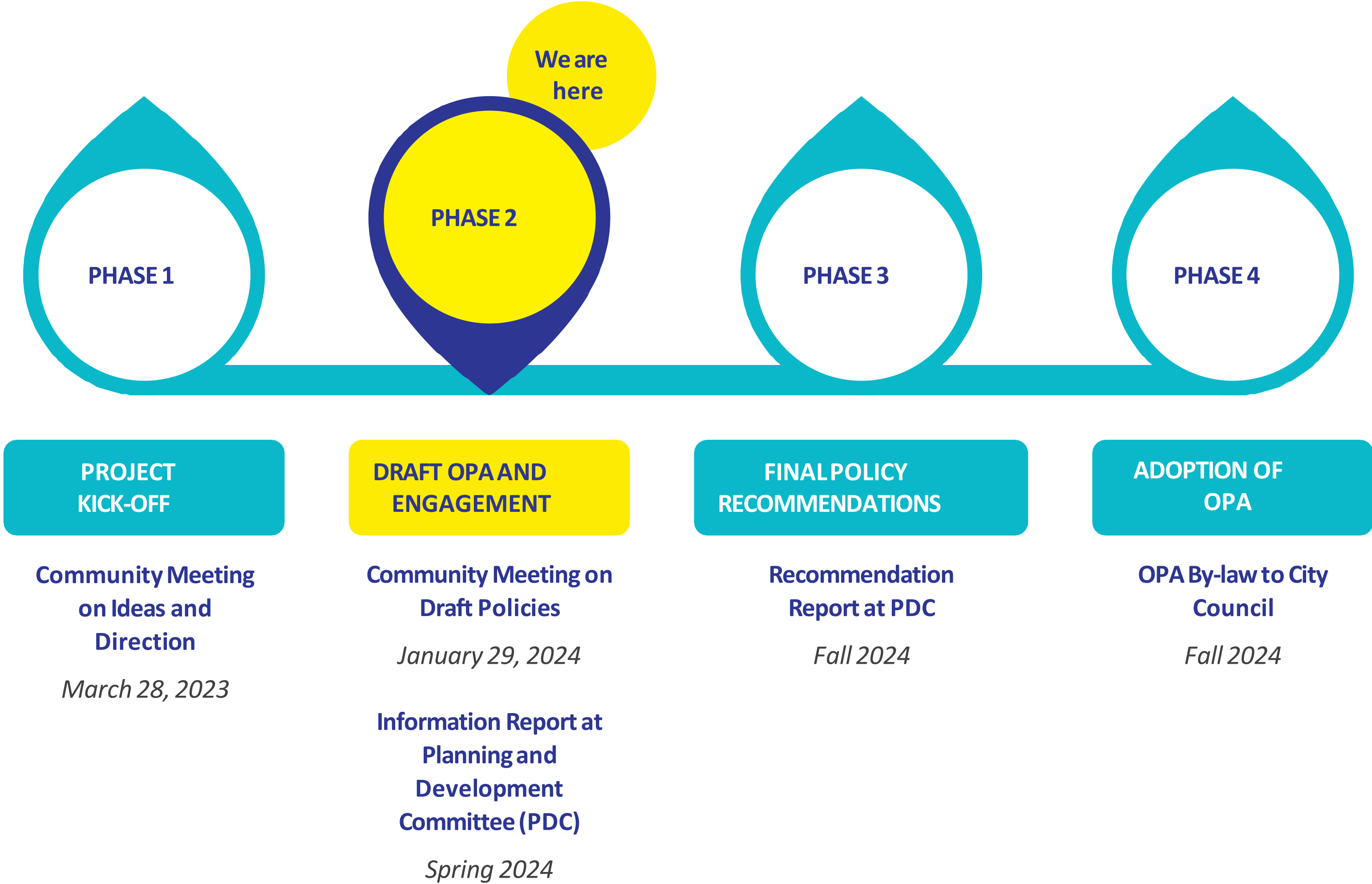


A development concept plan is supported by many studies

IMPLEMENTATION

- Require detailed concept plan for each development phase that will identify:
e.g., land use and density distribution, public parkland and community infrastructure, building heights and massing, pedestrian and street network, how the non-residential GFA is being met, sequencing of development and engineering
- Development will occur by way of plan of subdivision to determine the provision and location of proposed parkland and alignment of public streets
- Development applications will be supported by studies:
e.g., community needs assessment, detailed phasing plan, environmental impact study, functional servicing report, public realm plan, sun/shadow/wind study, transportation impact study, vehicle/active transportation circulation plan and street alignment

Timeline



Q & A Discussion on the Policy Review

As you participate in the meeting, please keep the following in mind:



Be Curious



Be Respectful



Come With an Open Mind

Concurrent Review Process for a Development Application within the Dixie Outlet Mall Site

Ongoing

Review of Development Application for a portion of the lands at 1250 South Service Road

2019-2021

In-person meetings and virtual open houses held by Slate Asset Management (Slate)

Dec 2022

Slate submits Development Application to the City

May 2023

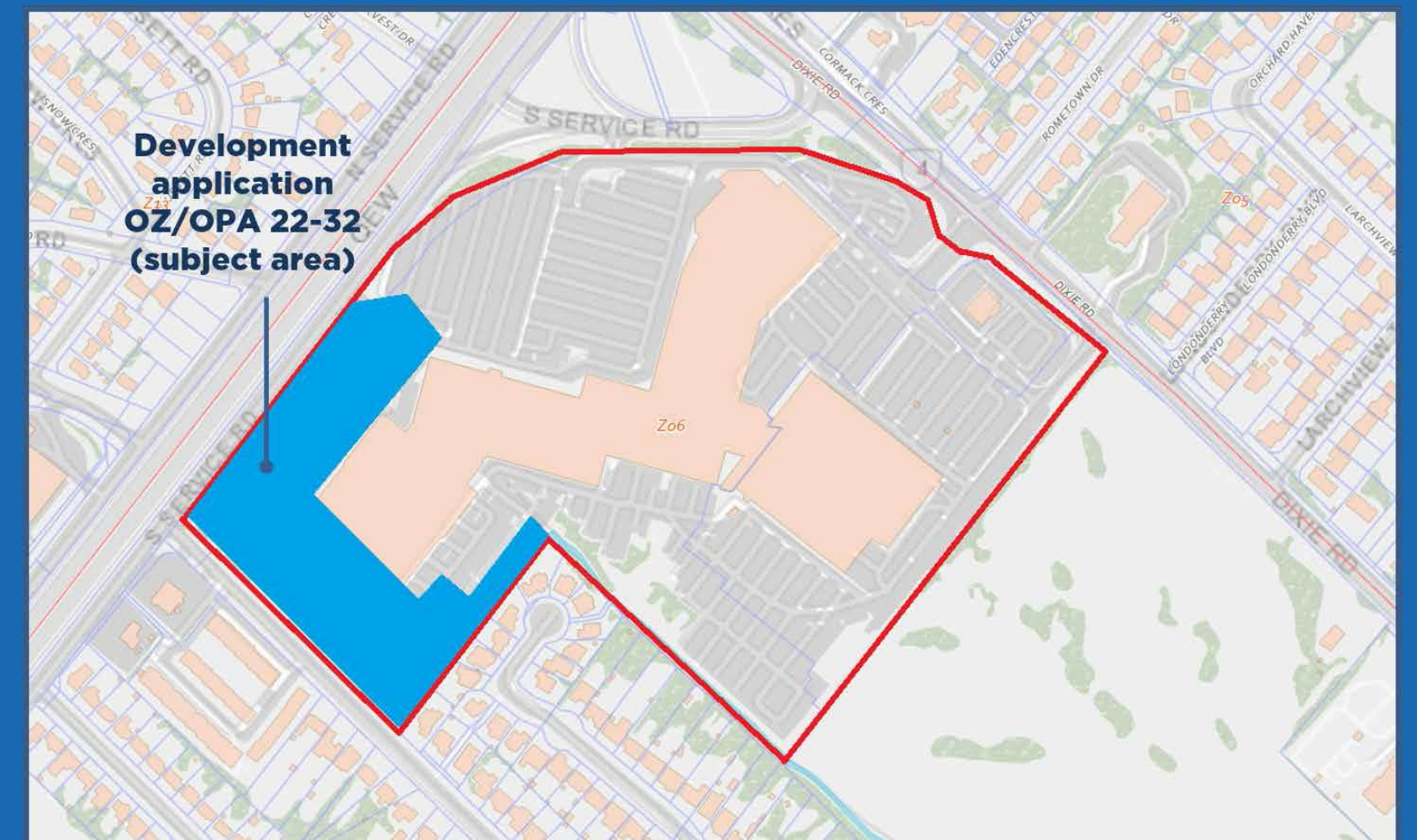
Staff Information Report and formal Public Meeting held at Planning and Development Committee

Q1 2024

Staff expects a resubmission from the applicant on a revised concept plan

TBD

Staff Recommendation Report to Planning and Development Committee




For more information on the Development Application:

- Visit the Active Development Applications page at mississauga.ca
- Contact David Ferro, Development Planner at david.ferro@mississauga.ca




Thank You!



Visit the Project Webpage

For more information about the project, please scan the QR code or visit the project webpage at

yoursay.mississauga.ca/dixie

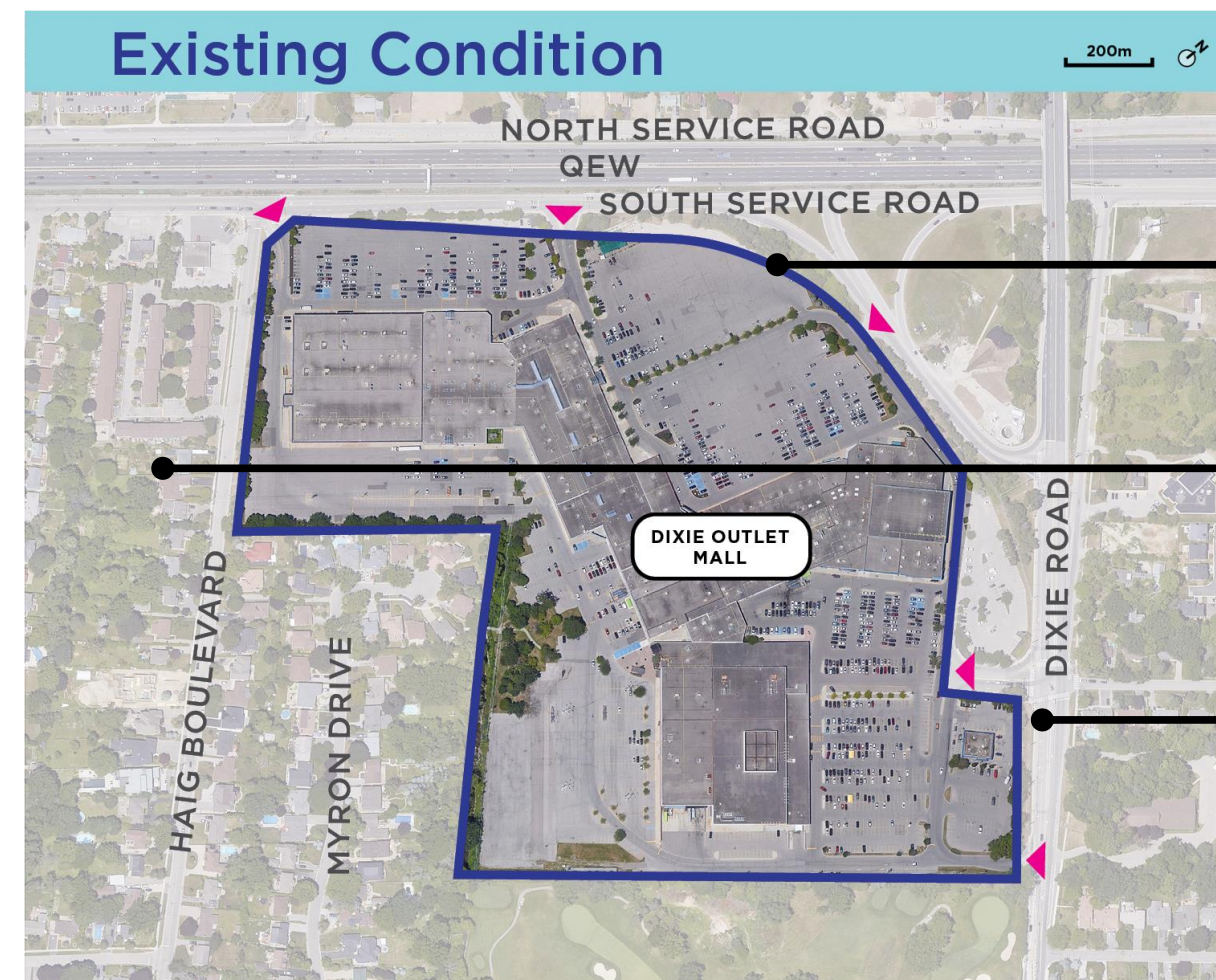


Contacts:

Karin Phuong, Policy Planner
905-615-3200 ext. 3806
Karin.Phuong@mississauga.ca

David Ferro, Development Planner
905-615-3200 ext. 4554
David.Ferro@mississauga.ca

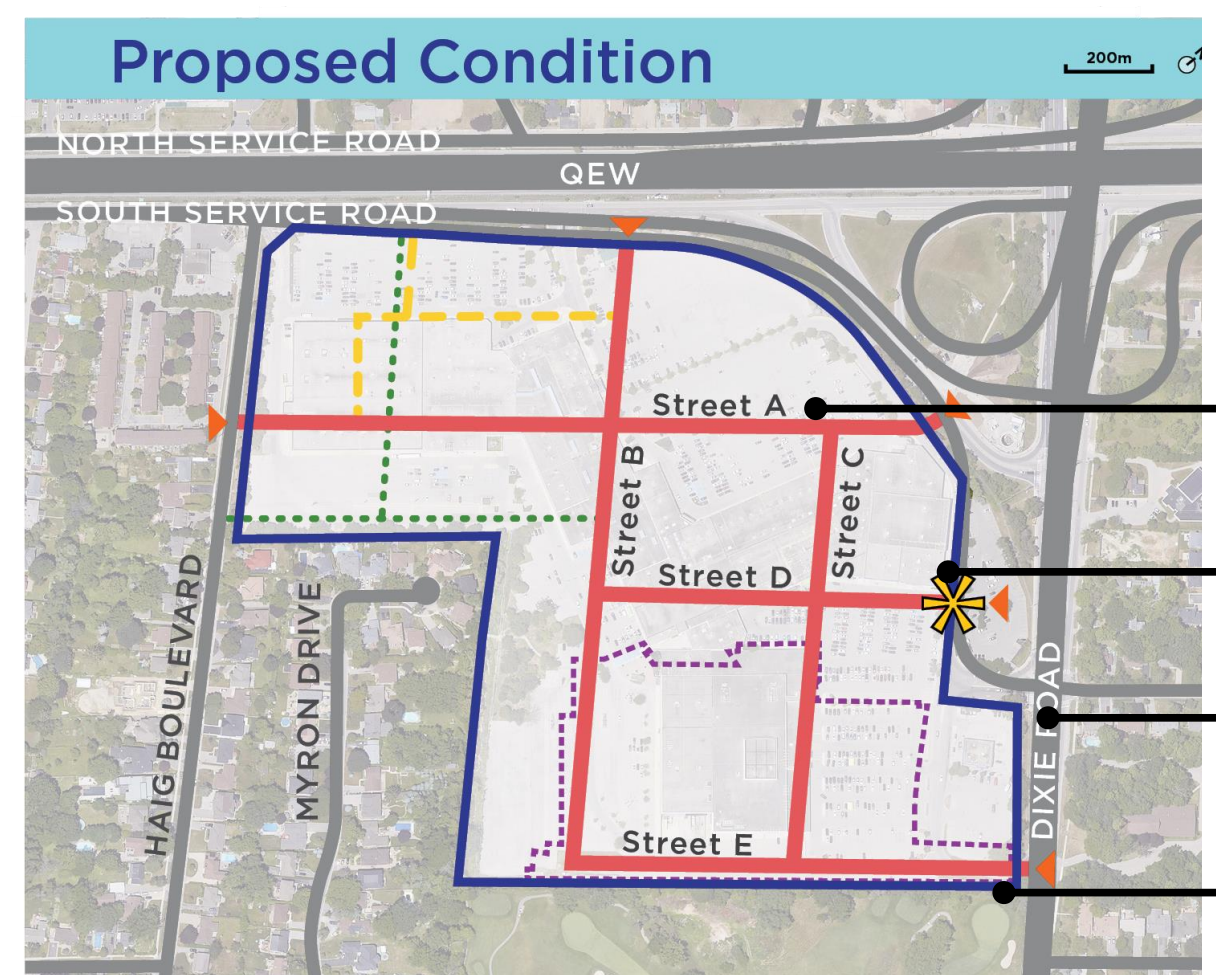
Proposed Street Network | Objectives



Large site with no public streets

Disconnected from existing communities

Limited access to site



Allows movement through site

Introduces a grid street network that connects to existing streets

Disperses traffic with additional streets

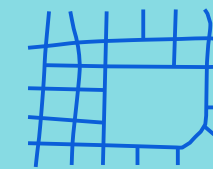
Provides access to future on site amenities

LEGEND

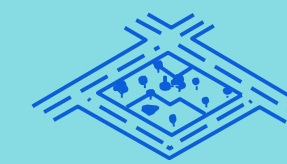
- Site Access
- Pedestrian/Cycling Connection* Public
- Road
- Private Road*
- Study Area
- Property Line
- External Road Network
- Realignment
- Improvements Required

*Additional private roads and connections may be considered through future phases and are subject to change

Objectives:



Promoting city building by connecting communities with a fine-grained street network



Creating smaller development blocks



Integrating into existing communities



Having building entrances front onto public streets



Dispersing traffic through multiple routes and access points



Providing access to new amenities, parks and retail



Improving access to transit



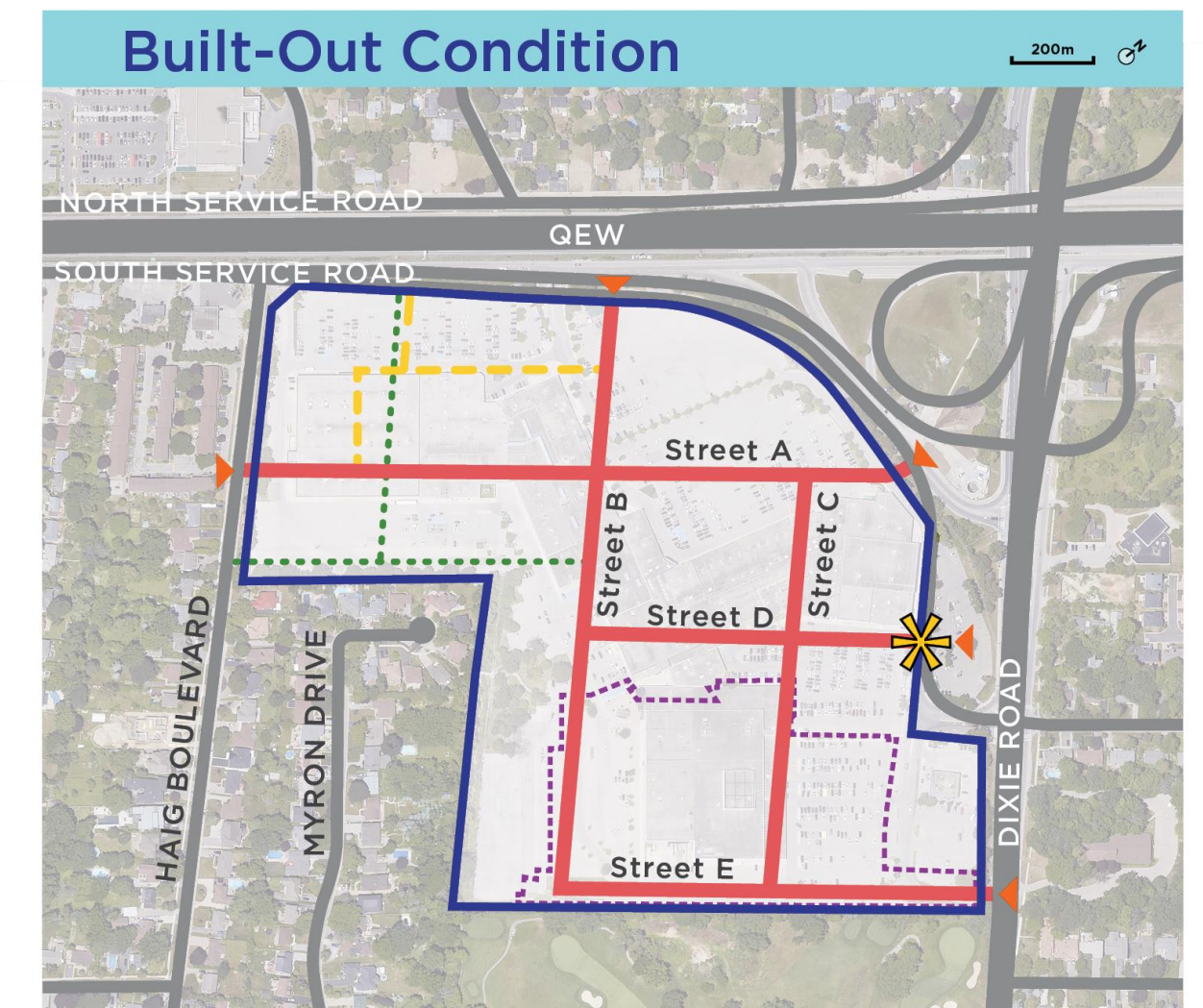
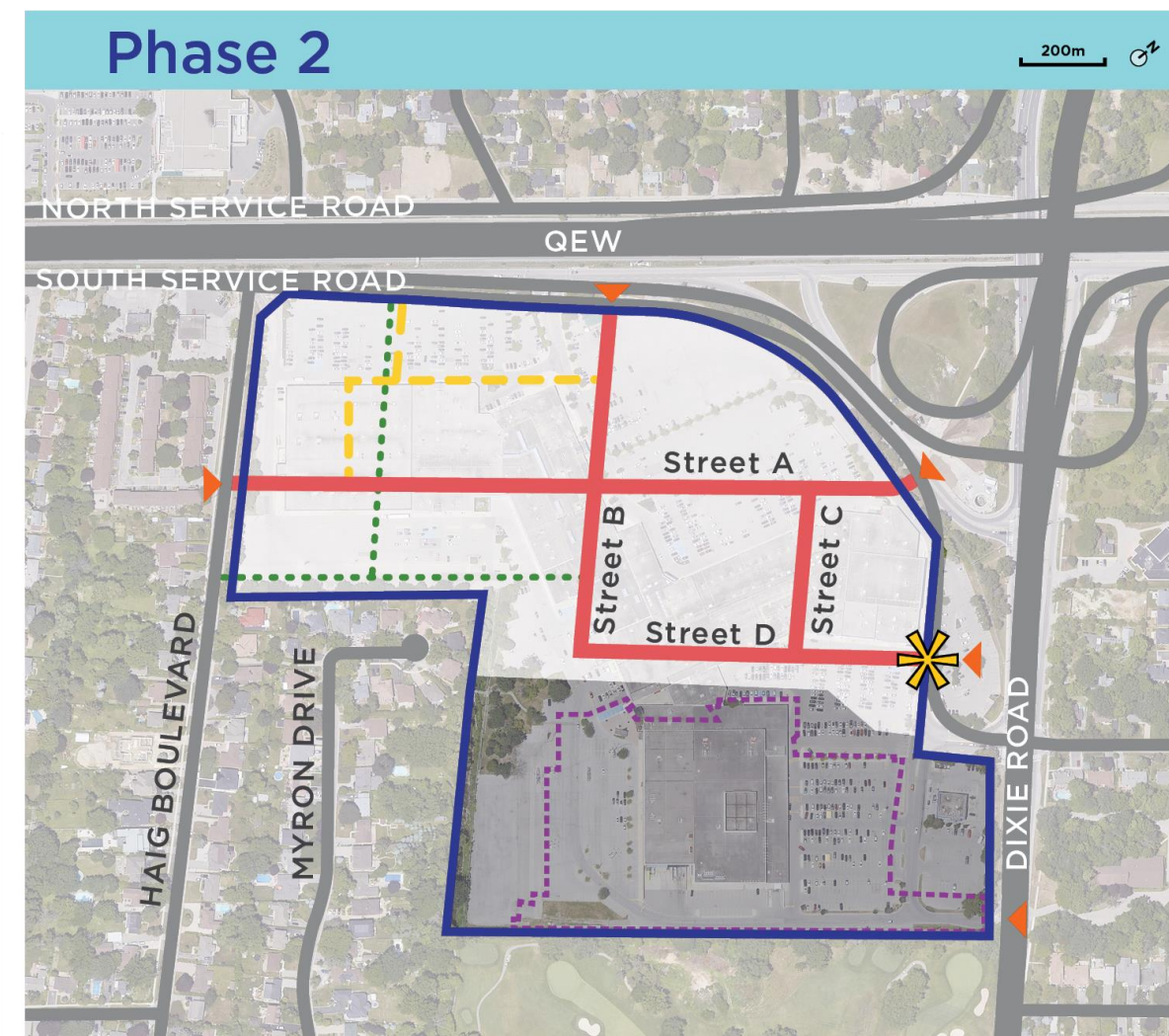
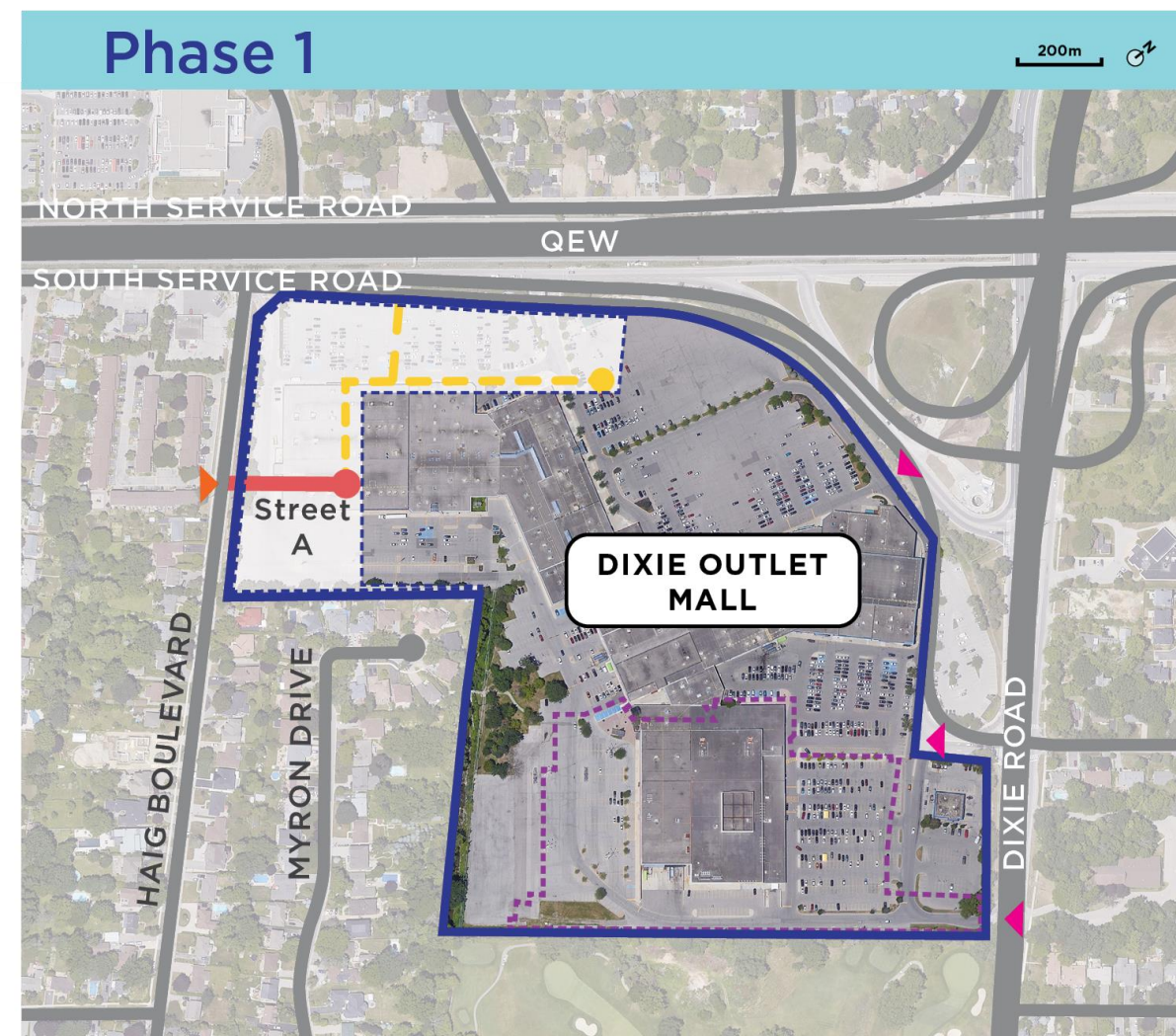
Providing for active transportation with multi-modal options



Improving emergency response time

Proposed Street Network | Phasing

17



LEGEND

- Site Access
- Pedestrian/Cycling Connection*

- Public Road
- Private Road*

- Study Area
- Property Line

- External Road Network
- Realignment Improvements Required

*Additional private roads and connections may be considered through future phases and are subject to change

Phase 1:

- Phased approach to build public street
- A portion of the mall is demolished
- Street 'A' (cul-de-sac) provides access to the parking area for new residents and visitors
- New development block accessible through private streets

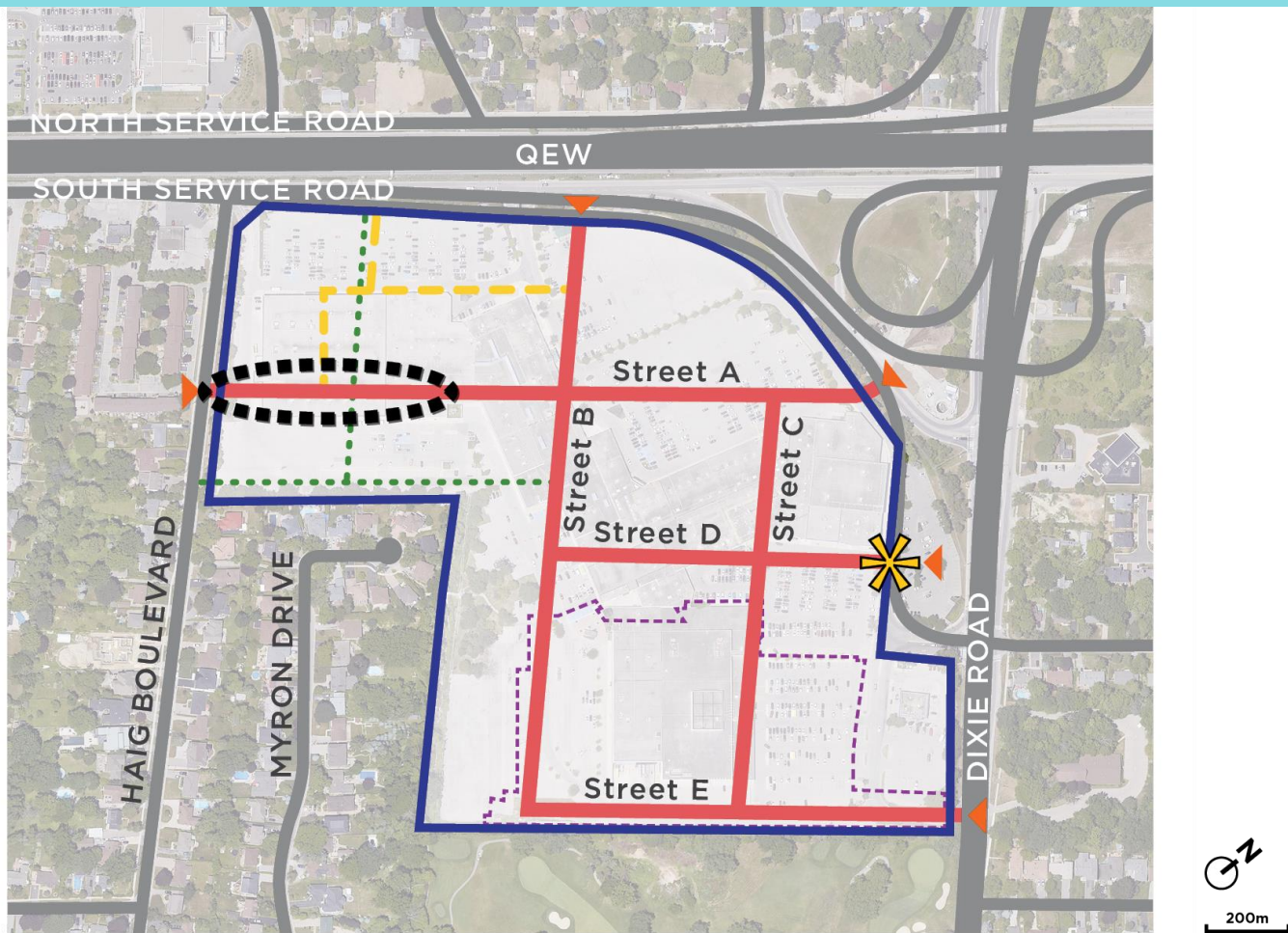
Phase 2:

- Assumes redevelopment of another portion of the mall
- Further expansion of the street network provides multiple routes and access points to move around
- Active transportation introduced to build multi-modal options

Full Build-Out:

- Assumes redevelopment of the entire site
- Integrates with existing community with connected streets
- Full expansion of the street network to disperse traffic
- New mixed use community with a fine-grained street network

Connection to Haig Boulevard



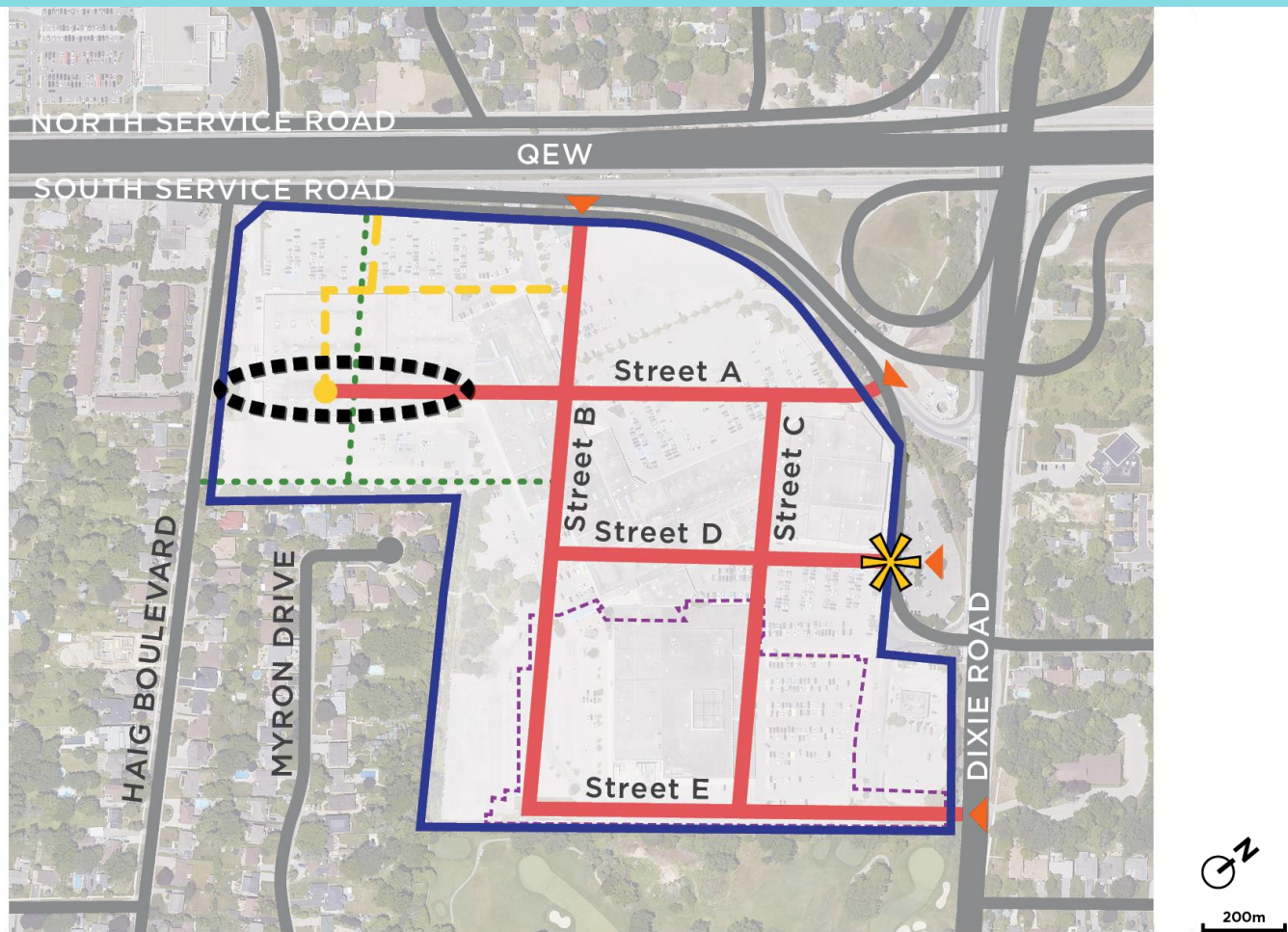
LEGEND

— Haig Connection

- In the near term (Phase 1) Street 'A' is a cul-de-sac that provides access to the parking area for new residents and visitors
- Provides multiple ways to get around - to work, school, shopping, other amenities and emergency services
- Provides continuity with the community – integration with the existing community
- Disperses traffic in the area with a grid of streets
- Additional ways to slow speed using traffic calming e.g. add stop sign at Haig Boulevard, speed hump, etc.
- Streets serve multiple purposes, including movement for vehicles, cyclists and pedestrians

Recommended

No Connection to Haig Boulevard



LEGEND

— No Connection to Haig

- Lack of a road connection will constrain a complete street network
- Fewer options to get around and access on-site amenities
- Will not alleviate existing traffic congestion
- Traffic builds up elsewhere in the area
- Disconnected from Lakeview community - creates an isolated neighbourhood
- Not consistent with the principles of city building and complete communities

Not Recommended