

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



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 or visit yoursay.mississauga.ca/dixie

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



Be Curious



Be Respectful



Come With an Open Mind

Dixie Outlet Mall Policy Review

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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

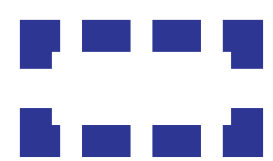



- **Walk through room and review the boards. Using sticky notes, add your comments onto the boards.**
- **Presentation:**
 - Afternoon session, begins at 3:30 p.m.
 - Evening session, begins at 6:30 p.m.
- **Ask questions! Staff are here to assist and can guide you through the boards.**
- **Submit written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



What We've Heard So Far

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

"...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"

"People need work in this area, so jobs, jobs, jobs"

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

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

Please visit www.yoursay.mississauga.ca/dixie to access the "What We Heard" report.



What We've Heard So Far

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...”

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

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

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

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

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

“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”

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

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

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"

"Town houses, 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.



LAKEVIEW LOCAL AREA PLAN

10.1 Neighbourhoods

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

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.

Delete policy 10.1.3.1 and establish a new special site policy for the Dixie Outlet Mall site

13.0 SPECIAL SITE AND EXEMPT SITE POLICIES

13.1 Special Site Policies

There are sites within Lakeview, as shown in Figure 16, that merit special attention and are subject to the following policies.

Add new Special Site 14 to the figure

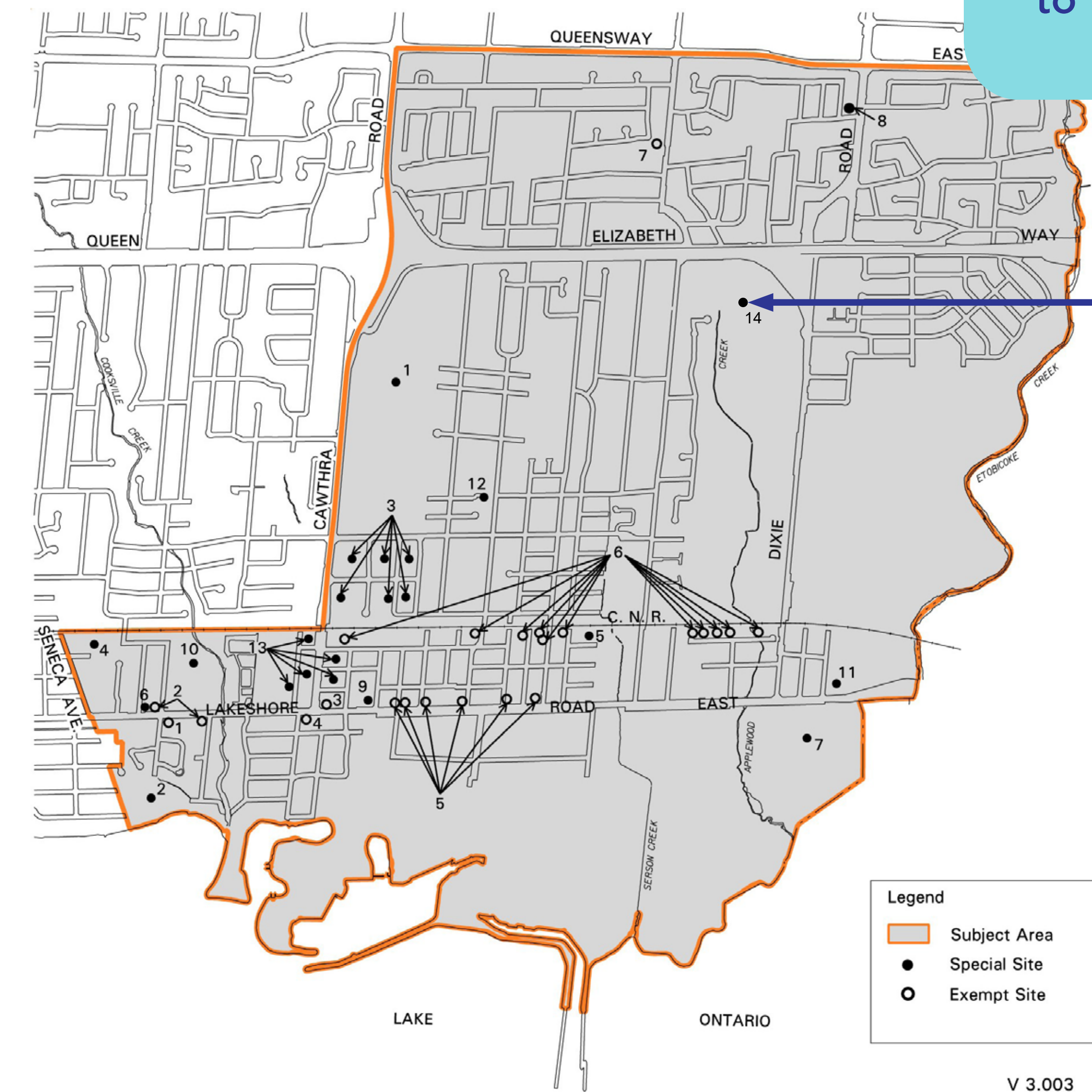
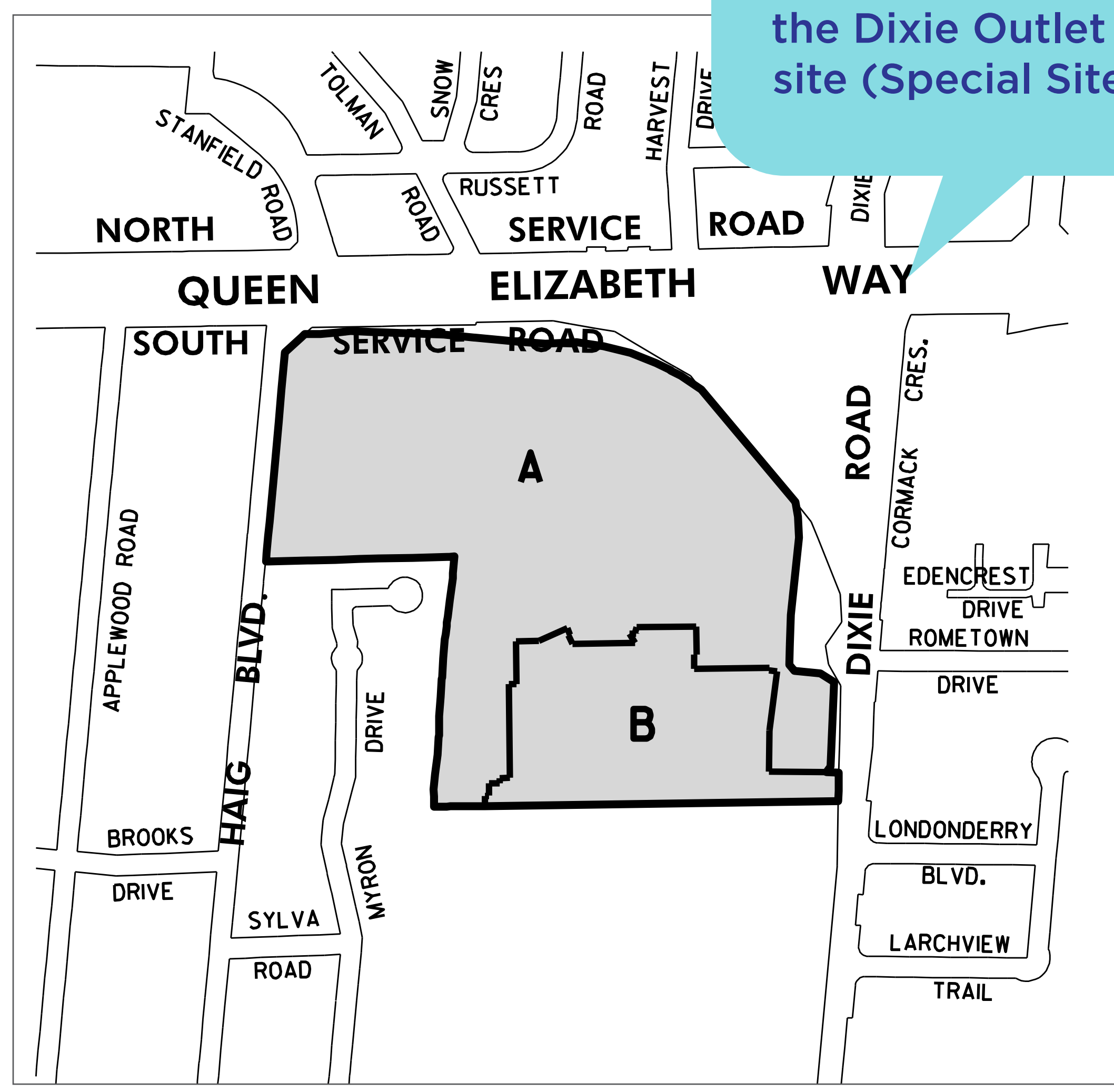


Figure 16: Location of Special Sites and Exempt Sites within the Lakeview Local Area.

13.1.14 SITE 14



Add a set of new policies specific to the Dixie Outlet Mall site (Special Site 14)

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

13.1.14.2 The following key guiding principles will support the development of Special Site 14:



- 1. Create a high-quality public realm that is vibrant, comfortable, enjoyable and accessible by the public. These may include streets, parks, trails, spaces in-between buildings or privately owned spaces with public access;
- 2. Provide housing that consists of a mix of types and tenure and contributes to the supply of affordable housing;
- 3. Plan for heights and densities that are of an appropriate scale for the Lakeview neighbourhood with the greatest heights and densities located adjacent to the expanded transit terminal and the north area of the site;
- 4. Design a community that is compact, transit-supportive, with a mix of uses and community amenities for residents that are within walking distance;
- 5. Protect and enhance Applewood Creek as a naturalized green corridor; and
- 6. Achieve a transportation network that facilitates transit, vehicles, cycling and pedestrian connections through the site and to the surrounding neighbourhood.

Add key guiding principles, reinforced by policies on the following boards

13.1.14.3 Parks will be designed to:

- be publicly accessible gathering spaces that support connections and a range of social and recreational activities;
- be developed as a contiguous element. The location, configuration and size of the park blocks will be determined in conjunction with the development application process; and
- maximize sun exposure onto parks where development has frontage to parks.

New policies on parks, open spaces and naturalized areas

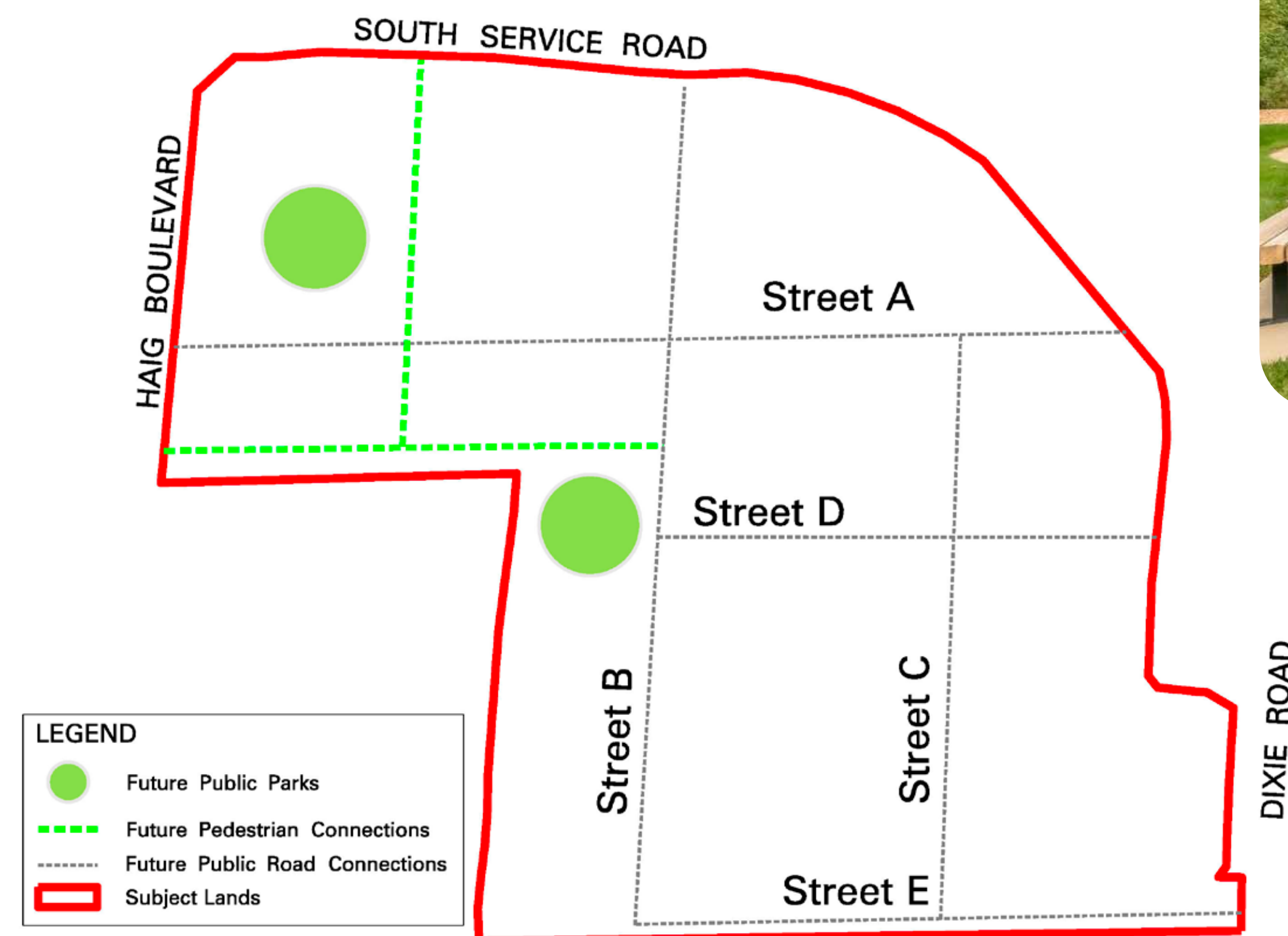


Figure 13.1.14-1: The figure above illustrates the conceptual location of new public parks, future pedestrian connections and public streets.

13.1.14.4 Privately Owned Public Spaces (POPS) may be incorporated into the development provided that:

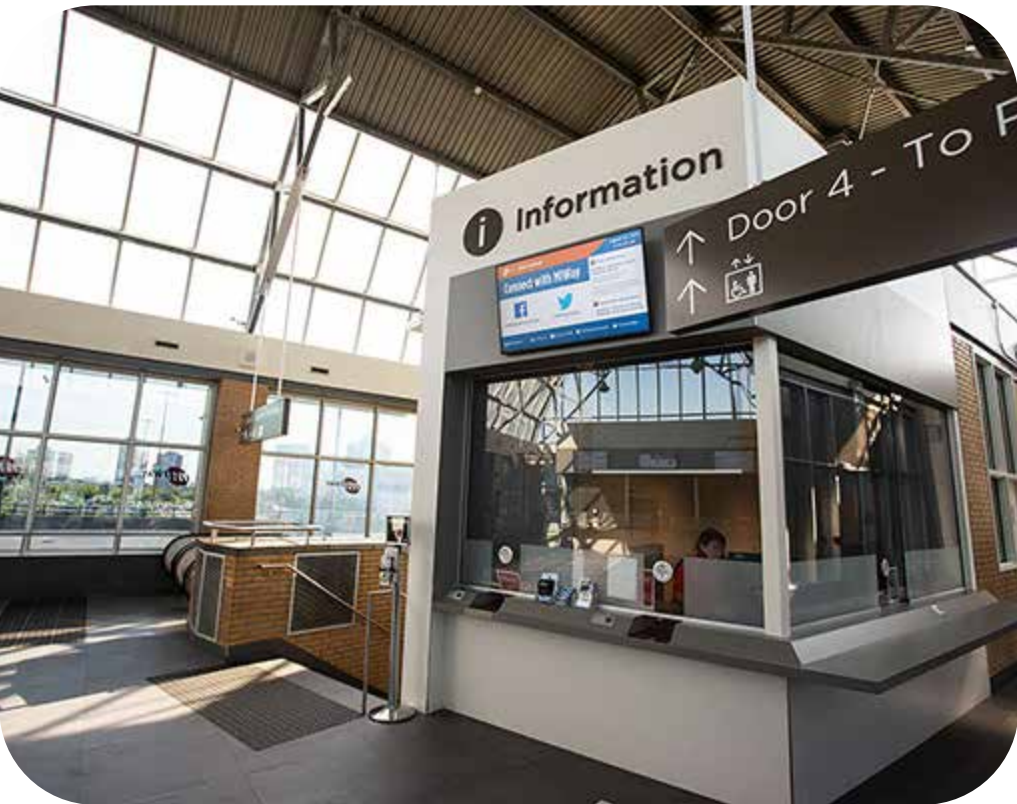
- a public easement is provided over the extent of the POPS;
- POPS is maintained as universally accessible and open to the public; and
- the size, extent, design, configuration and program of POPS will be done in consultation with the City, which include but are not limited to the following considerations:
 - provision of public street frontage at street level;
 - seamless integration with the existing and planned parkland system, adjoining street network, and pedestrian environment;
 - interface with existing and/or proposed development in a legible and cohesive manner including appropriateness of adjacent land uses, built-form and setbacks; and
 - conforms to principles of Crime Prevention Through Environmental Design (CPTED) and accessibility standards.

13.1.14.5 The City will support opportunities to protect and enhance Applewood Creek as a naturalized green corridor to sustain a healthy ecosystem and **biodiversity**, and ensure that future development will be located outside of the corridor and its associated natural hazards.

COMMUNITY INFRASTRUCTURE

HOUSING

New policies to emphasize community infrastructure needs and priorities



- 13.1.14.6 As part of any future development, the requirement for community infrastructure will be identified and reviewed. Development will be required to provide the necessary community infrastructure with each phase of development.
- 13.1.14.7 To support the population growth, development may be required to contribute land to provide community infrastructure. Priority should be given, but not limited to the following:
- a. a fire station;
 - b. a paramedic station;
 - c. school(s); and
 - d. an expanded transit terminal.
- 13.1.14.8 The location and size of a school facility will be confirmed through the review of development applications. Integrating schools and other community infrastructure with other uses will be assessed by the school board(s) and other public agencies to determine the viability of pursuing innovative approaches in the designs of schools and associated child care facilities.

Allow for a variety of housing and include affordable housing on-site

- 13.1.14.9 Stand-alone residential buildings will be permitted without an amendment to this Plan.
- 13.1.14.10 Development will:
- a. provide a gradual transition in built form with grade related residential development, such as townhouses, to existing adjacent low-rise residential neighbourhoods;
 - b. incorporate a variety of housing types and tenure to support a range of households; and
 - c. provide affordable housing which may include rental housing units.
- 13.1.14.11 The development proponent is encouraged to work in partnership with other stakeholders to support long term care facilities on the site.



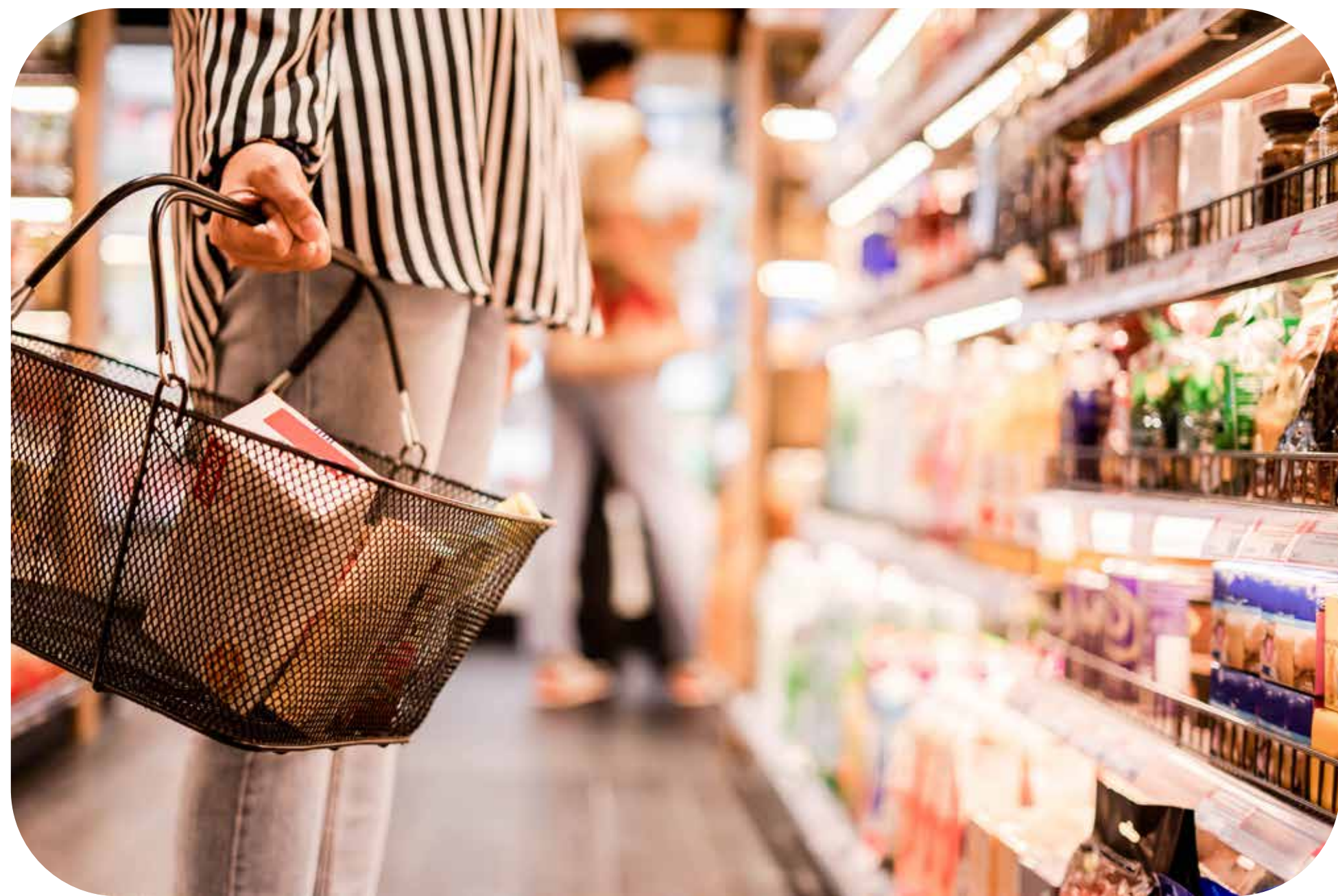
NON-RESIDENTIAL USES

13.1.14.12 Notwithstanding the Mixed Use policies of this Plan, the following additional uses will be permitted:

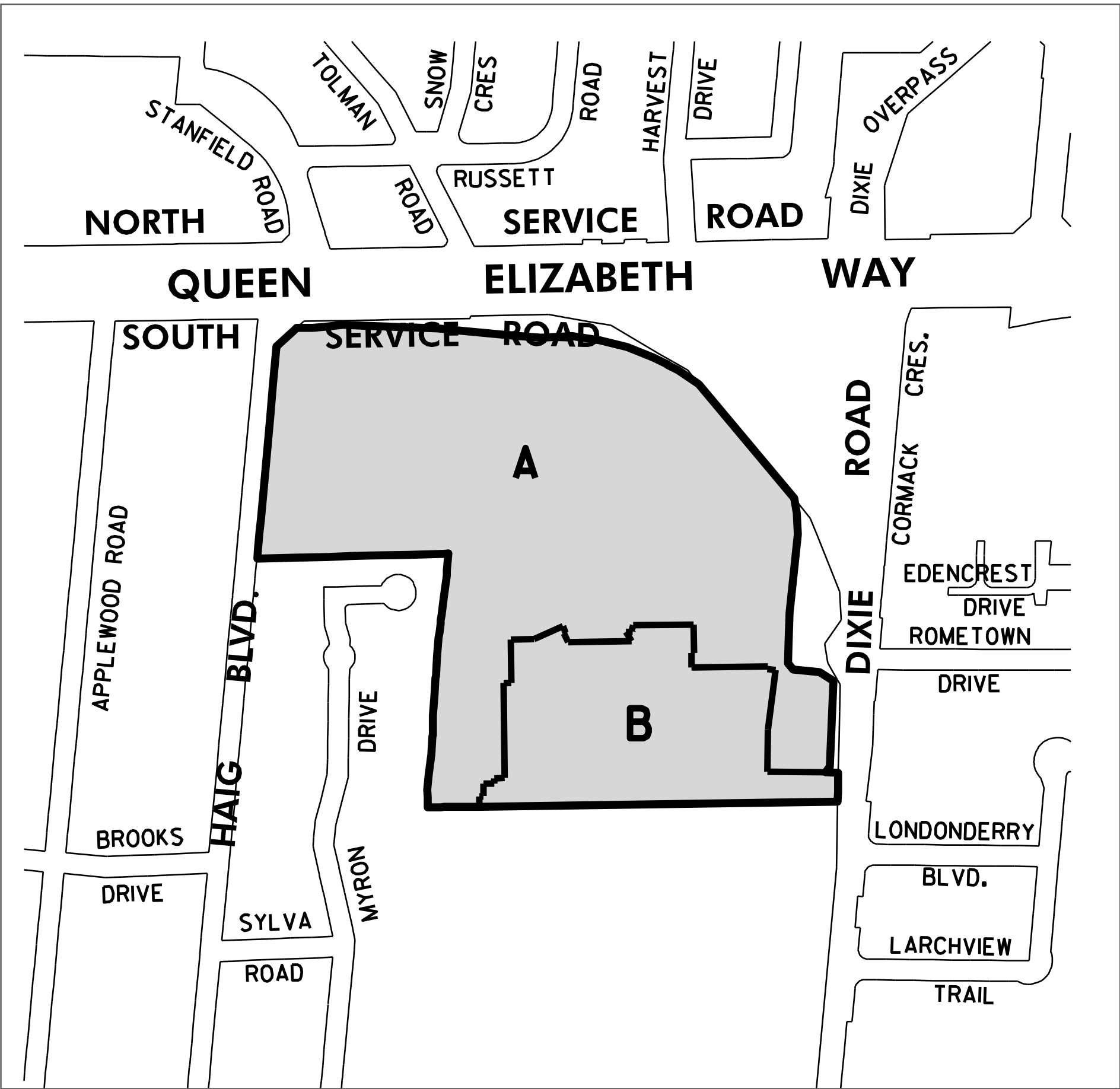
- a. banquet halls;
- b. conference centres; and
- c. major office.

Ensure a mix of non-residential uses on-site and allow for more types of non-residential uses

13.1.14.13 Redevelopment must demonstrate how the new development provides a concentration and mix of non-residential uses and jobs that allow people to meet many of their needs, such as a grocery store, pharmacy and medical office that are within walking distance.



13.1.14.14 A minimum of 15,000 m² of non-residential gross floor area will be required on the site during all phases of development, exclusive of schools. Of the 15,000 m², a minimum of 11,000 m² of non-residential gross floor area will be provided within Area A and a minimum of 4,000 m² of non-residential gross floor area will be provided within Area B.



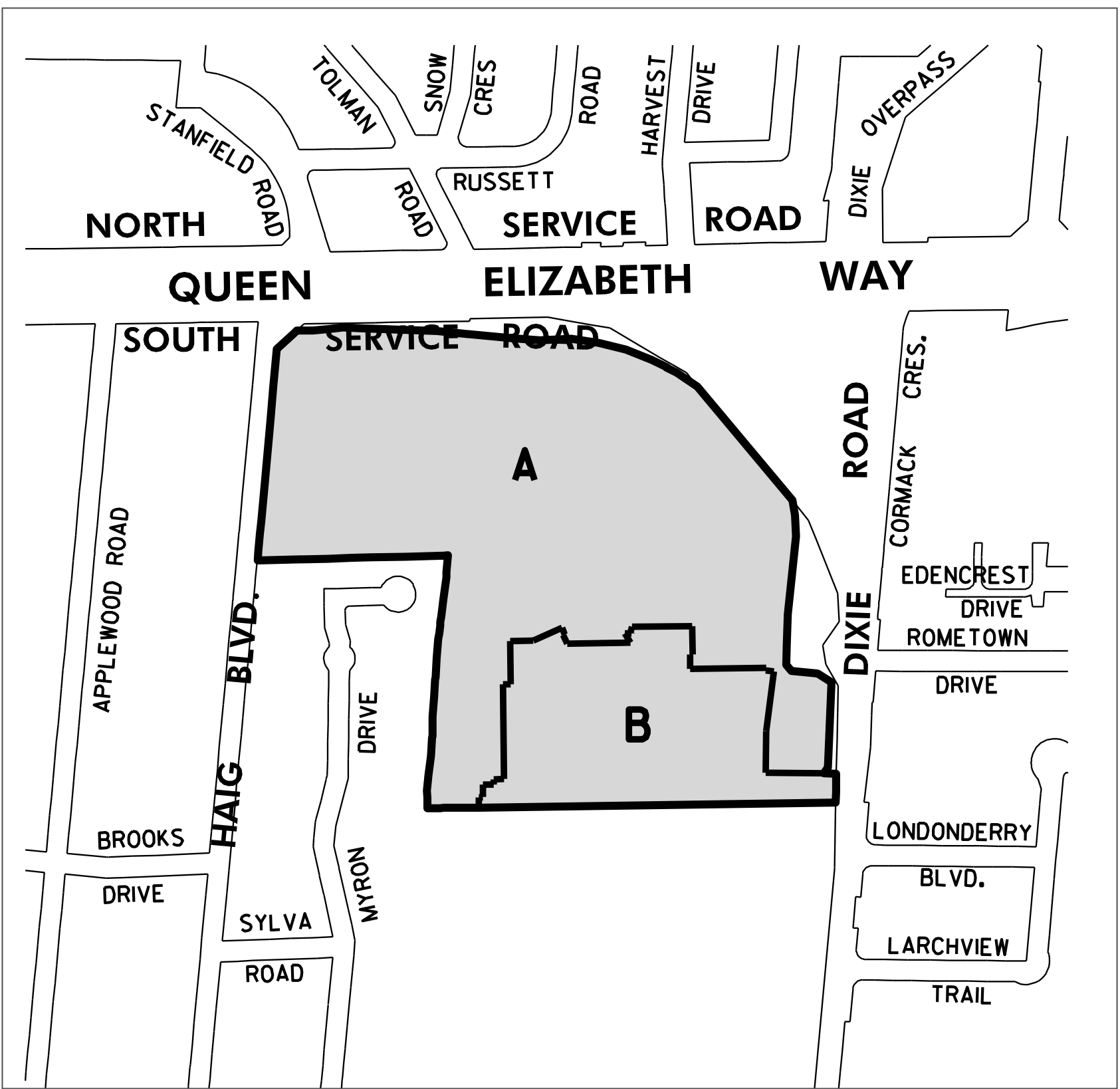
Special Site map showing Areas A and B.

Allow for greatest heights near the transit terminal

Permit building heights of up to 15 storeys

Increase density subject to community and engineering service requirements

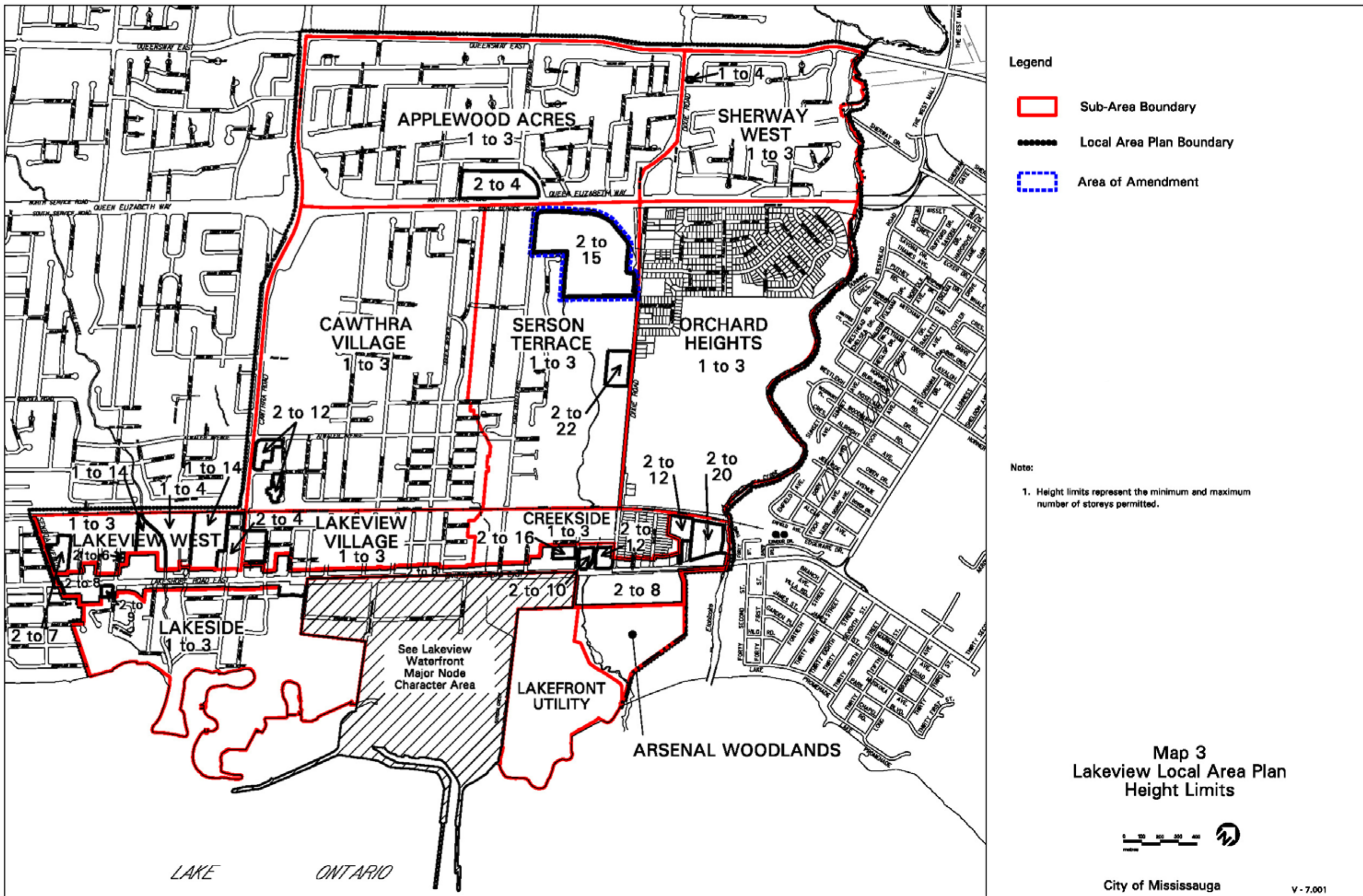
13.1.14.15 Development on Area A and Area B will be permitted to a maximum gross residential floor space index (FSI) of 2.1 across each area. Increases to the residential density may be considered subject to the adequacy of community infrastructure and engineering servicing requirements.



Special Site map showing Areas A and B.

13.1.14.16 Development will:

- a. provide appropriate transition of scale to lower building height adjacent to another land use;
- b. have a variation of building heights ranging from 2 to 15 storeys; and
- c. have buildings that frame the streets with the main entrances fronting onto a public street, connecting the building and the sidewalk.



Map 3 shows the area of amendment with height limits of 2 to 15 storeys.

Note: Map 3 has site specific appeals to MOPA 131 as it relates to 1041 Lakeshore Road East and 1407 Lakeshore Road East.

13.1.14.17 Streets will be designed as complete streets for all users, prioritizing transit, pedestrian and cycling access and routes.

13.1.14.18 To improve safety on streets, traffic calming measures may be applied.

13.1.14.19 Transit connections and service improvements will be enhanced as ridership demand increases.

13.1.14.20 The existing transit terminal forms part of the interregional transportation system. Redevelopment of the site will accommodate an expanded transit terminal near Dixie Road and the southern boundary of Special Site 14.

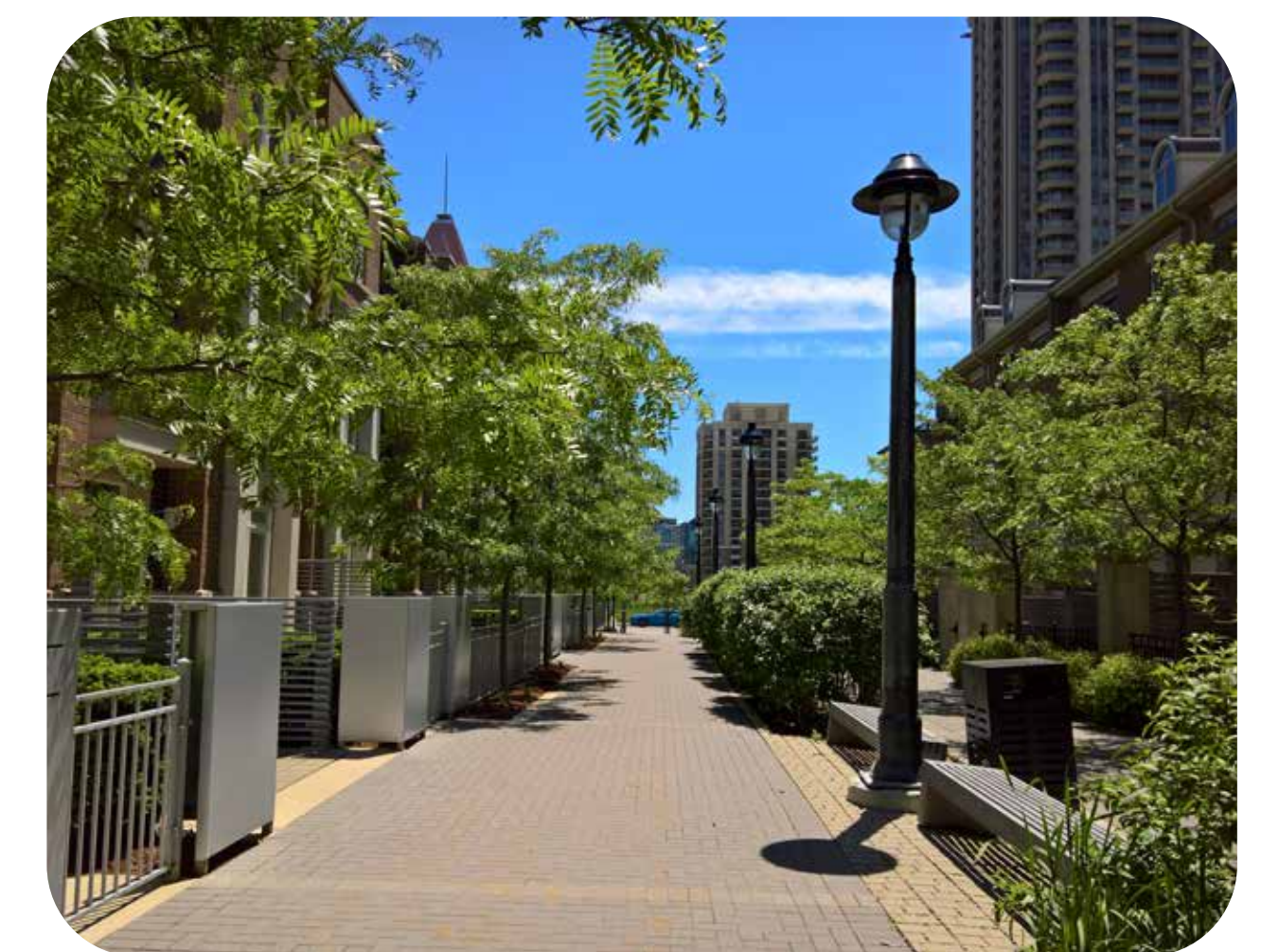
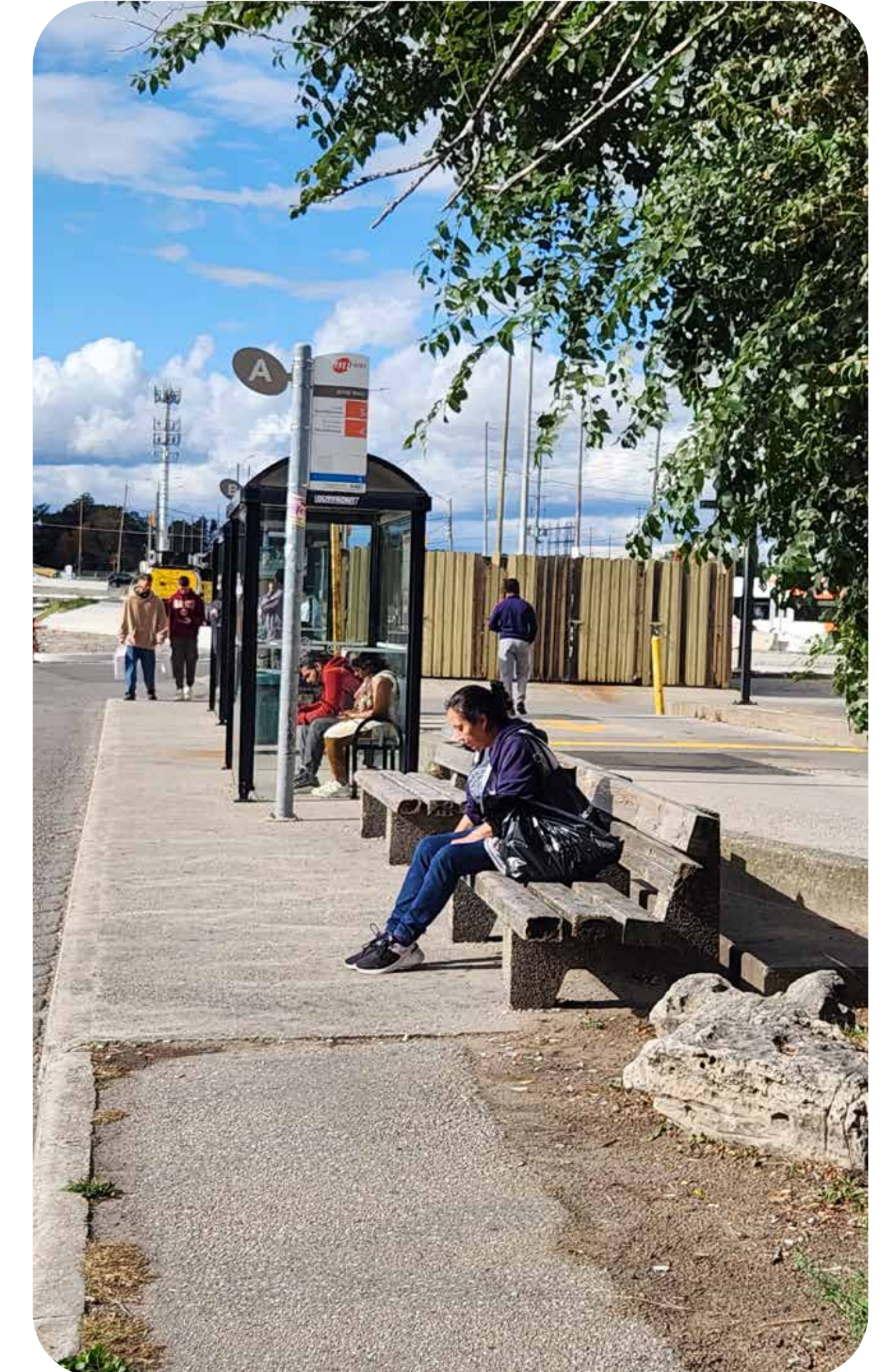
13.1.14.21 Development will be required to provide pedestrian connections to existing and future streets, transit routes/stops, and parks and open spaces.

13.1.14.22 Public easements will be required where pedestrian connections are proposed on private lands.

13.1.14.23 The street network identified on Map 2: Lakeview Local Area Plan – Long Term Road and Transit Network will support improved connectivity for pedestrians and cyclists.

Street designed for all users

Transportation policies on transit, pedestrian connections and future street network



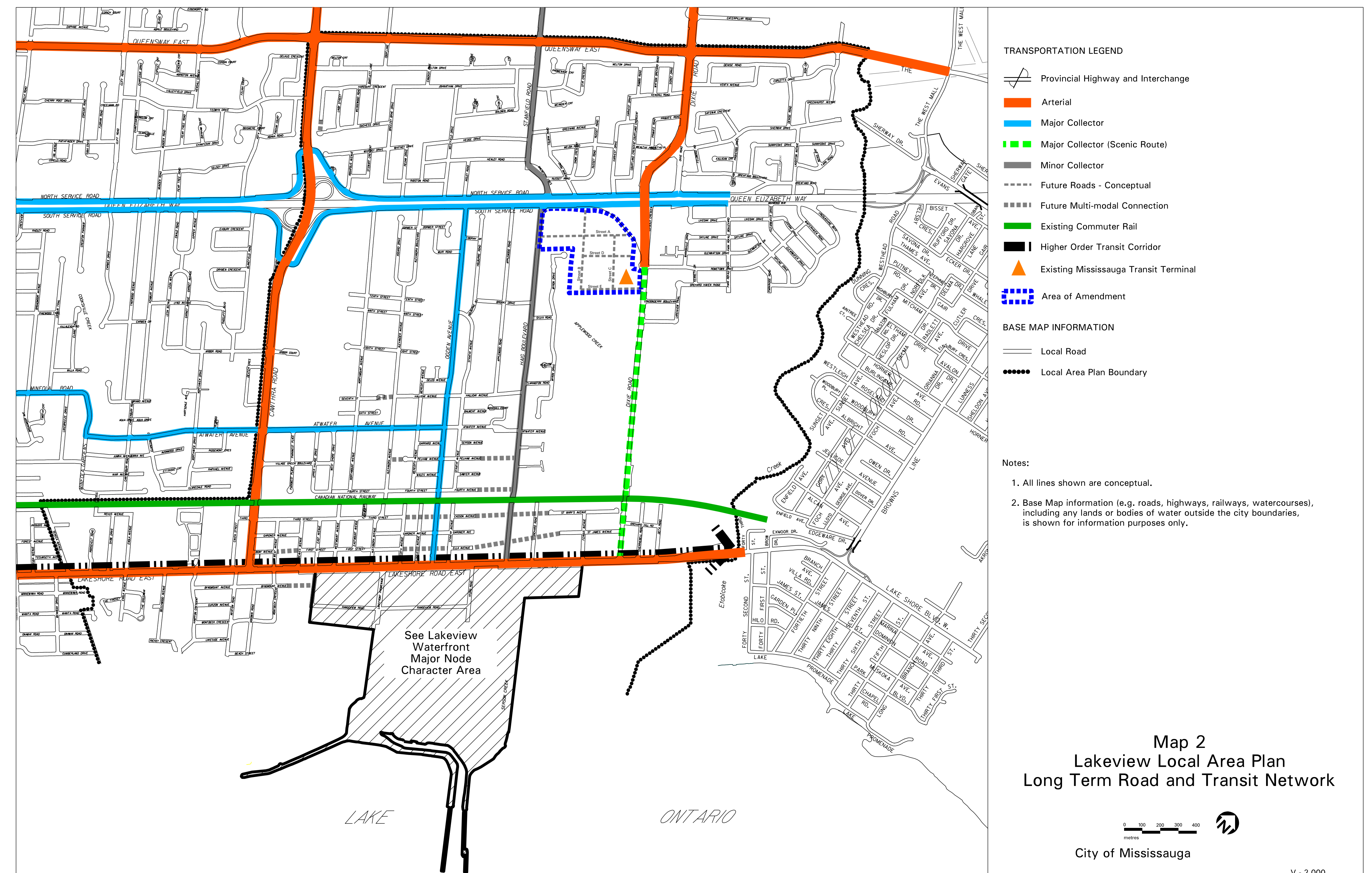
13.114.24 The improved street network will be achieved through development. Future additions to the street network include, but are not limited to the following:

- Street 'A', that connects Haig Boulevard easterly to South Service Road;
- Street 'B' that provides a connection from Street 'E' northerly to South Service Road;
- Street 'C' that joins Street 'E' northerly to connect with Street 'A';
- Street 'D' that connects Street 'B' easterly to South Service Road; and
- Street 'E' that joins Street 'B' easterly to connect with Dixie Road.

13.114.25 Future additions to the street network will be public streets. Public easements will be required for cases where a private street is considered. An appropriate terminus is required for maintenance and operations where a private street connects with a public street.

13.114.26 The design and access requirements for streets will be determined through the development application review process.

Improve the street network through development of the area



Map 2 above shows the area of amendment with future streets.

Draft OPA | Implementation

13.1.14.27 For each development phase, a detailed concept plan for the entirety of the site will be prepared, satisfactory to the City, including but not limited to identifying the following:

- a. land use and density distribution;
- b. environmental constraints showing the extent of the natural hazards associated with Applewood Creek, as applicable;
- c. public parkland and community infrastructure;
- d. building heights and massing;
- e. pedestrian and street network;
- f. how the minimum non-residential gross floor area is being met;
- g. coordination and sequencing of development and engineering servicing on the site; and
- h. an expanded transit terminal.

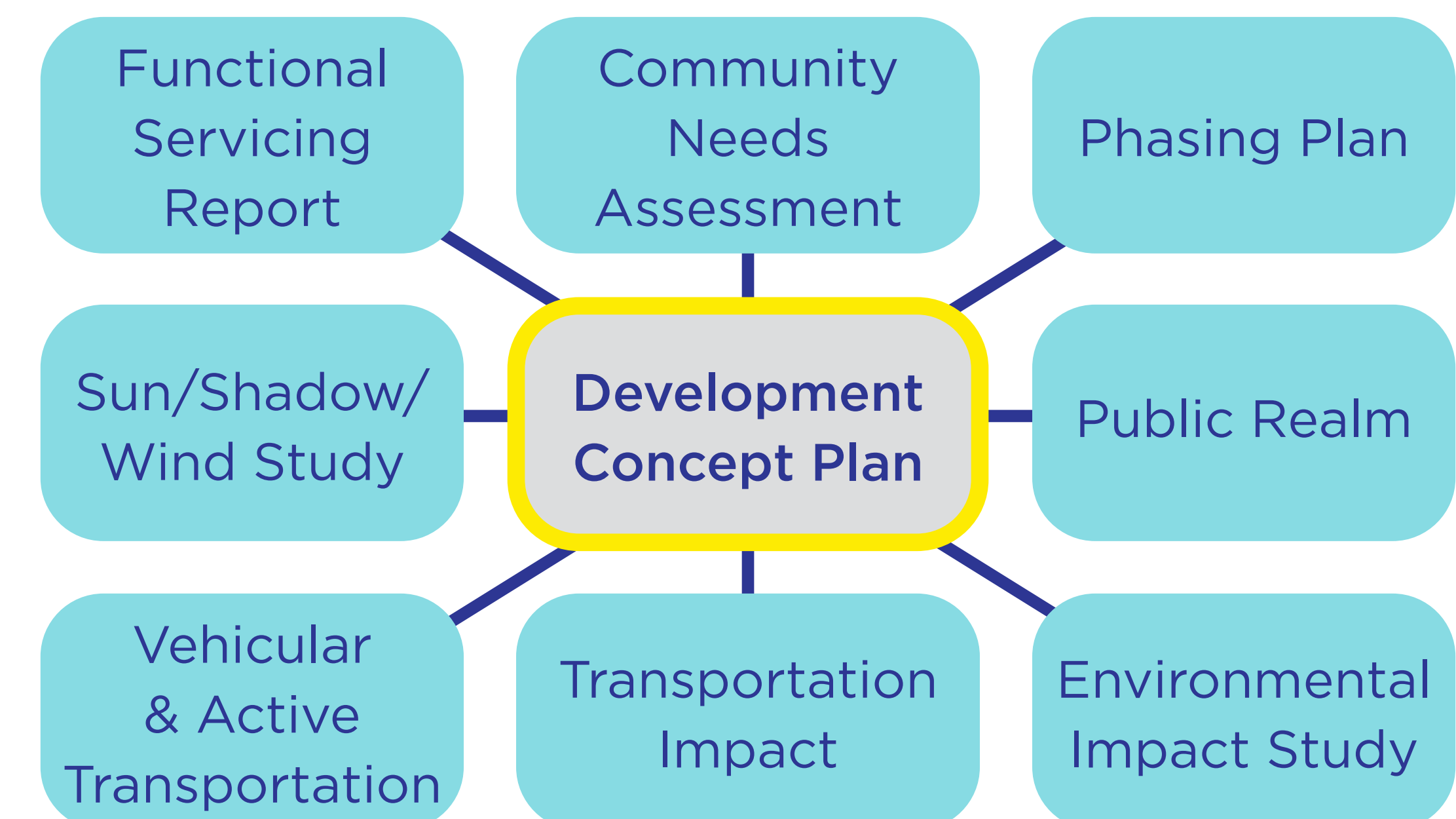
Ensure each development phase provides the necessary information and studies

13.1.14.28 In order to ensure the proper and orderly development in accordance with this Plan, development will occur by way of a plan of subdivision to determine the provision and location of proposed parkland and the detailed alignment of public streets.

13.1.14.29 Development applications will be supported by the following studies, including but not limited to:

- a. a community needs assessment that addresses the provision of community infrastructure such as, fire/paramedic station and school;

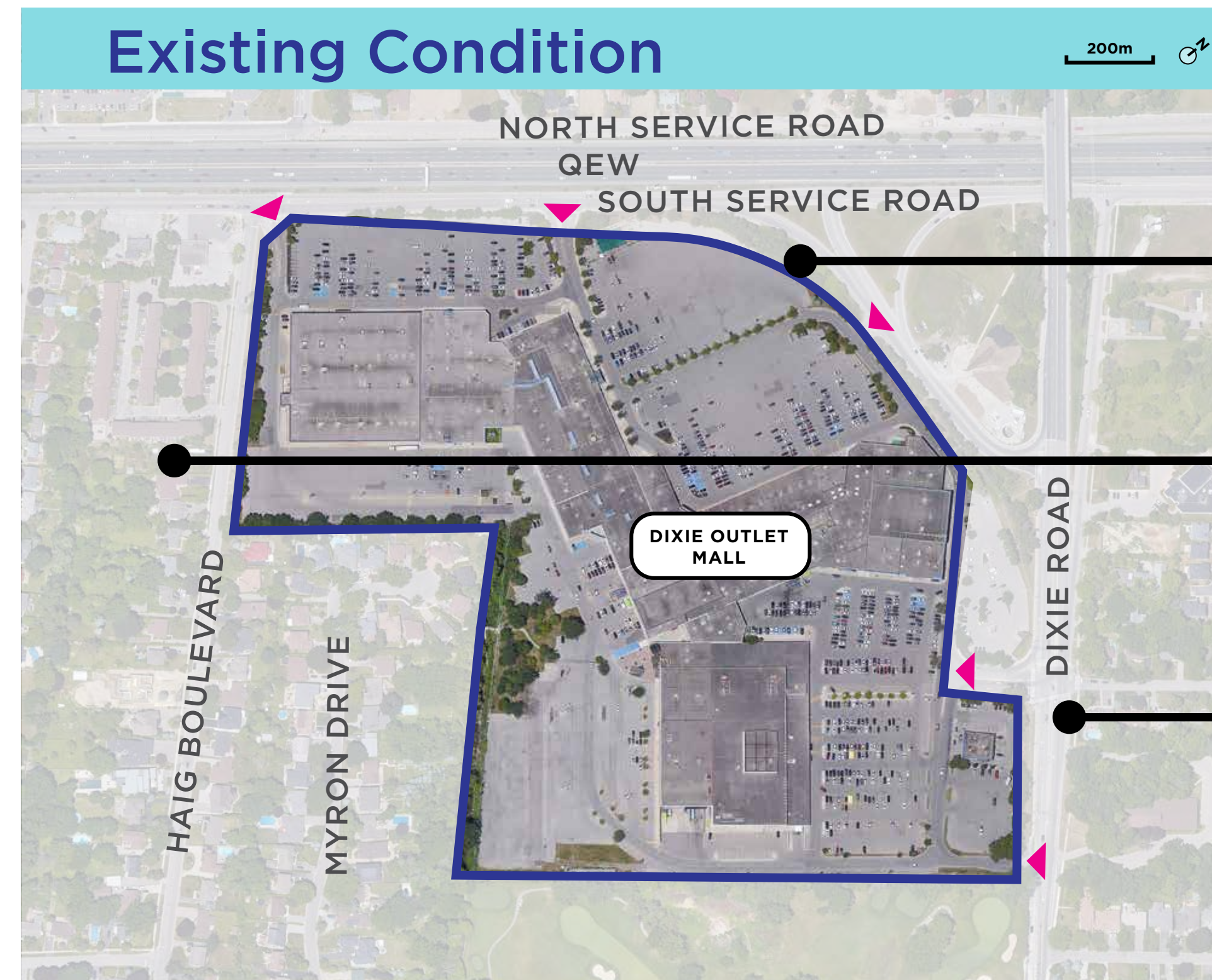
- b. a detailed phasing plan to ensure development occurs in a logical manner and provides timely delivery of infrastructure improvements to service the growth;
- c. environmental impact study;
- d. functional servicing report;
- e. public realm plan, including parkland;
- f. sun/shadow/wind study;
- g. transportation impact study; and
- h. vehicular and active transportation circulation plan and street alignment.



A development concept plan is supported by many studies

Proposed Street Network | Objectives

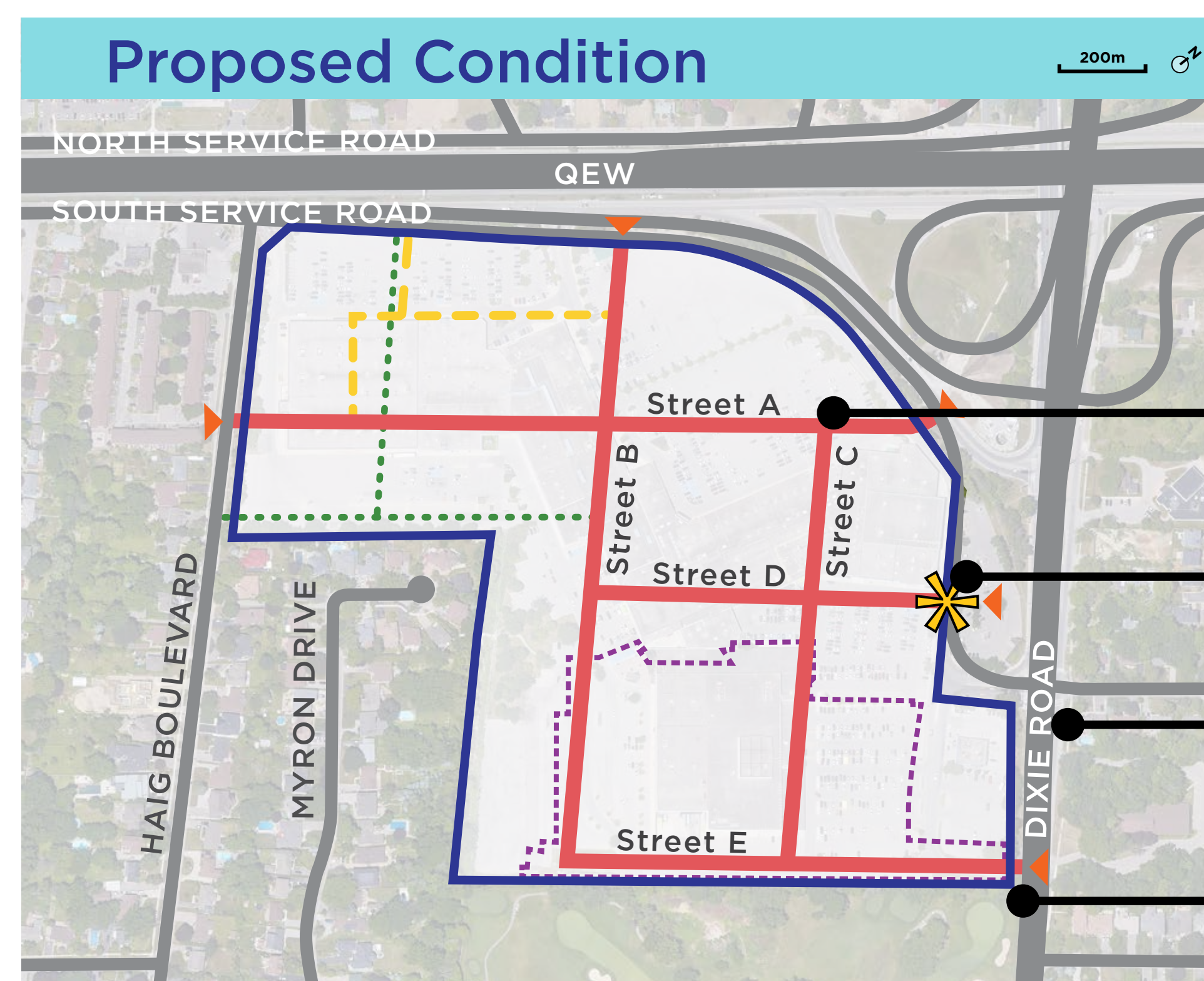
16



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

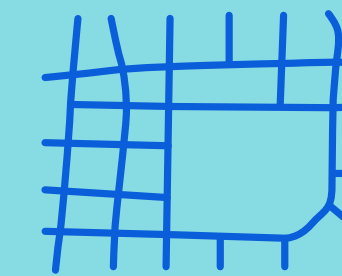
Provides access to future on site amenities

LEGEND

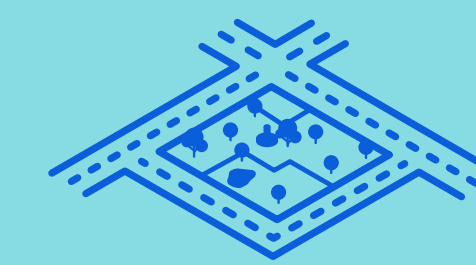
- Site Access
- Pedestrian/Cycling Connection*
- Public Road
- Private Road*
- Study Area
- Property Line
- External Road Network
- Realignment Improvements Required

**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



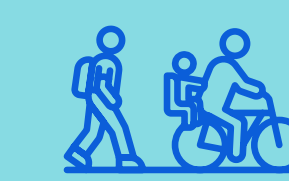
Dispersing traffic through multiple routes and access points



Providing access to new amenities, parks and retail



Improving access to transit



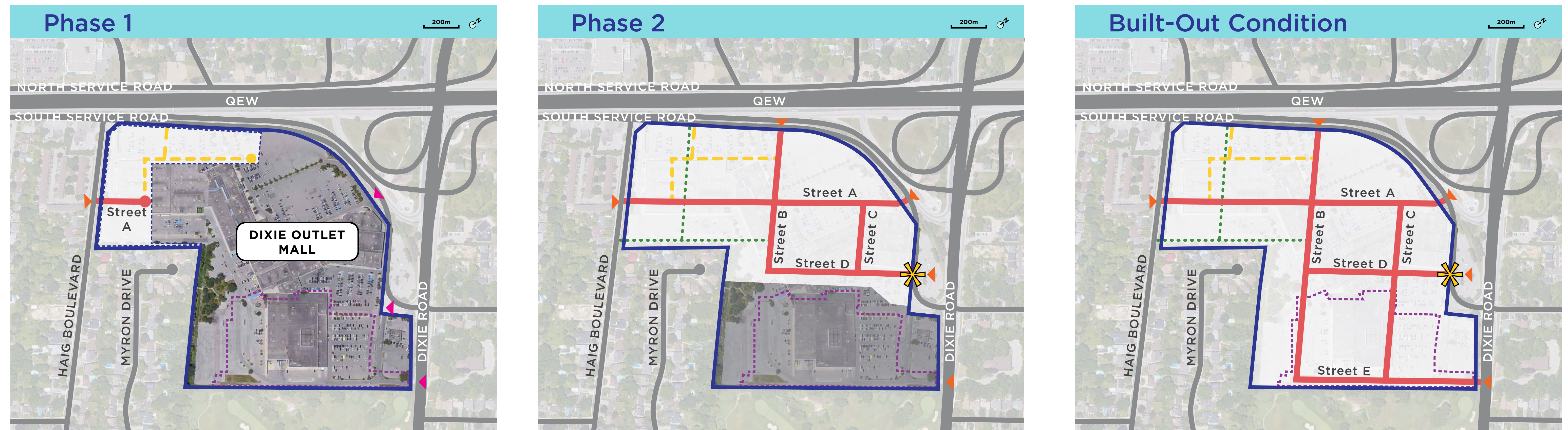
Providing for active transportation with multi-modal options



Improving emergency response time

Proposed Street Network | Phasing

17



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

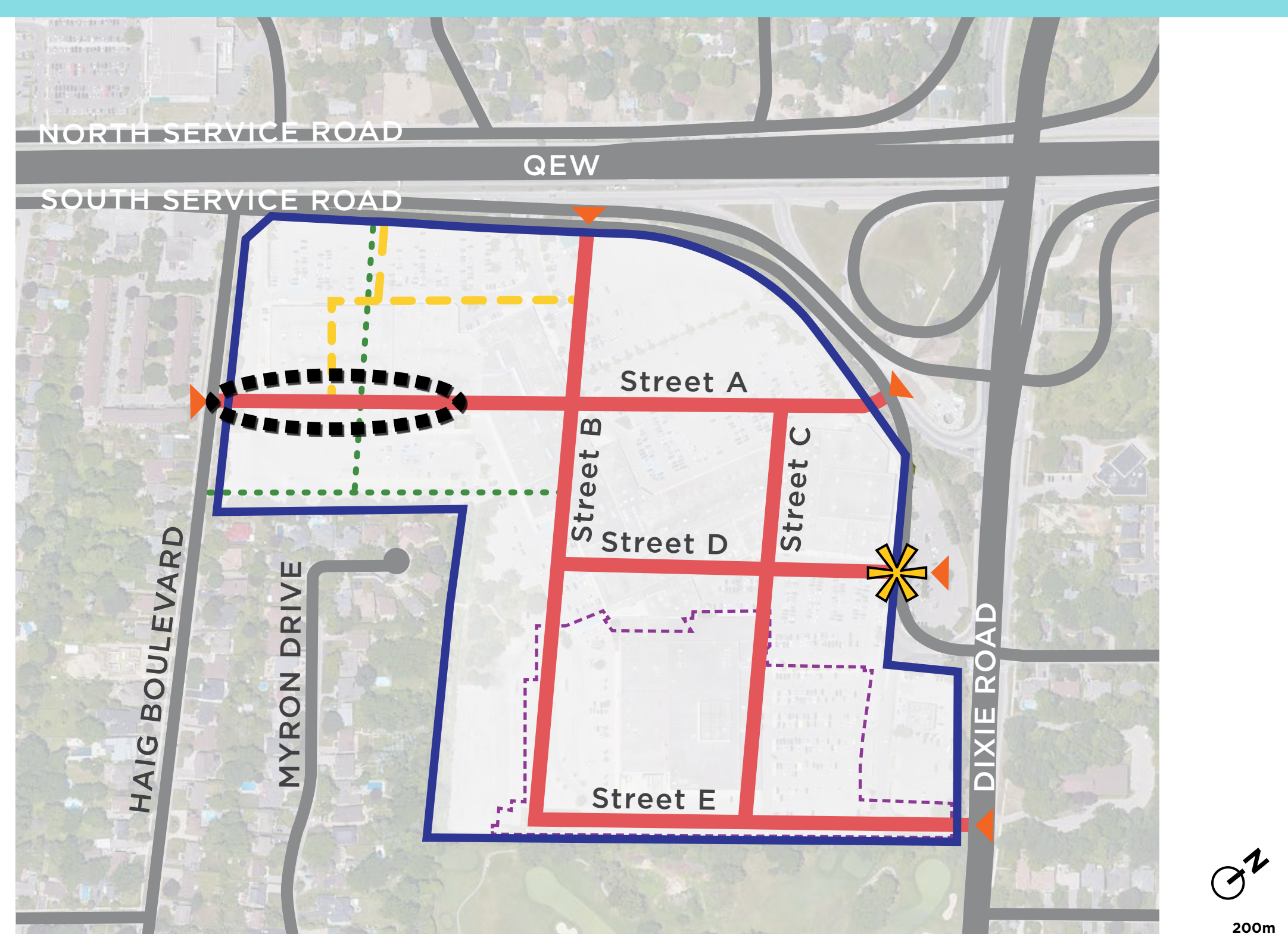
Phase 2:

- 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

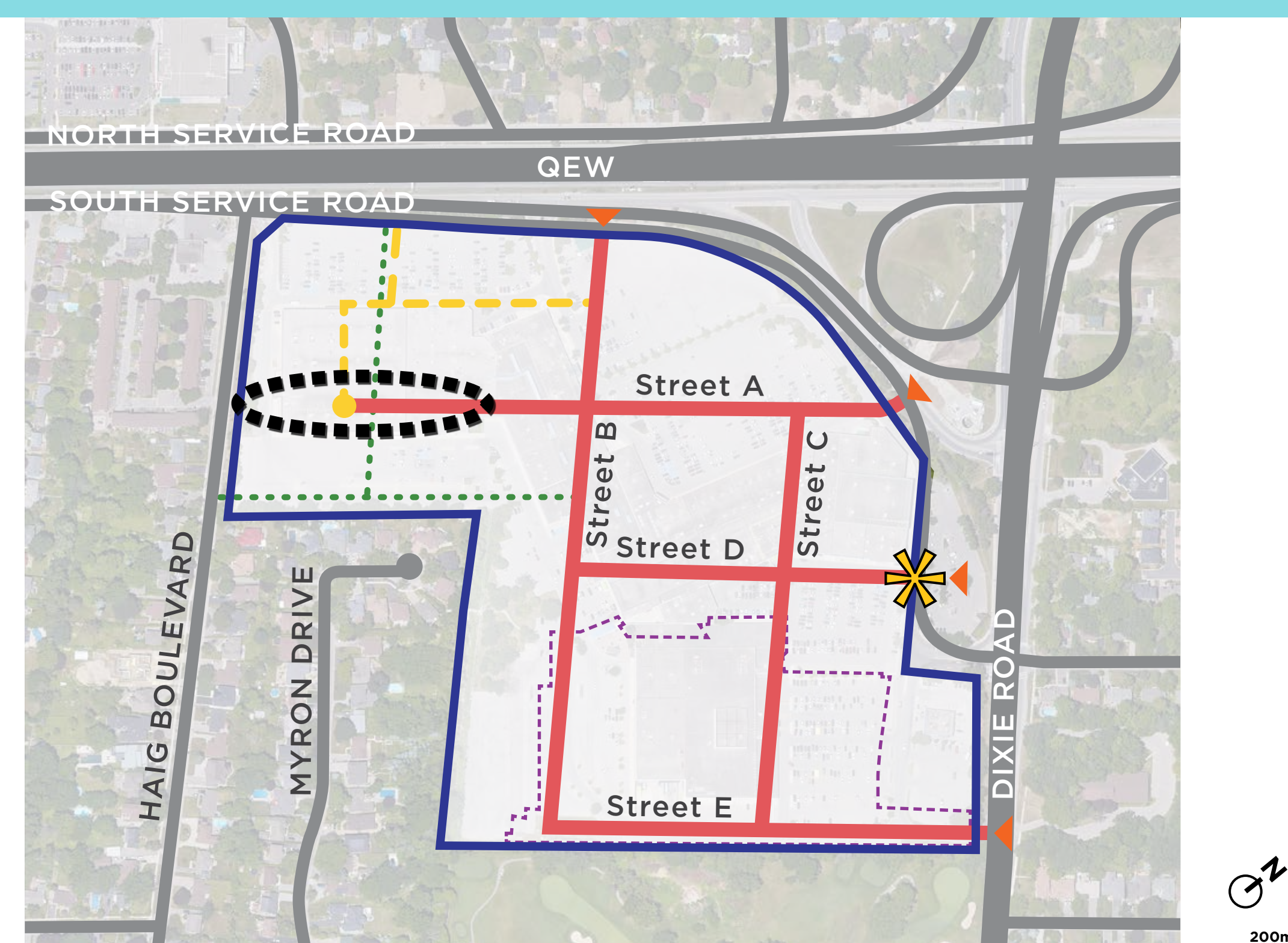


LEGEND - - - - Haig Connection

- 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

Timeline






Home / Dixie Outlet Mall Policy Review

Dixie Outlet Mall Policy Review

The City of Mississauga's Planning and Building Department is undertaking a land use review of the Dixie Outlet Mall site to help guide redevelopment. The City's review will focus on key elements to achieve a complete community and set a policy framework to inform an official plan amendment. It will consider opportunities for new roads, pedestrian connections, transit supportive development, parks, a mix of land uses, including affordable housing and non-residential uses. The review will also consider heights that are of an appropriate development scale within the Lakeview neighbourhood area.

The City's review of the lands is occurring simultaneously with a development application that has been submitted to the City in December 2022 by Slate Asset Management. The owner is proposing to demolish a portion of the mall and build five residential apartments in the northwest portion of the site. The site where the grocery store is located is owned by Choice Properties and no application has been made to the City. Under the Planning Act, the City is required to process a development application and within certain timelines. The City will work in collaboration with the



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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

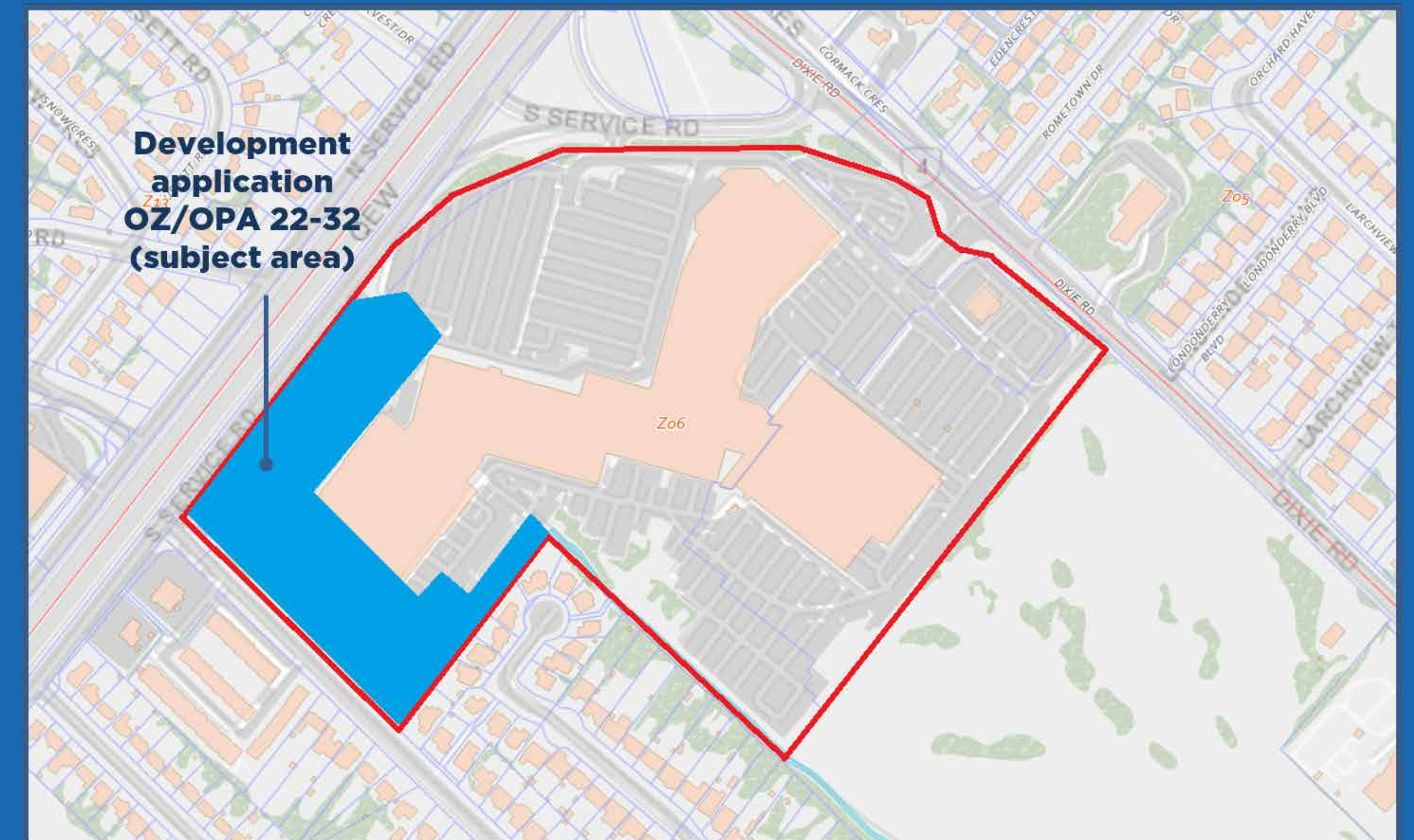
Staff Information Report and formal Public Meeting held at Planning and Development Committee

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

