



Dixie Outlet Mall Policy Review

COMMUNITY MEETING #2 – DRAFT POLICIES

JANUARY 29, 2024

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

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OVERVIEW

MEETING OVERVIEW

On Monday, January 29, 2024, the City of Mississauga (“City”) held two in-person meeting sessions 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 an open house style which included opportunities for community members to review the draft policies on the presentation boards and discuss the policies with staff members. This was followed by 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 Karin Phuong, Policy Planner. The presentation was followed by a Q&A session where participants were able to ask City staff and Councillor Dasko 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, Development Planner.

The City held two identical open house sessions that ran from 3:00 p.m. to 5:00 p.m. and 6:00 p.m. to 8:00 p.m., with approximately 170 and 100 people, respectively, in attendance.

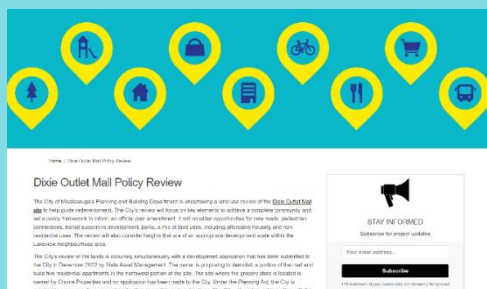
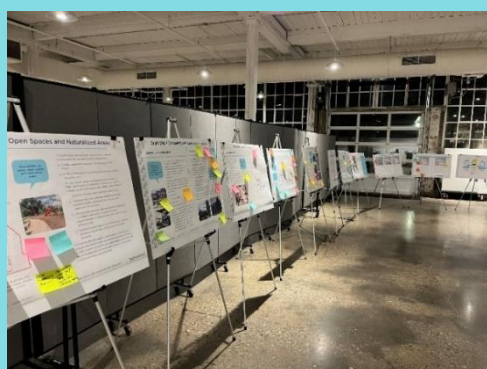
At the meeting, the public were given the opportunity to provide input and ask questions directly on the panel boards using sticky notes, during the Q&A session, and through the comment forms. The City’s project leads and staff from various departments were also present to answer questions.

ABOUT THIS REPORT

This report is prepared by the City of Mississauga and provides a summary of the public input received during the community meeting. The summary provides an overview of what we have heard on the draft policies at the meeting and Q&A session, and through written comments. Written comments were provided on the panel boards, comment forms, by email, or posted online. This report provides a summary by theme of comments frequently heard. The appendices attached to this report provide an outline of each of the comments.

COMMENTS SUMMARY

Over 170 participants attended the afternoon community meeting, and over 100 participants attended the evening meeting. Participants were able to view the draft policies on panel boards and listen to a presentation providing an overview of the City's proposed changes. People were invited to provide feedback on the draft policies via sticky notes on the panel boards, ask questions during the Q&A portion of the presentation and submit written comments during or after the meeting. The draft policies were also posted on-line, and participants were able to add their questions or comments directly onto the document. Approximately 350 comments were received. The details of the comments can be reviewed in Appendices 1 to 4.



Comments provided on the panel boards, forms, and Q&A sessions represented a wide array of topics, including:

- affordable housing
- building heights
- cycling and pedestrian infrastructure
- commercial uses – e.g. grocery stores, pharmacies, doctor and dental offices but not banquet halls and conference centres
- community node
- community uses – e.g. schools, community centre, library, fire station
- consultation with Indigenous communities
- density
- development application in process
- environmental policies
- green development
- green spaces
- influence of Provincial decisions on the future of the site
- larger family-sized units
- non-residential gross floor area
- parking
- public transit
- quality of life
- road connections, safety, accessibility and traffic congestion

KEY THEMES

The key common themes brought up throughout the comments and questions received during and after the community meeting are:

1. **Building Height, Density, and Built Form** – mix of building heights, building heights higher than 15 storeys, building heights lower than 15 storeys, allowing for more density
2. **Community Infrastructure** – adequacy of schools, community centres, libraries, fire station
3. **Development Application** – status of the development application and construction, piecemeal development, applicability of draft policies on the development application
4. **Environment** - green infrastructure, environmental impact
5. **Mix of Housing Types, Tenures, and Affordability** –affordable housing requirements, policies to require units with a minimum of 2 to 3 bedrooms
6. **Neighbourhood Context** – neighbourhood character, how the development will fit in with the existing neighbourhood context and other planned development like Lakeview Village
7. **Non-Residential Uses** – inclusion of grocery stores, pharmacies, medical offices, daycares, and other amenities that serve community needs
8. **Parking, Traffic and Road Network** – road safety and traffic congestion related to increased residential development, parking, improvements to Dixie Road, new road connection to Haig Boulevard
9. **Parks** – location and amount of park land, park amenities, appropriate noise and lighting
10. **Planning Process** – Indigenous community consultation, role of the Province of Ontario (“Province”) and Minister’s Zoning Orders (MZOs) in development, impacts on property taxes, flexibility in providing City studies
11. **Public Transit and Active Transportation** – walkability throughout the site, connectivity in the cycling network, increased bus service frequency along Dixie Road, and connectivity to GO stations and the City of Toronto

160 participants provided feedback on a variety of topics, resulting in approximately 350 comments on the draft policies.

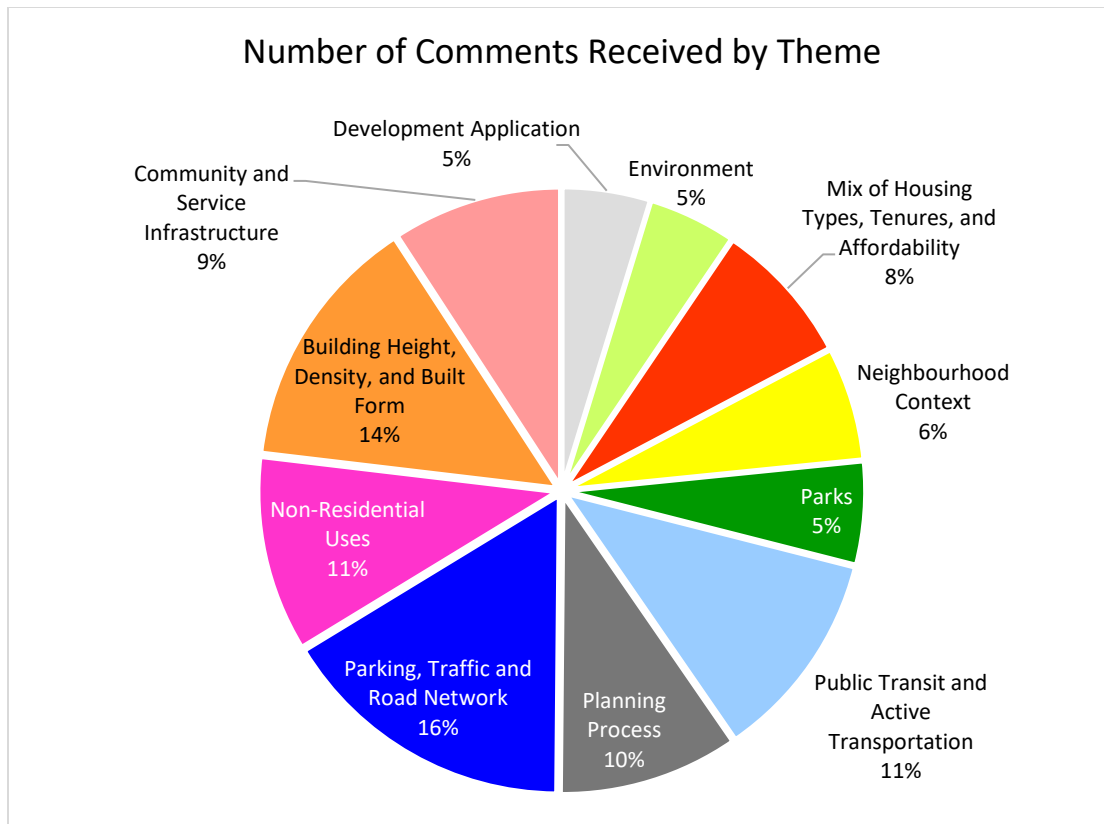


Figure 1: Distribution of comments received on the draft policies by theme

Figure 1 shows the distribution of comments that the City received by the key themes. The most common theme fell in the ‘Traffic and the Road Network’ category, followed by ‘Building Height, Density, and Built Form’. The third most common theme for comments was in the ‘Public Transit and Active Transportation’ category.

Residents were generally receptive to the draft policies and wanted to ensure that new development fits the context of the existing neighbourhood, that traffic congestion would be managed, and adequate provision would be provided for schools, recreation and public transit. There was concern on how public comments could influence planning if the Province has the power to modify the City’s plans.

The following sections provide further detail on the most common comments by theme.



1. BUILDING HEIGHT, DENSITY AND BUILT FORM

- Building heights and density:
 - is the height and density enough given the current housing crisis and Provincial housing targets?
 - additional height should be contemplated with certain performance criteria
 - keep density as low as possible
 - FSI of 2.1 is not enough
 - 10-12 storey range is preferred (e.g. Cawthra/Atwater site)
 - buildings should be no more than 15 storeys
 - 20 storeys or more is reasonable
 - limit height to mid-rise
 - a mix of heights is preferable
- Can you clarify the number of storeys that will be permitted on the site?
- How many units and buildings are proposed for this site?
- What is considered an “appropriate transition”?
- Homes backing onto the site on Myron Drive should be buffered from the new development.
- New buildings should be built with quality materials and architecture.
- Mix of housing such as townhouses and not just residential towers.

The City is directing more growth and density to key locations across the city, including near major transit stations along light rail and bus rapid transit corridors (Hurontario Street and Dundas Street, respectively). The Dixie Outlet Mall site is located within a neighbourhood character area; it is not within an intensification area.

The site is approximately 19 ha in size and has potential to accommodate housing, employment and daily amenities. When increases in residential density are balanced with other uses e.g., grocery store, pharmacy, parks and other community uses, it creates a sustainable livable mixed-use community.

The City’s draft policies proposes to increase the building height in the Mississauga Official Plan from a maximum of 4 storeys to 15

storeys. The proposed maximum FSI of 2.1 is recommended given the servicing constraints indicated by the Region. Although density increases beyond the proposed FSI may be possible, it is subject to the adequacy of servicing requirements. The proposed density site would allow for approximately 4,000 units on the site.

The draft policies enable developers to come forward with applications for a variety of housing types and tenure, but the policies do not dictate the built form and number of buildings. A detailed concept plan or demonstration plan should indicate the types of uses, density and heights among other items.

The proposed policies would require development to provide an appropriate transition of scale and lower building heights

adjacent to another use. Appropriate transitions can be achieved through design methods such as the use of angular planes, building setbacks and step backs to minimize impact to lower built forms.

The Lakeview Built Form Standards provide guidance to ensure quality design, including the use of high-quality building materials in new developments.



2. COMMUNITY AND SERVICE INFRASTRUCTURE

- Community needs are important and cannot be ignored.
- Where will new schools, community centres, public pools, libraries, fire stations, police stations, childcares and family centres (e.g. Early On, Early Years) be placed?
- Community services should be available within easy walking distance.
- With new developments in the area, a comprehensive plan for new water and wastewater infrastructure needs to be done. What is being planned?
- School:
 - Can the 3 schools on Ogden Avenue be re-opened for elementary and high school usage?
 - A giant public school to replace the closed schools should be included in the plans
 - A small public school should be considered
 - Schools and childcare facilities should co-locate in new buildings on the ground floor of buildings.
- Has an analysis been done on how children are affected?

The City's Community Services' department is monitoring the impact of growth in the area to ensure that service delivery needs are being met. Opportunities to enhance City facilities and programs within the Lakeview area, including recreational and cultural amenities at the Small Arms Inspections Building is being explored. To service the population growth, there may be a need to redevelop or expand the Lakeview Library. Also, fire and emergency services infrastructure will need to be further assessed to address growth. More information about the City's 2024 Future Directions Plans is on the City's website at

www.mississauga.ca/futuredirections

In general, when an application is submitted to the City, Community Services will review the services in the area and provide comments identifying community infrastructure needs such as a library or fire station.

Other community infrastructure, such as schools, are managed and commented by other stakeholders. To address population growth, provision for school facilities in the area are required. The location and size of the school facilities are determined by the school boards through the development application review process.

The Region of Peel is updating its water and wastewater master plan to support existing and future servicing as part of their infrastructure planning. To learn more on the 2025 Water and Wastewater Master Plan, please visit <https://www.peelregion.ca/public-works/environmental-assessments/2025-masterplan.asp>

The proposed draft policies, read in conjunction with the policies in the City's Official Plan and provincial plans, provides a long-term planning framework that supports recreation, education, health and safety for people of all ages and abilities.



3. DEVELOPMENT APPLICATION

- What is the current status of the development application and when can we expect shovels in the ground?
- Currently there is only a proposal for the northwest corner of the site. The developer's proposal is piecemeal. Will the infrastructure be put in ahead of the piecemeal development?
- Has the developer submitted an entire plan for the property?
- Can the landowners do a land swap?
- Not against development, but development must be reasonable and properly planned.
- Ensure that development proposals are not a hodge podge of development.
- How much weight does the policy carry compared to what the developer wants to build?
- The development application should demonstrate that traffic and safety are adequately addressed.

A development application was submitted to the City in December 2022 by Slate Asset Management. The owner is proposing to demolish a portion of the mall in the north west corner of the site in order to construct residential buildings. More information on the development application OZ/OPA 22-32, 1250 South Service Road, can be found at following link: <https://www.mississauga.ca/services-and-programs/planning-and-development/development-applications/active-development-applications/ward-1-development-applications/>

In May 2024, the City received a resubmission of the application and new information has been posted to the City's website. A public meeting/recommendation report will be held at a future Planning and Development Committee meeting for a decision to be made on the application. The City is not aware of Slate's future redevelopment plans for the remainder of the site. While Slate has shown interest in ultimately developing the entirety of the lands, the City is not privy to the timing of their future phases.

As part of a complete application submission, the applicant is required to submit a number of studies, such as a Traffic Safety Impact Study and a Function Storm Drainage Report, and these must be to the satisfaction of the City. All applications are required to address the adequacy of engineering services.

The evaluation of the development application will be made based on the policy framework in place today but will have regard for matters

that result from the policy review project. The City's proposed draft policies will require a detailed demonstration plan for the entire site that identifies land uses and density distribution, building heights and massing, and public parkland and community infrastructure.

Should the landowners be interested in doing a land swap, the exchange of land is between the two parties and would not involve the City.



4. ENVIRONMENT

- Environmental policies need to be integrated into the policies.
- Has climate change been factored with the added density, land uses, carbon emissions and impact on flora and fauna?
- Green infrastructure is important.
- Trees and shrubs in the area e.g. Haig Blvd should be saved.
- Housing should incorporate low impact development (LID) tools and design.
- There should be partnership with the CVC or TRCA on protecting natural areas.
- Plan for 100% electric vehicles. Will electric charging infrastructure be built?
- Will the Applewood Creek floodplain be widened to accommodate the water levels?
- Consideration for other environment impacts e.g. noise, increased traffic congestion, pollution.

The City's Official Plan contains environmental policies, including, but not limited to climate change, green development standards, protecting natural areas and environmental impact studies (see Mississauga Official Plan, Chapter 6: Value the Environment). Policies contained within the Lakeview Local Area Plan are to be read in conjunction with the other policies in the Official Plan; therefore, city-wide official plan policies do not need to be

repeated in the draft policies. Mississauga Official Plan is available on the City's web site at:

<https://www.mississauga.ca/projects-and-strategies/strategies-and-plans/mississauga-official-plan/>

In 2022, the City introduced electric vehicle ready parking requirements following its review of off-street parking regulations. The minimum number of electric vehicle ready

parking spaces required as per the City's Zoning By-law varies by use. For more information on the Mississauga Zoning By-law electric vehicle parking rates, go to <https://www.mississauga.ca/services-and-programs/building-and-renovating/zoning-information/zoning-by-law/>

Conservation authorities work in partnership with municipal governments,

landowners and other stakeholders to protect and restore the health of watersheds. Their work also involves providing advice to municipalities on natural hazard and regulating impacts of development and activities in hazardous land. The conservation authorities have not identified plans to widen Applewood Creek at this time.



5. MIX OF HOUSING TYPES, TENURES, AND AFFORDABILITY

- Can you require the developer to build affordable housing (5-10%, 20-30%)?
- How many residential units will there be? What are the unit types (studio, 1, 2+ bedrooms)?
- Will family sized (3-4 bedroom) units be developed to ensure that the neighbourhood attracts more families? Can the City mandate this?
- Are the residential buildings condominiums or rental apartments? How many buildings are expected?
- Rental housing is not always appropriate.
- How is affordable housing defined? Can attainable housing be added?
- New housing is more important. Can the City waive studies e.g. shadow and wind studies?

Under current provincial legislation, the City does not have the ability to require affordable housing for this site. Inclusionary zoning is one tool that the City is using to require residential development to provide affordable housing. It applies to certain areas of the city that are within Protected Major Transit Station Areas (PMTSAs) and this site is not a PMTSA. However, the City is encouraging all major development proposals to include affordable housing.

Proposed Provincial Planning Statement, 2024 provides direction that planning authorities coordinate with Service Managers to address a

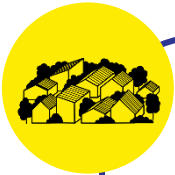
range of housing options. The range of housing options also includes housing affordability needs. To provide clarity, the City's draft policies will require development to provide a variety of housing types and tenure and encourage a variety of affordable dwelling types. Attainable housing may be included pending release of the definition and policies by the Province.

The City can encourage development to provide certain types of units. It is important to note that the City is undertaking a review of its entire Official Plan and proposing policies to support unit types and sizes suitable for families that

would apply city wide. Developments proposing more than 50 new residential units are encouraged to include a 50% mix of 2-bedroom and 3-bedroom units.

The City requires studies such as a sun/shadow/wind study in order to understand

the impact of new development on surrounding buildings and open spaces. The development application is required to provide an assessment of the impacts and mitigation measures that need to be incorporated into the site and building design.



6. NEIGHBOURHOOD CONTEXT

- How does all this development fit into the vision for the area, and will the city be able to accommodate all the new residents?
- How does new development fit into the context of the existing neighbourhood?
- Would this site be a Community Node?
- How will the Reimagining the Mall study impact Dixie Outlet Mall?
- How do other developments in the area affect this site e.g. Lakeview Village?
- An open sky of Lakeview should be included.

Mississauga Official Plan contains policies on managing growth in the city. It directs growth to key locations to support existing and planned transit and other infrastructure investments. For example, growth is focused on locations that are supported by higher order transit (i.e., near major transit stations along light rail and bus rapid transit corridors).

The Dixie Outlet Mall site is located within the Lakeview Neighbourhood Character Area which is not an intensification area. However, the mall is situated on nearly 19 hectares of land and provides an opportunity for a greater mix of uses for housing and employment. The site is designated Mixed Use in Mississauga Official Plan which allows for a wide range of retail, service commercial and residential uses and permits building heights of two to four storeys. Site specific requests to change the urban

hierarchy of the city structure from a Neighbourhood area to a Community Node is not recommended; proposed changes to the urban hierarchy are not permitted unless they are considered through a municipal comprehensive review.

The draft policies as proposed, would increase building height permissions to allow for up to 15 storeys with the greatest heights and densities located adjacent to the expanded transit terminal and the north area of the site. New development is required to provide a transition of scale to lower building heights.

Commercial sites across Mississauga are under development pressure and the Reimagining the Mall (RIM) study and Dixie Outlet Mall Policy Review both recognize the need to have a good planning framework in place for these sites to

redevelop into vibrant mixed-use communities. The RIM study was completed in 2020 with the approval of the official plan amendment by City Council. Parts of the official plan are now in force while others are still under appeal. The location and context of the RIM mall sites are different than the Dixie Outlet Mall as they are focused on six shopping centres located in the Central Erin Mills Major Node and Community Nodes. The Dixie Outlet Mall Policy Review is similar to the RIM study in its objective of ensuring future development is done in a manner that fosters healthy mixed-use communities.

Future growth in the surrounding area, such as the Lakeview Village, may impact the Dixie

Outlet Mall site. The City has retained a transportation firm to assess the traffic impacts in the area as a result of redevelopment. The Region has initiated a study of the Dixie Road corridor that will identify alternatives and recommend a design solution to enhance the corridor as a complete street. The Dixie Outlet Mall site can provide places for shopping, dining, and other community amenities for adjacent neighbourhoods.

A policy under Urban Form, Heights and Density is suggested to be revised to incorporate 'sky view' i.e., development will promote adequate natural light, sky view and minimize shadow and visual impact.



7. NON-RESIDENTIAL USES

- Can you ensure that essential services like grocery stores, pharmacies, doctor's offices, daycares will be on the site? They should be within walking distance.
- Can you confirm that the No Frills will remain on this property?
- The need for everyday uses should be included within the site.
- General use considerations: retail, restaurants, medical offices, a movie theatre and hotel accommodation.
- Will alterations and minor expansions of existing buildings or infill be permitted?
- Maintain employment to minimize commuting.
- Strong policy is needed to ensure adequate retail space as part of a complete mixed-use development.
- With all the office spaces in the GTA, there is no need for more.
 - Gross floor area (policy 13.1.14.14): increase square footage to allow for a grocery store and other non-residential uses.
 - Minimum amount of non-residential gross floor area should be encouraged and not required in order to allow flexibility for site context and operations.
- Banquet halls and conference centres are not an appropriate use here.

The City can set out some broad uses for the site, but it cannot control the types of retail business that will locate there. The *Planning Act* does not provide municipalities with the authority to require a grocery store or pharmacy as part of any redevelopment. The City can raise this with the landowner and encourage retention of the grocery store and other uses.

The property owner where the No Frills grocery store is located has not approached the City with a development application. The property owner has advised they do not have plans for redevelopment at this time and is seeking to maintain the existing food store while allowing

for future short- and medium-term modest infill or expansion.

The City is proposing draft policies that emphasize the importance of a grocery store i.e., redevelopment must demonstrate how the new development provides a concentration and mix of non-residential uses that meet the needs of the local population, such as a grocery store, pharmacy and medical office. The proposed draft policies require new development to provide a minimum amount of 15,000 m² of non-residential gross floor area. This requirement is to ensure that some non-residential uses (approximately 25% of the existing gross floor area) will be provided on the

site. The non-residential gross floor area can also include community infrastructure uses, excluding schools.

To address community input, the proposed policies to permit banquet halls, conference

centres and major offices will be deleted.

Permissions for alterations and minor expansions of existing uses can be supported by planning staff.



8. PARKING, TRAFFIC AND ROAD NETWORK

- Not all streets may be public streets. Private streets should be acceptable for the future street network.
- The location and configuration of the road network should be reviewed through development applications.
- How much parking is being provided?
- How is traffic congestion mitigated? What is the plan? Neither Dixie Road nor Lakeshore Road will be able to handle the traffic.
- What is traffic calming and how is it applied? Why is the policy written to say traffic calming 'may' be applied (rather than 'shall')?
- When will Dixie Road be studied for safety and accessibility? The Lakeview Village development will have a significant impact on Dixie Road.
- Haig Boulevard:
 - why is a connection to Haig Boulevard being proposed?
 - new development must encourage cars to use Dixie Road
 - cul-de-sac option will redirect traffic to South Service Road
 - this should not be recommended and will result in a traffic increase along Haig Boulevard
 - no issue with connection but traffic volumes have to be managed and streets be pedestrian friendly.
- Can Street D connect to Myron Drive for bikes only?

Public streets are an important part of city building as they provide connections to community amenities, social activities and places of employment. Developed as part of a network, they allow for movement to get around the community and to disperse traffic. Streets that connect with the existing street network provide for continuity and integration with the existing neighbourhood. Public streets are also integral to emergency service planning.

The draft policies are proposed to achieve an improved transportation network. The proposed street network is necessary to achieve several objectives, including: a grid street pattern that provides connections to existing streets and integrates with the surrounding community; traffic dispersion; travel by bus, car, cycling or walking; access to work, school, shopping; emergency services; creation of smaller development blocks; and building entrances that front onto public streets.

The City has retained a transportation firm to assess the traffic impacts in the areas as a result of redevelopment. Development applications submitted to the City will be required to provide a number of studies, including a transportation impact study, and a vehicular and active transportation circulation plan and street alignment.

The draft policy on traffic calming measures uses the word 'may' and not 'shall' or 'will' as there are other ways to improve road safety. For the parking provisions, the required number of parking spaces is regulated through Mississauga Zoning By-law. Development is required to meet the parking regulations; the number of parking spaces to be provided varies

by use. For more information on the parking regulations, please go to <https://www7.mississauga.ca/Departments/PB/ZoneBylaw/DZBR1/Part%203.pdf>.

The Region has initiated a study of the Dixie Road corridor that will identify alternatives and recommend a design solution to enhance the corridor as a complete street. The project will consider enhancements that support all modes of transportation, including a safe crossing of Dixie Road. For more information about the Dixie Road Complete Corridor Study, visit the Region's web site for Environment Assessments at www.peelregion.ca/public-works/environmental-assessments.



9. PARKS

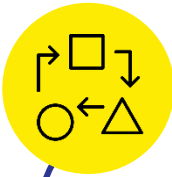
- Green space is vital. What is the amount of green space required for this site?
- The City should mandate a park, not just 2 small parkettes.
- Quality of open space will encourage people to enjoy more. It needs to be more than strips of grass but an actual park.
- A park near Haig Boulevard and Myron Drive should be a requirement and not a wish.
- Will the new park be connected to existing greenspace with walking trails?
- Will the park include features, like playgrounds, community gardens and fountains, which encourage people to linger and spend time with their neighbours?
- Where will children play? There are no facilities in the area for a ballpark, skating rink, skateboard park, basketball park and tennis court.
- When planning park amenities, consider the impacts of noise and lighting on the surrounding neighbourhood e.g. Myron Drive.

City Council endorsed a [Parks Plan](#) in 2022 which establishes a city-wide parkland provision strategy and requirements. The Parks Plan also considered walking distance requirements to a City owned playground. For the Dixie Outlet Mall site, the City has identified a need for a public park; details of size, location and configuration of park will be finalized by the City through the development application review process.

The *Planning Act*, as amended under Bill 23, establishes a maximum parkland conveyance that can be imposed by a municipality. This requirement is dependent on the size of the proposed development. The required amount of park is evaluated and determined by the City in relation to the details of the proposed development such as area of the land and

density. In this instance, the City can require up to either 10% of the land or the value of land for development area that is five hectares or less, or 15% of land or the value of lands for development area that is five hectares or more. The current in force legislation continues to apply to parkland requirements.

Community Services will be undertaking public consultation and considering the public's feedback along with the facility needs identified in the [2024 Future Directions Parks, Forestry and Environment Plan](#). in advance of any future park developments. There are important considerations in planning parks and noise and lighting impacts will need to be addressed e.g., provide sufficient setbacks from residential properties and consider acoustic barriers.



10. PLANNING PROCESS

- How are Indigenous Peoples being considered in the consultation process?
- How are public comments on the draft policies being considered?
- Can a residents' council be established to work with the City or developer?
- How much weight do the policies carry vs. what the developer wants to build?
- Will property taxes increase with this development?
- Can the City use development charges that are the "uncommitted funds" to solve the housing crisis?
- Has an evaluation plan for the capacity been done e.g. hydro, gas, water, sewage?
- Has this plan been adapted since the MZO increased the density of the Lakeview development?
- Does this process even matter if the Province can double the density of this site like they did with the Lakeview Ministerial Zoning Order (MZO)?
- Will the City be having other public meetings for this property?

The Haudenosaunee Development Institute, Huron Wendat First Nation, Mississaugas of the Credit, and Six Nations of the Grand River have been invited to participate in the policy review and were circulated copies of the draft policies. The City will continue to consult with the Indigenous communities on proposed changes to the Official Plan.

In accordance with the *Development Charges Act* (1997), development related capital costs are charged to the landowner through Development Chargers (DCs). DCs cover services such as roads, schools, and water and wastewater. This funding system is based on the principle that 'growth pays for growth'. Property taxes will not increase as a result of the capital costs related to this development. To learn more about development charges, visit the Mississauga webpage at [https://www.mississauga.ca/services-and-](https://www.mississauga.ca/services-and-programs/planning-and-development/growth-charges/development-charges/)

[programs/planning-and-development/growth-charges/development-charges/](https://www.mississauga.ca/services-and-programs/planning-and-development/growth-charges/development-charges/).

The Region has indicated concerns regarding infrastructure servicing, given the pressure to prioritize and upgrade its infrastructure to support growth in other areas served by higher order transit. The City's draft policies will require that development confirm the adequacy of engineering servicing requirements and submit studies, such as a functional servicing report to the City.

Establishing a residents' council (or an advisory committee) would require time, resources and approval by City Council. For the Policy Review, staff would advise that the requirements for public consultation under the *Planning Act* be followed.

Planning staff will provide their professional opinion and prepare recommendations for

consideration by the Planning and Development Committee (PDC). Public comments are important in decision-making, and policies are refined with consideration to the community input. The draft policies developed through the City's Policy Review will help inform staff's recommendations on the development application. The development application is being reviewed concurrently with the Policy Review and all efforts will be made to coordinate the individual reviews and where possible, staff recommendations.

Staff will be seeking additional feedback on the draft policies that will be presented to the

Planning and Development Committee (PDC) for information in June 2024. Final policy recommendations will be made to the PDC for approval in fall 2024.

Minister's Zoning Orders (MZOs) gives the Minister of Municipal Affairs and Housing power to make planning decisions on specific properties. City Council has voiced concerns on specific MZOs issued in Mississauga, however the *Planning Act* does not allow a right to appeal the Minister's decision to the Ontario Land Tribunal.



11. PUBLIC AND ACTIVE TRANSPORTATION

How will the site be designed to accommodate public transit and encourage walking? What improvements will be made to ensure connections across Mississauga, the Region and to Toronto?

- If you provide excellent transit in the area, people will choose to use it.
- What transit improvements will be made e.g. new routes, high frequency? How is this funded?
- Expansion of public transportation should include an LRT along Lakeshore and Dixie Road.
- Active transportation is not an option for carrying home groceries.
- Can the City make improvements to pedestrian and cycling infrastructure in the surrounding neighbourhoods?
- GO Transit service must be included for residents to head to both GO stations.
- Transit connection to the subway is a must.
- The City should offer incentives to reduce car dependency.

With the additional population growth in the area, it is expected that there will be an increased demand for public transit use. Future transit improvement plans will need to respond to areas of ridership growth, with the aim of delivering transit that is fast, efficient, attractive and easy to use for riders. Ways of improving service can include, for example, increasing service levels/express routes and re-aligning routes and connecting to higher order transit services. Future development of the site will need to accommodate an expanded transit terminal near Dixie Road and the southern boundary of the site. The exact location will be confirmed through the development application review process.

MiWay uses a data-driven process to plan transit services in order to provide an efficient transit service that meet the needs of our customers. Transit services are planned by

analyzing ridership demand while aligning with the goals, framework, and principles set by the MiWay Five Transit Service Plan (a five-year transit plan that guides the development and expansion of the transit network in Mississauga). Funding for these service plans is acquired through the City's budget where needed resources are acquired and allocated towards such improvements.

Based on these principles and planning processes, it is envisioned that service frequency improvements will be made to existing major corridor routes like Route 5 Dixie, and the introduction and/or extension of other major local and express routes to serve the expanded terminal at Dixie Outlet Mall. The details, routings, and exact frequencies of transit services would be determined through the transit planning process, which relies on analysis of ridership demand and resource

availability. These service improvements would be funded through MiWay's annual service budget, which is determined and approved by Mississauga City Council annually during the budget process.

A number of existing and proposed MiWay routes within the vicinity of Dixie Outlet Mall serve GO Transit stations, including Route 5 Dixie, which serves both Long Branch GO Station on the Lakeshore West Line, and Dixie GO Station on the Milton Line, and Route 4 North Service Road, which serves Cooksville GO Station on the Milton Line. Future service frequency improvements to these routes will be made based on ridership demand, which is anticipated to increase with the delivery of all-day GO Transit rail service on the Lakeshore West and Milton Lines. Other potential improvements based on ridership demand may involve the addition of new shuttle routes to GO Transit rail stations, which would be timed to provide convenient connections with the arrival and departure of busy GO Transit rail trips. These potential service improvements would be determined through an analysis of overall ridership demand from the site, and resource availability.

Mississauga reviews its cycling infrastructure and network every several years and provides updates through its Cycling Master Plan. The last master plan, completed in 2018, provided a series of recommended actions to improve safety for cyclists and increase the number of cycling trips by providing a comfortable and connected network.

Public streets in Mississauga will be designed so that they are "complete streets" for all users, prioritizing connectivity, accessibility and the safety of pedestrians, cyclists, and transit riders. The City strives to improve its pedestrian network and thus, redevelopment of the site will need to be designed in a manner that enhances the pedestrian network to be safe, equitable and accessible for walking.

There are many ways to reduce car dependency. Improving pedestrian/cycling infrastructure, expanding and increasing the frequency of public transit (buses, trains) are examples that can provide convenient, alternative transport modes in lieu of cars.

The City is currently conducting several studies aimed at enhancing transit options along Lakeshore Road. At this time, no decisions regarding specific improvements have been made.

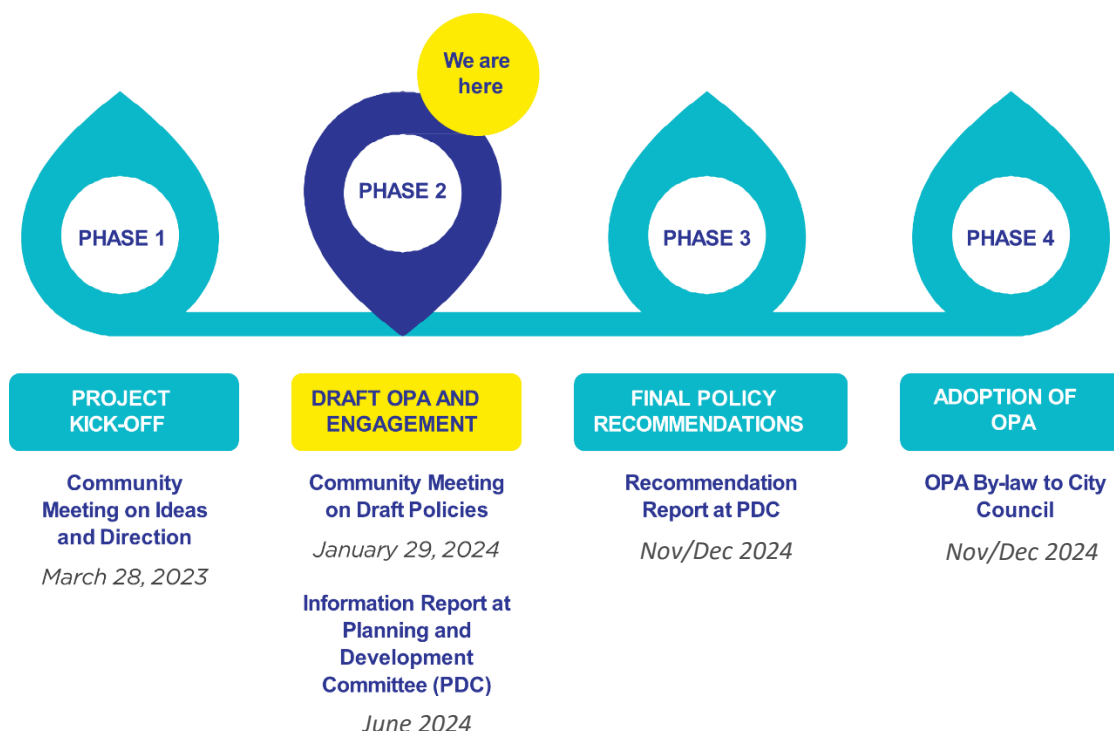
NEXT STEPS

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

An Information Report with the site-specific draft policies will be presented to the Planning and Development Committee (PDC) in June 2024. Staff will be seeking additional feedback on the proposed policies.

The policies will be finalized over the summer, and the final policy recommendations will be presented to the PDC for approval in the fall. Once the policies are approved by the PDC, the OPA By-law will be provided to City Council for adoption.

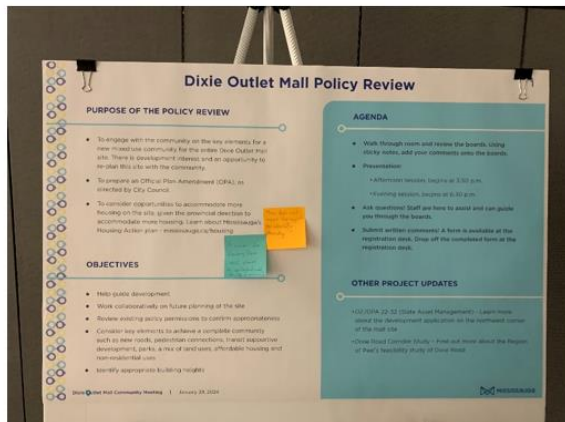
Members of the public are welcome to share their opinions on the draft policies at the PDC meetings. To be notified of project updates, please subscribe to the Dixie Outlet Mall Policy Review webpage at <https://yoursay.mississauga.ca/dixie>.



APPENDICES

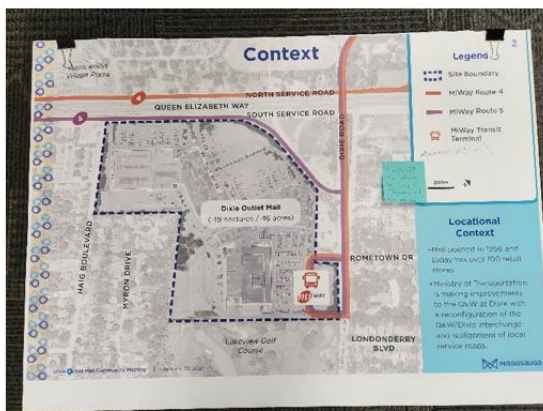
Appendix 1 – Panel Board Comments

Board 1 – Purpose, Objectives, and Agenda



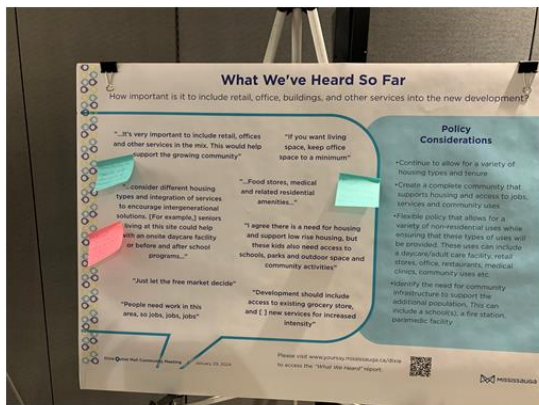
- A vision for density done well should be contextualized for site and community
- This does not mean the right to intensify density

Board 2 – Context



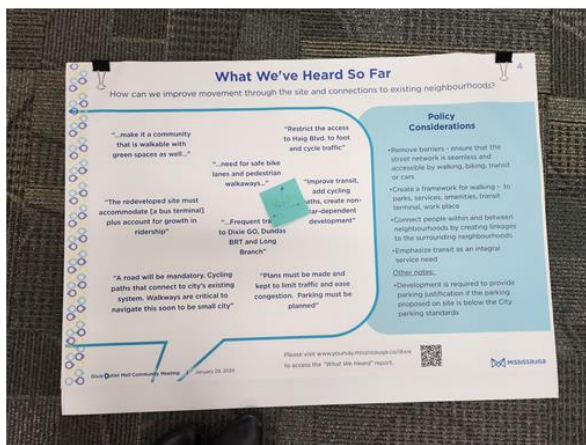
- This should also include active transportation infrastructure and future transit

Board 3 – What We've Heard So Far – Retail



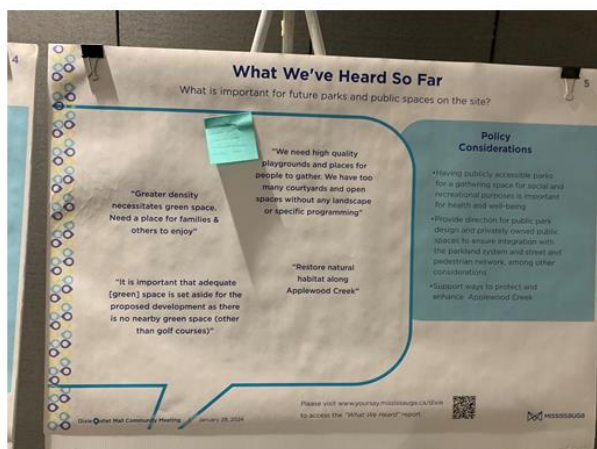
- Connectivity to Toronto and other parts of Mississauga and the Region are needed
- People will support their local businesses and community amenities
- Leverage existing intergenerational programming partnerships/models (e.g. Bridgeway Early on at Sheridan Villa)

Board 4 – What We've Heard So Far – Movement



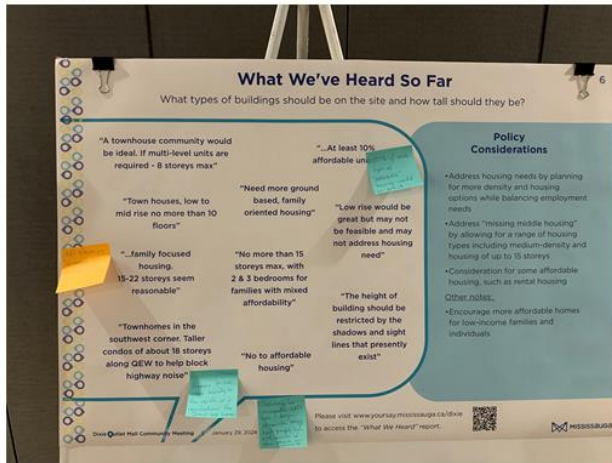
- Yes!

Board 5 – What We've Heard So Far – Parks



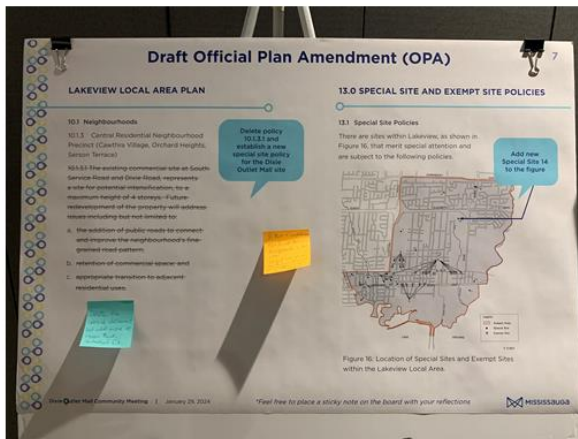
- Green and community infrastructure matter here

Board 6 – What We've Heard So Far – Building Types and Heights



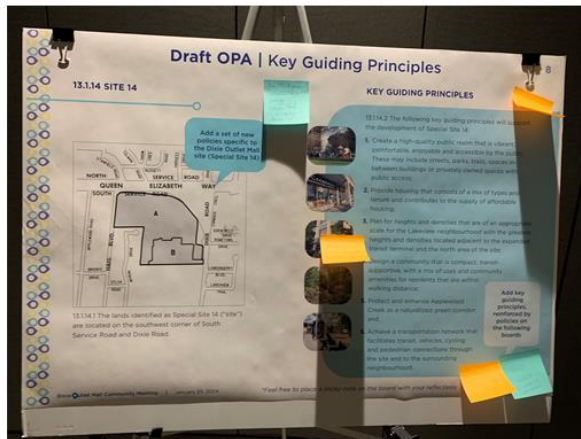
- 5-10% of each type of "affordable" housing would be great
- 20 storeys is more than reasonable
- Happy to see more density to the north so it can shadow the QEW not homes
- Housing to incorporate LID tools and design, renewable energy, heat pumps, high efficiencies to reduce pressure on community

Board 7 – Draft OPA Lakeview LAP, Special Site and Exempt Site Policies



- Delete the current statement but add more re: vision and contextual fit
Is there a comprehensive plan for all the new developments in this area? We just hear of new construction all around us but nothing about new infrastructure

Board 8 – Draft OPA - Guiding Principles



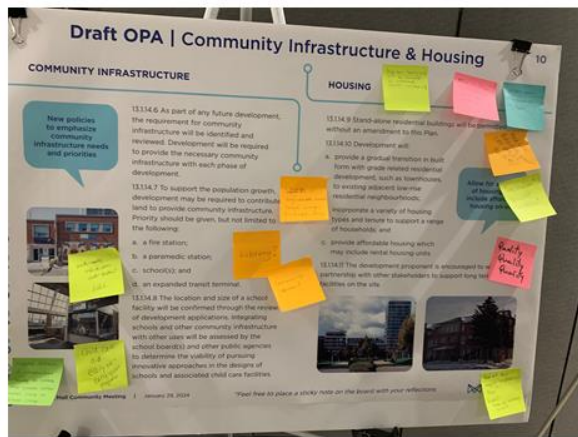
- Are Indigenous communities being consulted in the project design and direction?
- The high-level vision is solid but please provide guidelines, roadmap and achievement
- Should not have "greater density" in close proximity to Orchard Heights
- Yes! Frequent and reliable connected
- Build the transit system first

Board 9 – Draft OPA - Parks, Open Space & Naturalized Areas



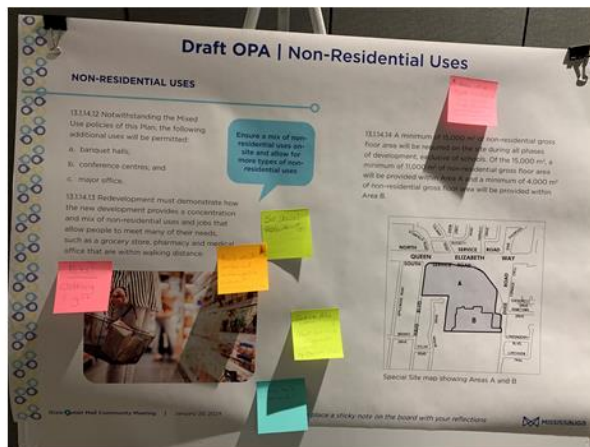
- Save the trees and shrubs along Haig Blvd
- Compare these proposed parks in size say to Orchard Heights Park
- Where is the connectivity here?
- Green spaces to incorporate pollinator gardens, indigenous plant species, fruit trees and bushes for public use
- Dixie Mall isolation remains an issue here in this map
- Please show Applewood CK on the Map
- When planning park amenities (i.e. basketball, skate park et.) please consider using areas that do not back onto houses! Noise, lighting, etc. on Myron Dr. will disturb.
- Local stewardship programs?
- Partnership with CVC/TRCA on protecting natural areas

Board 10 – Draft OPA - Com Infrastructure & Housing



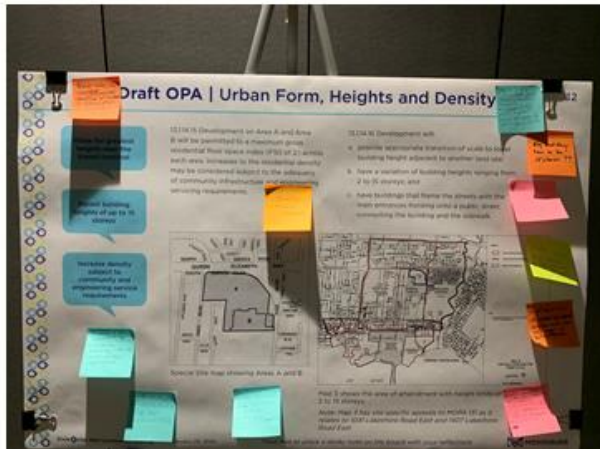
- Consider durability of infrastructure housing to address more extreme weather events linked to climate change
- Childcare early on, early years programs
- Water mains, infrastructure, water treatment
- LEED, engineered wood, local energy and infrastructure
- Library?
- Community Centre?
- Fires station? Schools? Childcare?
- How many housing units will be eliminated by neighbourhood character considerations?
- There should be 3+4 bedroom units for larger families
- Please assure a maximum of 15 storeys
- How will this impact traffic flow? Buses? Are you increasing transit?
- Quality, quality, quality

Board 11 – Draft OPA – Non-residential Uses



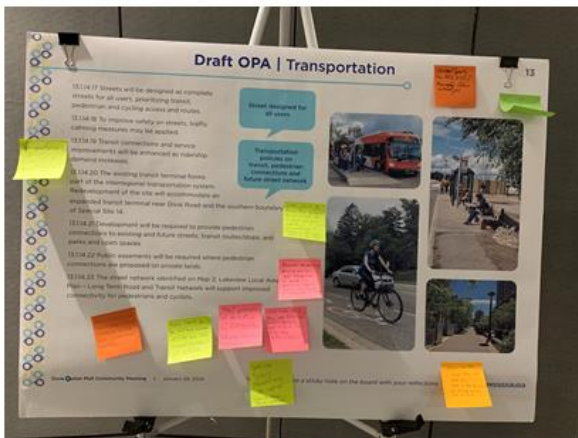
- Sit down restaurants
- Avoid retail condos and unmanageable retail commercial use
- Grocery stores? Food security?
- Satellite police station. Closest division is 15-25 min away.
- Retail- clothing and gifts
- There is a glut of office space in the GTA-> why? Would anyone need or want more?

Board 12 – Draft OPA - Urban Form, Heights and Density



- Parking- given the QEW/427 proximity, should you not increase the # of parking spaces vs. eliminate
- LIO storeys is appropriate for the surroundings
- The densification is ruining the neighbourhood. Reduce the amount of building. We are not Hurontario and Burnhamthorpe area
- Indigo movie theatre
- Only 2-3 project in Ward 1 have 20+ storeys on Dundas and Hurontario. Why height on this project is so tall? Reduce to below 20 storeys. Cap it to 15
- Why building have to be 15 storeys?
- Define "appropriate transition"
- Make sure the new buildings are built with quality materials and architecture
- Height restrictions- all planned developments have been in the 10-12 storey range i.e. Cawthra and Atwater
- What is your [definition] of affordable housing? Rental is not always appropriate

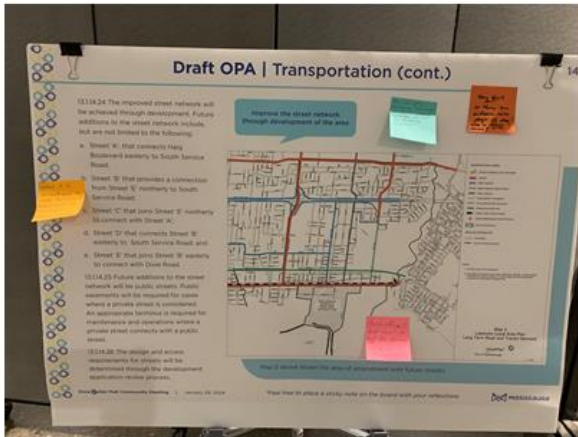
Board 13 – Draft OPA – Transportation



- Must include GO bus access bay to collect residents heading into Toronto along the QEW
- Start process of focusing on the HYDROGEN, batteries are dead technology
- Public transit to be low/zero emissions vehicles, low cost, frequent service, and protected bike lanes
- When will the Dixie Rd. below Dixie mall be looked at for safety and accessibility?
- Before allowing any high rise, get developer to agree to rough in subway tunnel or station in their foundation
- Need more of a buffer between homes backing from Myron Dr. on to the development
- What are "calming measures may be applied"? How are they being applied?
- Transportation: "build and they will come". Build the transit first!

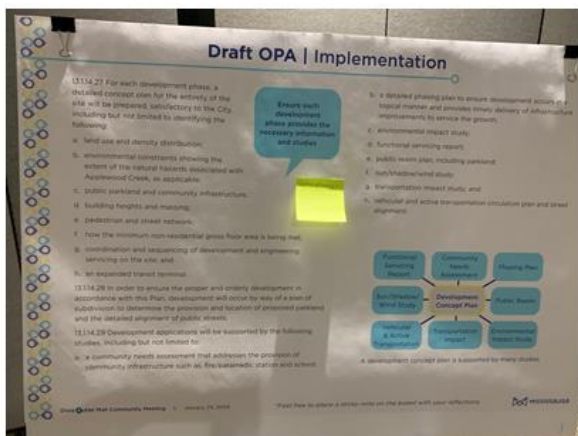
- Electrical capacity for 100% EV's? planning future without gas
- Focus on public transit/bike and walkways. With all the new houses there will not be enough room for all the cars
- More efficient subway connection for future growth is a must

Board 14 – Draft OPA – Transportation



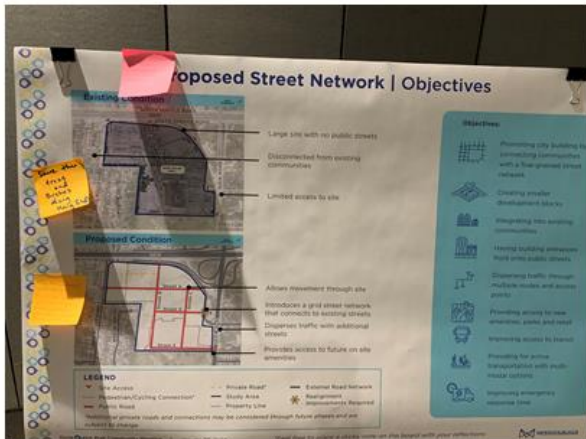
- Haig Blvd- is there an entrance into plaza off Haig? Also a major road?
- Street A-E connection to roads don't provide detail about the planned active transport connections
- How will you mitigate the noise and traffic created by large vehicles and building equipment
- Quick, efficient, direct transit to both GO stations. Keep cars off the roads!!

Board 15 – Draft OPA - Implementation



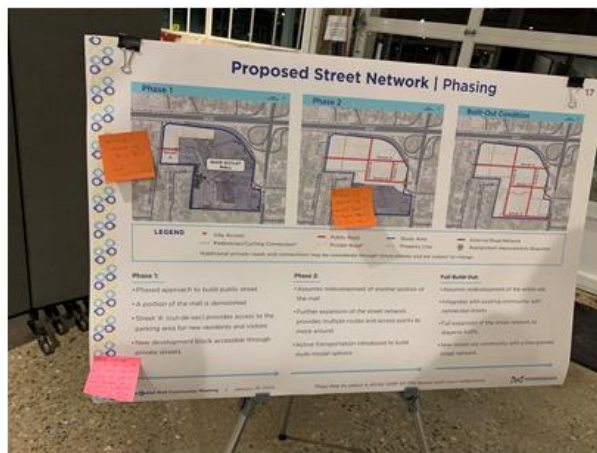
- When planning is done piecemeal how is the whole picture brought together?

Board 16 – Proposed Street Network – Objectives



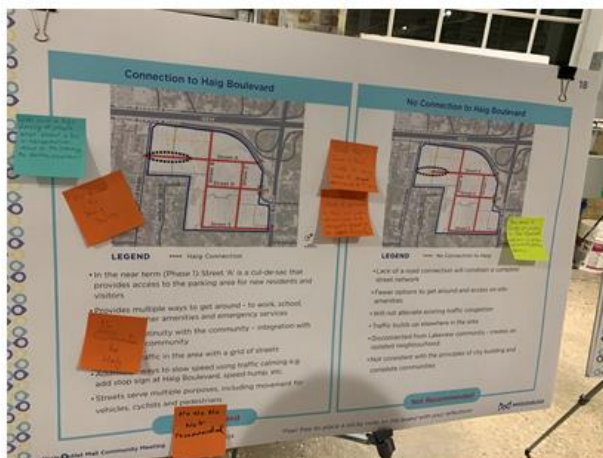
- Traffic control on Haig BLVD
- Save the trees and bushes along Haig Blvd
- Why the entrance onto Haig? Don't you think we'll have enough traffic problems with Lakeview Village and all the other developments on Lakeshore?

Board 17 – Proposed Street Network – Phasing



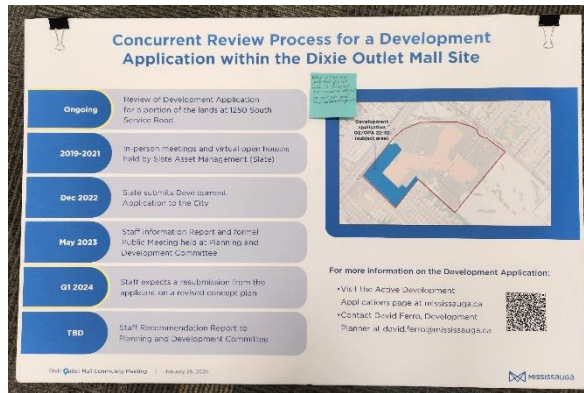
- A road access sign Haig Blvd is not recommended
- Please consider Myron Dr- we do not have sidewalks safety i.e. potential bike traffic by accessing catwalks to avoid a much busier Haig Blvd
- Is there any opportunity to connect Street D to Myron Dr. but for bikes only?

Board 18 – Proposed Street Network – Recommended/Not Recommended



- With such a high density of people what about a bus or transportation direct to the Subway, go station, downtown?
- No connection to Haig
- No No No, Not recommended
- No Road to Haig Blvd
- Would the route 5 Dixie switch to using Street A instead of South Service?
- No issue with Street A connection to Haig but traffic volumes have to be managed and street to be people friendly
- You have to have 4 points of entry to the property. Explain in detail comments/recos below

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



- What active role will this project take in the City's reconciliation efforts? Not just art and Land Acknowledgment

Appendix 2 – Q & A Sessions

Comments from the afternoon and evening Q&A sessions are summarized in this section by theme. Minor edits made to the comments for clarity

Building Height, Density, and Built Form

<ul style="list-style-type: none">• In the policy, because it is a neighbourhood area, when it is being written is there not a way to limit height to mid-rise?• Engineered wood is a lot more affordable than concrete, so is there a way to mandate engineered wood maxed at mid-rise to promote more affordable housing?
<ul style="list-style-type: none">• FSI: cannot go above 2.1. What is the rationale? Was there a gap analysis for this criteria? Is there an FSI for this local framework? What is the regulation built into this local policy framework?
<ul style="list-style-type: none">• Quality of building stock, architectural design, quality of materials. The city can demand what they want – will the City be making efforts to ensure the architectural quality will be maintained in this development by ensuring the developer provides a complete application with building materials. The province made changes through Bill 23, which took out the privileges in Site Plan control, but Cities are putting it in the pre-application phase. There are people concerned about the development. When/if the community can get the full understanding of what the development and quality will look like early on, it will help the residents get on board with the development.
<ul style="list-style-type: none">• Slate development proposal ... is it true that they are asking for 40 storeys? What are the existing policies about heights on site?

Community and Service Infrastructure

No comments

Development Application

<ul style="list-style-type: none">• Policy: how much weight does the policy carry vs. what the developer wants to build? Behind closed doors council approved an 11 storey building.
<ul style="list-style-type: none">• It would be worthwhile to have the city work collaboratively with the developer to put together a complete application so that residents have a better idea of what is being built
<ul style="list-style-type: none">• Understanding of the policies: these are prepared prior to any developer that wants to submit a proposal? It wouldn't make sense for a developer to prepare a proposal prior to the release of the policies.
<ul style="list-style-type: none">• Slate development proposal – [is it] in northwest corner of site? Have they submitted a proposal?

Environment

<ul style="list-style-type: none">• I am representing my dad who lives in area. We were part of the discussion when the mall was expanded. The size of the mall was limited due to the water table under the mall. How does the policy review take that into consideration and protect the water table?
<ul style="list-style-type: none">• In terms of climate change, what kind of guidelines are being applied?
<ul style="list-style-type: none">• I would like to know what regulation has built into this local policy framework. What about environment policies? The local policy framework needs to integrate environment policies.

Mix of Housing Types, Tenures, and Affordability

<ul style="list-style-type: none">• Chance to view the talk by Brent Toderian on city planning. I have a question for staff: one of the things he indicated was 20-30% minimum for affordable homes within a community development. Based on Brightwater/Lakeview, a lot of these units are being built as single units, but we need to build them as homes. If Dixie mall is being redeveloped, with capacity (in terms of population) of the entire city of Gravenhurst, will you mandate the developer to build the 20-30% minimum of affordable homes, with multiple rooms (2 to 3 bedroom) units?
<ul style="list-style-type: none">• If 40% of development is happening in Ward 1, maybe make public the number of multi-unit homes (i.e. how many 1 bedroom, 2 bedroom, etc.) that currently exist in the area.
<ul style="list-style-type: none">• We all understand that housing is an issue, and we are all reasonable people, and understand that a large development site will promote big development. But we also know that a large number of people/densities will be at Lakeview. We must be reasonable with the density here, knowing what's happening at Lakeview.
<ul style="list-style-type: none">• What is the number for housing units on site? 1500-2000 units initially proposed but has increased. How much can it support?
<ul style="list-style-type: none">• Do you already know what type of residential buildings we are getting, in terms of condominiums or rental apartments or something else? And also, how many residential buildings are expected?
<ul style="list-style-type: none">• Unaffordable to live in community. Haig has \$4M houses. People in my generation can't buy a house. I've been seeing the project move forward and seeing the density get smaller and smaller. We are also talking about a new transit hub going there, so I don't see an issue in adding more density. The initial plan said it may have affordable units – are we building for the future or for right now?

Neighbourhood Context

<ul style="list-style-type: none">• How has the City adapted this plan based on what's being proposed at Lakeview re. the MZO?
<ul style="list-style-type: none">• Can you also talk about Reimagining the Mall and if anything has happened regarding the Dixie Outlet Mall site?
<ul style="list-style-type: none">• Are there plans for the other developments within Lakeview?
<ul style="list-style-type: none">• What effect does Lakeview have on the Dixie site?
<ul style="list-style-type: none">• At what point does Lakeview become oversaturated with development proposals.
<ul style="list-style-type: none">• Think about the setback from creek, to Haig Boulevard, to residents.

Non-Residential Uses (Retail and Service Uses)

<ul style="list-style-type: none">• How many people are a little concerned about moving a grocery store (asking crowd)? (Somewhere between 1/3 and a half of comments address losing the grocery store.) All of us will lose a grocery store and pharmacy. That puts people in cars and going farther for groceries – this is another aspect that I want the planning department to consider.
<ul style="list-style-type: none">• Non-residential use – why do we need them? Why do we need banquet halls, offices. Where will you put the schools?
<ul style="list-style-type: none">• People appreciate the proximity to No Frills, but I understand that this is all just preliminary information. Encouraging others to get involved.

Parking, Traffic and Road Network

<ul style="list-style-type: none">• Inspiration Lakeview will have many more units. 21,000 people. When people leave the site, they will go left or right to Cawthra or Dixie. Now we have reduced Dixie Road from 4 lanes to 2 to add cycle lanes, but I haven't seen a cyclist there before. Something needs to be done with Dixie to accommodate the influx in development.
<ul style="list-style-type: none">• Policy section: I want to see more policy ensuring that the city will try to maintain or improve the quality of life for people that live here. Think about protecting transit. Specifically, that we ensure we don't have too many streets, too many traffic lights, congested traffic and ensure sufficient parking spaces especially if you are planning to build 15 storey buildings.
<ul style="list-style-type: none">• Transportation policies should not just incorporate traffic, but the City should include more parking spaces from Lakeview to Dixie Outlet Mall. I'd like to see a map.
<ul style="list-style-type: none">• Ward 1 is a big ward. Lots of development happening. What we are not seeing is a lot of detail on the transit/transportation plan. This site seems to be looked at in isolation.

Parks

No comments

Planning Process

<ul style="list-style-type: none"> We want to make sure the policies are very strongly worded – want to see if we can work with [the Planner] on the draft policy wording.
<ul style="list-style-type: none"> What kind of indigenous consultation is being conducted? How does that get built into the future of this site?
<ul style="list-style-type: none"> The Zoning By-law has to align with the framework. Whatever changes are made in the local policy...the ZB should be updated to be in line
<ul style="list-style-type: none"> After all this planning, if the Premier comes in with another MZO, what happens?
<ul style="list-style-type: none"> With building, the Province nixed the development fees. How will this affect taxes?
<ul style="list-style-type: none"> Do our comments make any difference? Is anyone listening? Does it make a difference what anyone thinks? Or is the decision already made?
<ul style="list-style-type: none"> Comment on Provincial impact that makes the decision for the City. They are there for the developers, not for the people.
<ul style="list-style-type: none"> I understand the purpose of this meeting is to review local policies... but I feel that we are missing something in the framework: OP: Our current OP might not be high for Lakeview ... You have to follow first city of Mississauga's OP and the City of Mississauga has to line up with the Region of Peel and the ROP has to follow the Provincial's plan
<ul style="list-style-type: none"> What will happen to the future of Dixie Road once it's downloaded to the City?
<ul style="list-style-type: none"> You emphasize consultation and its importance. But we have a big housing problem. i.e. if 2000 units are proposed, but the community only wants 1000, what would you do?

Public Transit and Active Transportation

<ul style="list-style-type: none"> Public transit is also really important, with one problem being 21,000 units at Lakeview, and that number is huge. If they are driving, they will be trying to get to the highway, but another development along Dixie will impact the commuters/traffic.
<ul style="list-style-type: none"> I like where I live because I can walk to work, the convenience store and community centre. Great community to live in. I want to see the community with a good plan, but with an innovative community reflecting what is being done in other parts of the world. How will we be able to accommodate older people? When we look at Dixie, there are huge parking lots. Is the expectation to have everyone drive? I work at a dental office, but one of my patients cannot walk to the dental office, because it's on the north side. I want more walkability. How are we going to think of innovative plans and integrate walkability into the policy? We need less parking and want something tangible.
<ul style="list-style-type: none"> Interested in cycling and pedestrian infrastructure. In 2018 the City approved and funded a bridge, being a key part for Lakeview's active transportation network. The City Master Plan talked about building active transportation that creates connected, convenient and safe transportation – that particular master plan included this facility. In 2021, [the] infrastructure project [was cancelled]– could all these plans be cancelled? When is that bike/pedestrian bridge going to be built?
<ul style="list-style-type: none"> Question related to transit -Right now we have in Ward 8, we have to consider transit.
<ul style="list-style-type: none"> We also care about transit, extending the transit line to increase accessibility for residents.

Appendix 3 – Written Comments

Written comments provided by email and comments form or posted on the project webpage (<https://yoursay.mississauga.ca/dixie>) are summarized in this section by theme. Minor edits made to the comments below includes spelling corrections.

Building Height, Density, and Built Form

<ul style="list-style-type: none"> Density is very important
<ul style="list-style-type: none"> Hopefully Lakeview Local Area Plan - height limits of 2 to 15 storeys are adhered to.
<ul style="list-style-type: none"> [My] home is located near the north part of proposed development with a 9 storey condo. How will light affect community homes?
<ul style="list-style-type: none"> Height limits is very, very important. Don't want concrete jungle in basically residential area.
<ul style="list-style-type: none"> Height restrictions! Presently the existing/planned developments that abut existing neighbours go from 1 storey to a max 10-12 stories - re: Cawthra/Atwater.
<ul style="list-style-type: none"> In the paper document you provided at the meeting, under the section heading; "Urban Form, Heights and Density" was written: "Map 3: Lakeview Local Area Plan - Height Limits - identify height limit of 2 to 15 storeys". I reviewed the link File: OZ/OPA 22/32 W1, which reads: "Proposed Development: To permit five apartment buildings ranging from nine to 25 storeys in with park space. Part of the proposal includes the demolition of a portion of Dixie Mall that is adjacent to the application lands. Which amount of storeys will be permitted on this property? 25 or 15? I am a bit confused by these two statements.
<ul style="list-style-type: none"> Population Density - should be in line with the present city plan - based on present transit capacity - i.e. major node like Lakeview Village or Brightwater @ 23-25,000/square km since there is not a "Major Node" planned, the density should be much less.
<ul style="list-style-type: none"> Also, height - must be at a minimum as well as the number of tall condos.
<ul style="list-style-type: none"> Concerns about the height of building. Maximum of 12 - 15 storeys.
<ul style="list-style-type: none"> As a general comment, from the perspective of a resident moving into this development, it would be much preferred if it was located on the southwest part of the mall backing onto the golf course and detached homes. This would reduce noise pollution that currently requires notification to purchasers, a/c units, special glazed windows, and a noise wall, and would also provide a much more pleasant view. I imagine the developer may eventually build luxury homes along the golf course portion. The current plan is for high-rises looking over the QEW - the noise and pollution is known to cause negative health impacts both physical and mental, and I suspect the units facing the highway will eventually become air bnb's or perhaps even the 'affordable' units, exposing the less fortunate to the hazards.
<ul style="list-style-type: none"> Density needs to be specified and also represented as built form for everyone to understand - 2-4000 units although it may not seem to be that many, it is a much smaller plot of land than Lakeview. [This amount of density would require an additional major transit node.] Density needs to be clearly stated as a maximum based on planned infrastructure.
<ul style="list-style-type: none"> Height and density go hand in hand, however is there a reason why you would not emulate the development at Cawthra and Atwater where the heights go from 1 storey to 12 vs 2-15? 1-12 still provides a significant increased density.

<ul style="list-style-type: none"> I am concerned that 4 storeys is not enough. We are in the middle of a housing crisis and need as much housing as possible.
<ul style="list-style-type: none"> I believe that new housing is much more important than shadows and wind. Could this be waived?
<ul style="list-style-type: none"> I do not support the updated proposal. Will attempt to attend session. Overall, it falls short of meaningful information for common people to understand the impact of this development. Interesting that the only community engagement will be 'in person', in late January of all times. If truly interested in gaining public input then online and in person would be better at this time of the year. The document shows the current height limits for Dixie 2-15 has been appealed. Not clear on the revised heights in your new plan? I see only consideration of transition to heights from public spaces. Not clear how many units, sizing of units, density proposed - are we talking families, singles, how many studio, one bedroom/two bedroom + units, what type of anticipated price points are these - how does this meet housing, community needs?? Looks like there is some consideration for community infrastructure (schools, police, fire etc.) however not clear on timing of these needed additions only that they will be looked at with the city. This is so very obviously the first phase of the grander plan - it is incredibly frustrating development is done piecemeal without revealing what the overall impact will be on the community.
<ul style="list-style-type: none"> Like many I'm sure, I would hope that all multi-storey building on the site will not exceed 30 storeys, similar to the building rendering shown in Slate's site plan for the northwest portion of the site.
<ul style="list-style-type: none"> My understanding is that the proposed zoning will allow for 2-15 storey buildings. I would hate to see 17 buildings of that size on this tiny property. A mix of heights would be preferable, and I'd like to see that specified in the policy.
<ul style="list-style-type: none"> Trying to establish what height dwellings will be and how much of the mall will stay intact to assist with groceries, pharmacy issues etc. How many people are we trying to accommodate in this confined area. What type of parking is being provided for. Will there be any transit provisions provided to accommodate people who do not drive. Suggestion - Find another location or change design with lower density that will not impede overall area such as townhouses.
<ul style="list-style-type: none"> What numbers are you using for PPU?
<ul style="list-style-type: none"> Economic vitality should meet the density numbers. What is the designated number for this location? Assuming 100-200PPJ (as in Port Credit) being the equivalent to a community node? Lakeview Village is 200-300 PPJ. Can we specify the PPJ in the policies as a maximum?
<ul style="list-style-type: none"> I would like to see buildings of no more than 15 stories, so they fit in with the area, like the already existing Fairways complex.
<ul style="list-style-type: none"> I would dearly love the area's design to have an integrated aesthetic appeal and safety concerns/ sightlines from the street built into the planned community.

Community and Service Infrastructure

<ul style="list-style-type: none"> Will the 3 schools on Ogden Ave. be re-opened for elementary and high school usage?
<ul style="list-style-type: none"> Community garden?
<ul style="list-style-type: none"> Where will children play, no facilities in area ballpark, skating rink, skateboard park, basketball court, tennis court.

<ul style="list-style-type: none"> • What is being done or planned for water and wastewater services? Odour control has been an issue during summer for years.
<ul style="list-style-type: none"> • There are two parks proposed however where are the schools and health care facilities to accommodate the growing population from new development.
<ul style="list-style-type: none"> • Concerns about lack of infrastructure to support Dixie development, Lakeview & Brightwater projects.
<ul style="list-style-type: none"> • Public pools, schools, etc.?
<ul style="list-style-type: none"> • Where could a school be placed?
<ul style="list-style-type: none"> • A community should be important to be built not just individual tall units where nobody meets or talks to each other, other than in an elevator.
<ul style="list-style-type: none"> • Did the city do a specific written analysis of how this will effect children? Do they do that specifically for all developments?
<ul style="list-style-type: none"> • Too many community needs have been ignored. If the resident is to be inclusive community, important issues have not included: professional caring areas for daycare, elementary schools (JK to grade 8), high schools (academic and composite), behaviours, medical certificate, community centres and places of worship.
<ul style="list-style-type: none"> • What I would like to see is a vast expansion of public transportation (an LRT, for example) along the Lakeshore and along Dixie Road running north/south. As well, what would be necessary before this development begins is the replacement of the facilities the plaza itself presently offers: a large grocery store - a No Frills, for example, would be best - with low-cost options (many seniors live in the area on a fixed income), community centres (the nearest are on Cawthra), buildings available for public use (such as for a Home Owners Association), as well as schools. The neighbourhoods around Dixie Mall each had a public school when the subdivisions were built. Every one of them has closed. We need schools at the same scale if the density is to be raised. In other words, public schools from Kindergarten to Grade 6 in Orchard Heights, Lakeview, Ogden, Westacres, Applewood Acres, and Sherway. All of these are now closed. A giant public school to replace all of these now closed schools should be included in the plans for Dixie Mall redevelopment.
<ul style="list-style-type: none"> • You also mention density versus services. What is the ratio for schools and a fire station for the Dixie Mall development. A building of a school takes space and how will this space be mandated along with a necessary park, not just 2 small parkettes, that the developers will need to follow.
<ul style="list-style-type: none"> • We would like to reinforce wording sensitivity to the existing stable residential neighbourhood and any development application should demonstrate to City Staff that traffic and school safety are adequately addressed.
<ul style="list-style-type: none"> • I would love for the area to become a new neighborhood, with services for a neighborhood and community of families, not just shoppers. Carmen Corbasson will eventually be available to area residents, but it would be lovely to have amenities closer and within easy walking distance
<ul style="list-style-type: none"> • I think a small public school would be also very useful to consider, for the children of those inbound families. The more walkable / cyclable an area, the better. Mississauga tends to be an overly car-centric city. Since we are infilling, it would be lovely to design a true, self-sustaining community

Development Application

<ul style="list-style-type: none"> The last public meeting I attended on this matter was the meeting where the developer proposed their plan to city hall. During that meeting there were significant questions from many resident groups and ratepayer associations, indicating that they were unable to provide feedback because the developer (Slate) was only showing Phase I of the plan. In fact, I believe the meeting ended with the mayor asking to see the whole plan, for this site, in its totality. <p>My questions are as follows:</p> <ol style="list-style-type: none"> has the developer provided the city with the entire plan? If so, is that complete plan available to the public? (maybe I missed that meeting?) If not, when would the public expect to see the complete and entire plan for this property? If the city approves a final plan submitted by Slate, that allows them to build only X number of units and they want to build more, do they have the opportunity to appeal to the MZO or Ontario Land Tribunal (or whatever governing body has authority and jurisdiction over and above the city) to get additional units approved and have the city's decision overturned?
<ul style="list-style-type: none"> At the present time as you explained there is only one application (in the northwest mall area) for a building of 15 stories?? It seems that the developer is looking at Dixie Mall area as a "piecemeal" proposal. Like doing a building one at a time as opposed to a total planned development as you have put forth. Do you propose to plan and put in infrastructure ahead of this "piecemeal attempt."
<ul style="list-style-type: none"> I hope there is some way of ensuring that a series of re-development proposals for the Dixie Mall lands (starting with the NW corner) do not result in a hodge-podge of development without a coherent vision.
<ul style="list-style-type: none"> [What is] the start date for "shovels in the ground". With the Brightwater Community being built, by the speed of light, approximately when can we expect: <ol style="list-style-type: none"> The portion of the Dixie Mall for Phase I to begin being demolished? When would construction begin by Slate?
<ul style="list-style-type: none"> The proposed street network cuts the properties land area into two chunks. It is therefore likely that any new grocery store would be significantly smaller than the current one, while the population to be served would be increasing significantly. Is there any possibility of a land swap between the 2 landowners, or reconfiguring the streets, (or any other creative solution) such that the grocery store could be around the same size as the existing one (or even larger). This also implies parking needs - active transportation is not an option for carrying home weekly groceries to Orchard Heights or Lakeview!
<ul style="list-style-type: none"> I was gratified to read the City's areas of concern and direction for the planning of the project. I find myself in broad agreement with where the city wants to go with the land and area.

Environment

<ul style="list-style-type: none"> With climate change on all media how have you factored in the climate impact that this policy changes are going to have in terms of added density, usage, amenities, and carbon emissions and impact on flora and fauna?
<ul style="list-style-type: none"> How will you mitigate noise + environmental impact of vehicle and machinery?

<ul style="list-style-type: none"> Finally, although the site is in Mississauga the proximity to Toronto and the highly congested QEW + 427 + Gardiner Expressway interchange (an area that has high air pollution) has to be considered, as well as the downstream impacts on Etobicoke Creek and Lake Ontario.
<ul style="list-style-type: none"> Environmental impact to site specific issues, i.e. water table; noise; increased traffic congestion; pollution etc.
<ul style="list-style-type: none"> Green Community
<ul style="list-style-type: none"> EV charging?
<ul style="list-style-type: none"> Educate people to be respectable and save the land with nature, animals, trees ...
<ul style="list-style-type: none"> Given that electric cars will be mandatory in our future, are solar panels and other green energy sources (roof top gardens, thermal energy, efficient recycling programs) being considered in this development.
<ul style="list-style-type: none"> I support the two blocks identified as parkland - noting that it forms a buffer to the existing community and protects the existing wetlands. There needs to be a significant widening of the floodable area as the severity of storms is only increasing with the predictions that the Great Lakes will experience more rain with changing climate. Implementation of catch basins within the golf course will be required to reduce the potential flooding downstream - Lakeview village and sewage treatment facilities.
<ul style="list-style-type: none"> There is concern on the adequacy with growth of the large culvert under the site and the Applewood Creek floodplain. Will the floodplain be widened to accommodate the maximum water levels?

Mix of Housing Types, Tenures, and Affordability

<ul style="list-style-type: none"> Final comment, again more for the developer and perhaps unpopular, was there any consideration given to including hotel accommodations, perhaps on some floors of the towers? Mississauga is trying to become a tourist destination, and Dixie Mall is a tourist attraction (or was, before the re-design). This is done in Buffalo with hotels on-site at major tourist malls, and New York City also has many high rises with part-hotels and part-permanent residents. Tourists would have access to major highways from here as well as Lake Ontario and even a short transit trip to/from Toronto.
<ul style="list-style-type: none"> Be clear of your definition of "affordable housing", rental units are not always affordable.
<ul style="list-style-type: none"> How family friendly is the proposed development going to be if most families would not be able to afford at the current market prices?
<ul style="list-style-type: none"> Keep density as low as possible.
<ul style="list-style-type: none"> The question I asked at the meeting was "can we expect the city to mandate that developers build 20-30% multi-room units". I believe your answer was that the City cannot mandate developers to do that. Please confirm this. This perplexes me. How can the city not legally require developers to at least build what the community requires, at a minimum? Once that threshold is met, then conversations and negotiations can be considered with the remaining part of the developers dream plan.
<ul style="list-style-type: none"> Homes need to be built, not boxes
<ul style="list-style-type: none"> The developers seem to have lots of power to decide which types of units are to be built and as much, how can you ensure that the proportion of affordable housing increases with the City of Mississauga in order to accommodate the families in need, which are on a waiting list for many years.

<ul style="list-style-type: none"> • What ever happened to 1, 2, 3-bedroom apartment [units] that are affordable?
<ul style="list-style-type: none"> • A FSI of 2.0 is not enough. We need more floor space dedicated to housing, not less.
<ul style="list-style-type: none"> • Doesn't the city/province dictate how much affordable or senior housing needs to be considered for a development such as this? Last we heard, most of the anticipated units were one bedrooms and price point expected close to 1mil. I fail to see how this accomplishes the 'so called' housing crisis, other than speculators buying to rent them out. The volume of property development throughout Mississauga and GTA has been exponential, yet we have the highest homelessness rate in my lifetime - the math doesn't make sense. As a resident near this development, I'd have been delighted to hear this area was being thoughtfully created with an aging population and young families in mind, with the right services and community spirit that this area has been known for well over 55 years. Towers do not make communities - Park Lawn is a great example of over development and lack of forethought.
<ul style="list-style-type: none"> • I am a young student from this neighborhood who will enter university next year, likely in the GTA. I am concerned about rent. What actions has the city taken to maximize the amount of units in this density at all costs?
<ul style="list-style-type: none"> • I am concerned that this focus on "appropriate scale" will lead to reductions in the amount of urgently needed residential units in this development. We are in a housing crisis first and foremost, not a neighborhood character crisis. There is plenty of evidence that increased supply helps affordability. I am not sure why the topic of discussion always shifts away from those studies and focus on shadows and neighborhood character.
<ul style="list-style-type: none"> • Additionally, the draft policy should exempt additions and expansions to existing buildings or infill development prior to full scale redevelopment.
<ul style="list-style-type: none"> • The provision of affordable housing should be encouraged, rather than a broadly applicable requirement.
<ul style="list-style-type: none"> • Any policies speaking to affordable housing (here, or for example under 13.1.14.10) need to be provided in accordance with relevant legislation. As inclusionary zoning is not applicable on this site, it should be accepted as contribution for credit under CBC. If the City wants to encourage affordable housing here, then policy should be written outlining its desire for affordable housing, incentive programs, as well as the credit scenario outlined previously. The policy should also be expanded to speak to higher density built forms.
<ul style="list-style-type: none"> • Heights and density are typically considered with factors such as proximity of existing residential or opportunity for transition in built form and height. It is unclear how the scale of the Lakeview neighbourhood, and how it is defined, is relevant to discussion on height and density.
<ul style="list-style-type: none"> • I would like the buildings to have a majority of family sized units, i.e. 2 and three bedrooms, and not only offering the one bedroom and studios we typically see (for speculators). And maybe not just towers, add some townhomes and mixed density possibilities as well.

Neighbourhood Context

<ul style="list-style-type: none"> • The draft policy vision for the Dixie Mall site is appropriate for the site but the site in context requires more specific attention to specific details about how development at Dixie Mall fits together with the Lakeview Village development as well as the development along Lakeshore, Dundas, Cawthra and other large scale and smaller scale infill projects within the area.

<ul style="list-style-type: none"> • I would like to know more about the vision for transit, bike lanes, parks, schools and green infrastructure in the special area and Lakeview's Applewood context, and perhaps Ward 1 in a larger context.
<ul style="list-style-type: none"> • We also have to ensure that the homes backing onto the site are considered i.e. noise + lighting. i.e. basketball, arts, skate park etc.
<ul style="list-style-type: none"> • Protect the quality of existing neighbourhoods.
<ul style="list-style-type: none"> • I am very concerned at the emphasis of neighborhood fit over aggregate housing units. Political polling consistently suggests housing is the most important issue all Canadians have. Neighborhood character is not even on the list, except in a few wealthy, suburban areas.
<ul style="list-style-type: none"> • Jim Tovey's open sky vision of Lakeview should be written in stone and used as the guiding principle for development. This gives the new residents a definite reason to come to live in Lakeview.
<ul style="list-style-type: none"> • Please consider future lakeshore community development volumes as well as Dixie plan related vehicle impacts to transportation volumes and current limited street parking if Street A were to connect directly to Haig a two-lane residential street. Recommend Cul de sac option to redirect to appropriate Service Road as opposed to impacting residential transportation and traffic volume flow directly on Haig.
<ul style="list-style-type: none"> • We noticed that you are using special site 14, did this replace the previous special site 14 that was in the Lakeview Local Area Plan?
<ul style="list-style-type: none"> • Would this location be designated a community node?
<ul style="list-style-type: none"> • The Lakeview Panel [is studying] the data and [] comparing the [size of the Dixie Outlet Mall site] with other areas. Do you have a density number of people/km2 or people /ha that you could provide?

Non-Residential Uses (Retail and Service Uses)

<ul style="list-style-type: none"> • Interesting overview but what about a grocery store? Loblaws will see to that, of course.
<ul style="list-style-type: none"> • No need for conference centre or banquet halls to further add congestion.
<ul style="list-style-type: none"> • Regarding non-residential uses, please get more residents input on these: grocery store, community centre, offices.
<ul style="list-style-type: none"> • We need a grocery store/pharmacy. -Only other choice is the Metro on the busy Lakeshore. It is not practical to take the grocery/pharmacy out of the area.
<ul style="list-style-type: none"> • Where if any grocery stores will be planned?
<ul style="list-style-type: none"> • I would not agree with a free standing one storey building. Such as the TD bank building at Applewood Plaza, which seem a very inefficient use of land.
<ul style="list-style-type: none"> • We need a grocery store the size of No Frills.
<ul style="list-style-type: none"> • Not just a community.
<ul style="list-style-type: none"> • Will there be retail for small business?
<ul style="list-style-type: none"> • Doctor and dental offices?
<ul style="list-style-type: none"> • Inclusive community by providing walking distance medical, grocery, park, store, library, etc.
<ul style="list-style-type: none"> • Retail space should be considered.
<ul style="list-style-type: none"> • All our malls are disappearing. Dixie, Sherway, SQ One, all being taken away or completely surrounded by skyscrapers.

<ul style="list-style-type: none"> Affordable Grocery / Food availability within walking distance of exiting residents is critical to be maintained. This avoids the increased vehicle traffic nightmare that will occur if we have to go to the Lakeview village or Dundas & Dixie to shop.
<ul style="list-style-type: none"> Can this [policy 13.1.14.14] square footage be increased to allow for a grocery store at least as big as what is there now, as well as other non-res uses?
<ul style="list-style-type: none"> There are many seniors living within walking distance of the mall. Highlighting the importance of maintaining a grocery store and pharmacy at this location is crucial for meeting the essential needs of the local residents, ensuring convenient access to essential goods and healthcare services.
<ul style="list-style-type: none"> I disagree that banquet halls and conference centres are an appropriate use for this land. My concern relates to both traffic and parking.
<ul style="list-style-type: none"> I would like to see as much employment land as possible to minimize the amount of commuting the residents have to do, and to maintain employment in Mississauga.
<ul style="list-style-type: none"> Is it a good policy to replace commercial and retail that is highly utilized and serves the local and broader community with residential spaces and fragmented retail? I would like the No Frills protected from the developer on property.
<ul style="list-style-type: none"> No conference centre or banquet hall - absolutely not needed!
<ul style="list-style-type: none"> Retail In this space? <ul style="list-style-type: none"> a) Can you please confirm that No Frills will remain on this property? b) If it will remain, can you confirm that the No Frills will be moved to the south/east side of the property (close to Dixie Road)? c) How many square feet of retail space has Slate included for Phase I? d) How many square feet of retail space has been proposed in the entire plan?
<ul style="list-style-type: none"> Retail – previous reviews have discussed the importance of retail space. Particularly with the current 2-4,000 homes expected on this site, as well as the new townhouse subdivision at Orchard Heights to the east of Dixie Road at Cormack Cres, retail space will be important. Can we use some strong wording that ensures adequate retail space will be included as a crucial part of a complete mixed-use development?

Parking, Traffic and Road Network

<ul style="list-style-type: none"> I have concerns for the safety of my street. What will be put in place to ensure that our street will not become a thorough fare for cyclists etc. going south by decreasing the catwalk from the Dixie mall site?
<ul style="list-style-type: none"> I have concerns regarding traffic flow, parking facilities, MiWay public transit accessibility when you consider the future development. The Lakeview development will have a significant impact on the Dixie Road.
<ul style="list-style-type: none"> No street access to Haig Blvd.
<ul style="list-style-type: none"> How will Dixie Rd handle traffic, when it is 1 lane north and south, bicycle lanes north and south, sidewalks north and south, infrastructure water sewers.
<ul style="list-style-type: none"> We do not need huge parking lots! - do not assume we need to drive A to B point!!
<ul style="list-style-type: none"> Also what will prevent Haig Blvd from becoming a Main St? Lots of talk about Dixie Rd but Haig traffic will increase dramatically.
<ul style="list-style-type: none"> The documents provided should offer more context on how these projects connect to each other in terms of transport infrastructure, mobility infrastructure and green infrastructure.

<ul style="list-style-type: none"> Concerns over traffic increases along Haig with cars crossing South Services Rd/QEW & Lakeshore. What plan will be in place to protect community safety?
<ul style="list-style-type: none"> Focus on moving people through the neighbourhood to prevent traffic lines and delays.
<ul style="list-style-type: none"> Traffic is the big problem.
<ul style="list-style-type: none"> Traffic will be a huge problem. Dixie Rd. will not handle it nor the Lakeshore. Very concerning.
<ul style="list-style-type: none"> Traffic - the lakeview development will add thousands and thousands of vehicles (16,000 units @2 ppu = 32,000 cars minimum) add to it Dixie development we'll have major gridlock on Lakeshore, Dixie, Haig, Odgen, and Cawthra. What is the plan for traffic?
<ul style="list-style-type: none"> Traffic congestion is a major concern.
<ul style="list-style-type: none"> Dixie Road has undergone major work in the last decade which impacts homeowners on the street with little to no compensation or acknowledgement of the distress and reasonable enjoyment of our home and living environment. What steps/actions will take place to address + reduce the impacts to homeowners on Dixie Road.
<ul style="list-style-type: none"> Traffic needs consideration, parking for units needs consideration.
<ul style="list-style-type: none"> Safety concerns and speeding cars.
<ul style="list-style-type: none"> A road joining Haig is not something anyone living in our community desires. It is not necessary to achieve any of the goals of the developers and is purely optional. Let it not be an option. Please have some consideration for the existing population.
<ul style="list-style-type: none"> I am concerned about adding street access to the develop area directly from Haig Blvd. Back when the Plaza petitioned for this the city insisted that access remain from the main arterial roads => South service + Dixie. We already experience increased traffic from people using Haig to move from Lakeshore to the South Service Rd. An increase of traffic through this residential area seems counterproductive to ensuring an appropriate residential neighbourhood.
<ul style="list-style-type: none"> I loved the most recent picture of the layout and design. Having lived in the same house for 50 years and seeing a fruit orchard (opposite my house) become a parking lot. I welcome anything that brings back a few trees. Opposite my house I have planted various evergreen along the fence parallel to Haig. But, trees and specifically the last lilac (they were at one time everywhere) is threatened by the proposed road. This road is unacceptable and not recommended. By putting a road access to Haig the entire community will undergo change that alters the very fabric of our existence. Please amend this idea and dispense this unnecessary change. Haig Blvd. is already a "race way". In the 50 years that I have lived here I witnessed too many animals die right in front of my house. By allowing 5000 new residents access to Haig the increase in traffic will compound the problem. I beg you to stay with the original artist conception and do not allow access to vehicle traffic. I welcome pathway opposite my house as long as no existing life is sacrificed.
<ul style="list-style-type: none"> It seems you want to make an overall change to a community by adding more housing the concern is the amount of traffic that will occur if this proceeds. There is already a staggering amount of traffic especially due to the construction from the highway and closures happening. I do not see how adding housing will help this community when there are already enough issues. This plan should be reevaluated.
<ul style="list-style-type: none"> Language should be changed from traffic calming measures "may" be applied to "shall" given the major traffic problem in Mississauga and the cost and opposition to any changes in road design once established. Why not start with Vision Zero best practices.
<ul style="list-style-type: none"> Like policy reference to current enjoyment of residences i.e. overflow parking, drive through/ short cuts, street parking restrictions.

<ul style="list-style-type: none"> • Please choose to preserve Haig Blvd's integrity... we residents vote to be free from the threat of any new roads encroaching into our neighborhood.
<ul style="list-style-type: none"> • [The neighbourhood] north of the Dixie Mall and Lakeshore Corridor will be heavily impacted by Dixie Mall since what your presentation missed is that residents from the Dixie Mall area will not all access the QEW. The Dixie Mall area, plus Lakeview corridor for that matter, many people will need to come north on Dixie Road. Such volume will have an impact on Dixie Road from Lakeshore Rd to Dundas Street. Not including this entire span of roadway in this presentation is a glaring oversight. The congestion on Dixie Road will be tremendous without having a proper plan and improvements made to facilitate this volume. It will also have a tremendous negative impact on the SHORA neighbourhood, as our residents' have only two ways to enter access to the 650 homes. This needs to be looked at in one plan, to not do so is not dealing with what will be a reality. We ask that your responsibility expand to looking at a plan for Dixie Road from Lakeshore Rd to Dundas Street. Realize the Region will be doing this, but you must have "weight" in bringing this concern forward.
<ul style="list-style-type: none"> • The entrance proposed to connect Haig Blvd to the new development site is not recommended. To do so would entirely change the existing community on Haig Blvd. As a member of this community for over 50 years and living adjacent to the proposed new road, I believe any extra traffic on Haig would over-burden any reasonable estimation of acceptable traffic. Remember, south of us on Lakeshore RD., potentially, 15,000 new units will already have the option to use Haig Blvd to access the QEW. That cannot be helped. Any southbound traffic exiting the 5,000 new units proposed would certainly use Haig if the choice was available. Haig is a very busy street without combining any more cars from new residents. The new development must encourage southbound cars to use Dixie Rd. Please do not place any entry ways on Haig Blvd.
<ul style="list-style-type: none"> • This added road connecting to Haig is not a good idea ... it will result in a major increase in traffic on Haig, encourage use of Haig to access the redeveloped mall from the lakeshore along Haig Haig is a residential street not a throughfare.
<ul style="list-style-type: none"> • What will prevent people from using our street to park + walk to the new development using the catwalks? the end of Myron closest to Dixie mall does not have a sidewalk so the potential increase in car or bike traffic poses a danger to the pedestrians on Myron Dr.
<ul style="list-style-type: none"> • Vision Zero – is it possible that this be mentioned in the policies. To provide a safe and equitable transportation network that protects all users, with specific emphasis on the most vulnerable users of our roads like pedestrians and cyclists. Due to the potential density of this site, specifically due to the proximity to the highway and traffic entering the site from highway.
<ul style="list-style-type: none"> • How do we address the safety of pedestrians crossing Dixie from the east side to get to the transportation and retail on the west side?

Parks

<ul style="list-style-type: none"> • Concept of park area next to existing neighbours on Haig & Myron & along creek should be a requirement vs wish.
<ul style="list-style-type: none"> • Green Space is vital in our area; walking trails only along lake. What percentage will be allocated?
<ul style="list-style-type: none"> • No need for a park or children's playground.

<ul style="list-style-type: none"> • Quality open space for the community / residents that encourage people to linger & enjoy their neighbourhood. Kariya Park is an excellent example.
<ul style="list-style-type: none"> • What impact will this have on existing greenspaces? What green space will be added?
<ul style="list-style-type: none"> • Green Space <ul style="list-style-type: none"> a) Does the city have a minimum amount of green space that is required for this project? b) If so, what is that minimum amount?
<ul style="list-style-type: none"> • This area needs some "destination" green spaces. In other words, it needs more than simply a few strips of grass between the buildings, but an actual park that people will want to go to.
<ul style="list-style-type: none"> • Green spaces and places for play where the families are not afraid to send or be with their children would great. Places where people could learn about the natural beauty that surrounds them, not just more concrete and glass

Planning Process

<ul style="list-style-type: none"> • The city needs more control over development and planning. Need to take it away from the province. That is why everything looks so ugly.
<ul style="list-style-type: none"> • What active steps will this project take in the city's efforts toward reconciliation, not just art and land acknowledgements?
<ul style="list-style-type: none"> • We are not the owner of the land we belong as much as other lives belong here.
<ul style="list-style-type: none"> • Why should existing residents pay run off fees on their properties when the city allows developers to cover all their properties with concrete.
<ul style="list-style-type: none"> • Where is the evaluation plan for the capacity of local utilities such as hydro, gas, water and sewage system.
<ul style="list-style-type: none"> • Is there a system that is more point based in order to approve a development proposal, such as a carbon neutral score, e.g.?
<ul style="list-style-type: none"> • Then public input is much appreciated "BUT" if the provincial government wants something than what we're getting so why bother?
<ul style="list-style-type: none"> • 3D modeling should be a requirement of initial proposal so that the neighbourhood can see the impact / along with the planners - they need the software to use the 3D models.
<ul style="list-style-type: none"> • I also would like to know the jurisdiction scan to impact and/or changes in property values, altered neighbourhood dynamics and adjustments.
<ul style="list-style-type: none"> • What innovational thoughts are in this project?
<ul style="list-style-type: none"> • Concerns with mixed development fees and how this will impact property taxes.
<ul style="list-style-type: none"> • Will there be adherence to completion dates of the project, so it is completed in a timely manner and not unnecessarily stalled?
<ul style="list-style-type: none"> • What regular opportunities will the community have to address policy development and reform?
<ul style="list-style-type: none"> • Is it possible to develop a resident's council to work along city or developer?
<ul style="list-style-type: none"> • After all this consultation, most likely the developer is going to go to the Province and ask for a substantial increase in density so why waste time on this planning. The more important question is how is the city modifying their plans and what are they doing for the MZOs and how can their plans prevent an MZO from happening in the first place. How has the city changed their planning to speed up the same? Can the City of Mississauga become a leader in Canada, to speed up the planning process and reduce the cost of development. Can the city be proactive and prevent an MZO before it happens?

<ul style="list-style-type: none"> • Thank you for taking the time to conduct the policy review for the Dixie Outlet mall. I would like to convey my impressions to the city, and I think many of us in Ward 1 are very concerned about what is happening. We need better communication from the City planning department about how the city is planning for the higher density that will come to Ward 1. More importantly, how has the city modified their plans for the MZO that was issued for the Lakeview Partners project.
<ul style="list-style-type: none"> • Less than 40% of city "development charges" were "committed funds" in 2022 according to the "2022 Financial and sustainability report" page 96. I believe the city should use their uncommitted funds now to solve the housing crisis now.
<ul style="list-style-type: none"> • Will the City be conducting other public meetings for this property? If so, at which stages?
<ul style="list-style-type: none"> • Some policies above appear to attempt to address the outstanding appeal by our client as noted in the current MOP under appeal OPA #115. It is unclear how these draft policies address the other matters which were subject to appeal. City staff should provide clarity in this regard.
<ul style="list-style-type: none"> • Further comments may be provided resulting from analyzing the newly released consolidated City draft MOP which may impact both the policy framework presented herein, or the comments provided.
<ul style="list-style-type: none"> • Do we ever consider putting something into the policy that recognizes the Indigenous Peoples and asks for their consultation. Specifically, because of Applewood Creek?

Public Transit and Active Transportation

<ul style="list-style-type: none"> • We need to build easy access to public transit around this project.
<ul style="list-style-type: none"> • Cycle path to GO station and Lakeshore trail.
<ul style="list-style-type: none"> • How easy to take a bus to get A to B point? - This way we will encourage local shoppers and small business.
<ul style="list-style-type: none"> • Transportation (public) should be studied.
<ul style="list-style-type: none"> • Needs a bus direct to city, to the subway.
<ul style="list-style-type: none"> • Not everyone has to drive around, please provide the opportunity to discard car and use bicycle, walking, taking bus etc.
<ul style="list-style-type: none"> • Where will public transit move through area and transit hub? Green space?
<ul style="list-style-type: none"> • We should stop building the community based on driving.
<ul style="list-style-type: none"> • What about direct transportation to subway, GO train + downtown given the high density of population?
<ul style="list-style-type: none"> • If you can, you don't need to have a car or three cars to live on.
<ul style="list-style-type: none"> • What about some light rail connections to GO station or Kipling.
<ul style="list-style-type: none"> • I am writing this to you hoping to get feedback on my thoughts... how [can] we reduce the car on the road and community. Everyone seems to agree on 'the difficulty' of getting around with adding more density. Hear me out, something needs to be done long time ago, providing easy to use public transportation. However, we don't have now so it has to be something big and bold approaches. 1. City can offer a tax credit (a good amount so that make a difference) who use public transit to get to work? 2. City can provide free auto share programs so that we don't need to own the car to go long distance trip or whatever needs?

<p>3. The last and most important innovation is to buy a home into this area, if you get rid of your driver license, will be given a huge advantage (we can brain storm more, on top of my head, waiving land transfer tax and reducing property tax for certain years, or builder will submit plan with no parking garage underground, it will force them to stick to 5 story building which is perfect for our environment with reduced house price.</p>
<ul style="list-style-type: none"> • I believe the city should act on the Transit Costs Project's Final Report on procurement in New York to see what lessons can be applied here, to ensure the transit expansion goes smoothly and for little cost.
<ul style="list-style-type: none"> • I would like more specifics on the transit development in this area. What specific improvements will be made (e.g. new routes, higher frequency), and how will they be funded? How could political volatility affect these plans (e.g. new mayor).
<ul style="list-style-type: none"> • Large increase in density necessitates increased expansion of transit, community services, health services, etc.
<ul style="list-style-type: none"> • Not sure if this can be done by the city or if the developer is responsible, but given that active transportation is becoming increasingly important, it would be beneficial for the developer to provide secure space with electrical plugs for storage and charging of e-bikes and larger cargo bikes. I see there is bike storage on their plans, but is it secure? E-bikes are expensive and there are concerns with unregulated battery explosions so fireproof bike lockers would be ideal. Banning use of unapproved batteries is also a great idea as the explosion problem is likely due to the use of cheap replacement parts.
<ul style="list-style-type: none"> • This thinking is a bit backwards. If you provide excellent transit in the area, people will choose it, rather than waiting for more people to use a poor transit system in order to justify building it. All the city's master plans emphasize the importance of moving away from car dependence in order to avoid gridlock which we are already experiencing.
<ul style="list-style-type: none"> • With the addition of several thousand people (At least) the existing 2 bus routes that serve the mall area will not be sufficient added transit will be needed detailed transportation studies are needed that include the added people at the mall and the over effect of all of the development along lakeshore --- even if Dixie is 4 lanes to the QEW that will not be enough, the other roads in the area will be severely impacted.

Appendix 4 – Landowners Comments

Draft Policy No.	Draft Policy Text	Comments
General Comments		In general, at this time, [the landowner] does not have any specific plans for the redevelopment of the Lands and are seeking to maintain existing operations as a food store while allowing for short- and medium-term modest infill or expansion to respond to the market demand. Further, [the landowner] would like to protect for potential redevelopment scenarios, should this be contemplated in the future.
		We suggest that staff consider the addition of an interim development policy, which considers exemptions to certain policies, which appear to be intended for when comprehensive redevelopment is contemplated. In our submission, such a policy would assist in ensuring the continued viability of the commercial function of the lands, ensuring expansions or modest infill can be facilitated, prior to full scale redevelopment, without triggering the need for an official plan amendment.
		Various locations in the City should have policies which speak to the relationship between built form, and unique locations in the City which would benefit from increased density and height outside the urban hierarchy structure. Similar to various targeted locations in the employment character areas, the subject site should have gateway policies recognizing both the size and locational advantages of the site near the entrance of the City, along a major inter-provincial thoroughfare, and with the majority of the site isolated from proximate residential lands. Recognizing this site as part of the City's gateway fabric contributes to the urban form and placemaking.
		Some policies above appear to attempt to address the outstanding appeal by our client as noted in the current MOP under appeal OPA #115. It is unclear how these draft

		<p>policies address the other matters which were subject to appeal. City staff should provide clarity in this regard.</p> <p>Further comments may be provided resulting from analyzing the newly released consolidated City draft MOP which may impact both the policy framework presented herein, or the comments provided. Staff to clarify applicability of policies, should these policies come into effect prior to approval of the site-specific OPA/ZBA applications.</p>
13.1.14.1	<p>“The lands identified as Special Site 14 (“site”) are located on the southwest corner of South Service Road and Dixie Road.”, and included the Figure “Site 14”, which delineates the Slate Lands as Area A and the Choice Lands as Area B. The Draft Policies then set out specific requirements that apply to Areas A and B in terms of non-residential gross floor area, among other matters.</p>	<p>We are concerned that the legal property boundaries which have been used to delineate Area A and Area B may be subject to change in the future, which could cause confusion or difficulty in the application and implementation of these policies moving forward. We would therefore like to discuss adding flexibility or safeguards into the policy language that will consider potential property boundary adjustments;</p>
13.1.14.2	<p>The following key guiding principles will support the development of Special Site 14:</p> <p>...</p> <ul style="list-style-type: none"> • Provide housing that consists of a mix of types and tenure and contributes to the supply of affordable housing; 	<p>Any policies speaking to affordable housing (here, or for example under 13.1.14.10) need to be provided in accordance with relevant legislation. As inclusionary zoning is not applicable on this site, it should be accepted as contribution for credit under CBC. If the City wants to encourage affordable housing here, then policy should be written outlining its desire for affordable housing, incentive programs, as well as the credit scenario outlined previously.</p> <p>The policy should also be expanded to speak to higher density built forms.</p>
	<ul style="list-style-type: none"> • 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; 	<p>Heights and density are typically considered with factors such as proximity of existing residential or opportunity for transition in built form and height. It is unclear how the scale of the Lakeview neighbourhood, and how it is defined, is relevant to discussion on height and density.</p>
13.1.14.3	<p>Parks will be designed to:</p> <p>...</p> <ul style="list-style-type: none"> • be developed as a contiguous element; and 	<p>The policy should include “where possible”.</p>

	<ul style="list-style-type: none"> • maximize sun exposure onto parks; 	
<i>New policy proposed by landowner</i>		A policy should be added which clarifies, in accordance with relevant recent legislation, parkland may be encumbered and this parkland will be accepted as parkland contribution resulting from a development application.
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.	<p>We seek clarification as to what the City considers “community infrastructure”;</p> <p>We seek clarification as to the legal mechanisms that the City will use to require the contribution of community infrastructure;</p> <p>The draft policy should be revised to exempt certain forms of development from this requirement, including additions and expansions to existing buildings or infill development prior to full scale redevelopment; and</p> <p>We seek clarification if the required community infrastructure would contribute towards the minimum non-residential gross floor area that is required in draft Policy 13.1.14.14;</p>
Figure 13.1.14-1		The wording in Figure 13.1.14-1 should be revised to note that the parks are conceptual and may shift within the special site subject to review during the processing of development applications.
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.	We propose the policy be re-worded to state that “development may recommend certain necessary infrastructure”. The policy should also be scoped to clarify it is referring to infrastructure necessary for specific developments (roads, servicing), and not DC or CBC recoverable infrastructure (such as schools, libraries, parks, fire stations, paramedic stations, transit terminals etc.), which should not be required in policy.
13.1.14.7	<p>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:</p> <ul style="list-style-type: none"> • a fire station; • a paramedic station; 	This policy should stipulate any requirement to contribute land must be in accordance with applicable legislation. It should also note innovative designs should be considered which consider co-location on land, or within a building.

	<ul style="list-style-type: none"> • school(s); and • 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 childcare facilities.	The City, and the school boards need to consider the reality of future growth on a site like this will be urbane and will be more developed than a traditional suburban neighbourhood. The reference to innovative approaches in designs of school should specifically reference more compact school sites and also include school and child care facilities co-located in future building podiums or lower levels of buildings.
13.1.14.10	<p>Development will:</p> <ul style="list-style-type: none"> • Provide a gradual transition in built form with grade related residential development, such as townhouses, to existing adjacent low-rise residential neighbourhoods; • Incorporate a variety of housing types and tenure to support a range of households; and • provide affordable housing which may include rental housing units. 	<p>“Will” should be revised to “is encouraged to”, in order to provide flexibility to account for site context and operational considerations.</p> <p>Additionally, the draft policy should exempt additions and expansions to existing buildings or infill development prior to full scale redevelopment.</p> <p>Lastly, the provision of affordable housing should be encouraged, rather than a broadly applicable requirement;</p> <p>Other mid-rise built forms, grade related or not, should be added as an acceptable transition built form.</p>
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.	<p>In our submission, the draft policy should be revised to exempt additions and expansions to existing buildings or infill development prior to full scale redevelopment;</p> <p>See general comment below regarding the outstanding appeal on OPA # 115. It is unclear why this site is subject to extra scrutiny regarding non-residential uses, community needs, and jobs when other development sites are not. Any City concerns on this matter appear to be addressed with the inclusion of policy 13.1.14.14 which notes a minimum non-residential GFA requirement.</p>
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	In our submission, we seek clarification as to how these metrics were determined, and in particular ensuring that the minimums are achievable in a redevelopment context. Lastly, both instances of “will” should be revised to “is encouraged to”, in order to

	<p>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.</p>	<p>provide flexibility to account for site context and operational considerations;</p> <p>It is unclear as to the basis of the chosen numbers. To accommodate the redevelopment of non-residential GFA, the policy should be augmented by noting proposed non-residential GFA can be included in the total and considered part of the requirement. Also, as the retail sector is constantly evolving, these numbers may not have relevance with time and thus, the policy should reference the desired GFA amounts but also that the appropriate amount of GFA may be determined otherwise by a market study.</p>
13.1.14.15	<p>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.</p>	<p>We seek clarification as to how a Floor Space Index of 2.1 was determined. In the City's Official Plan, the Dixie Mall lands are considered "Neighbourhoods", and there are numerous instances where a Floor Space Index of greater than 2.1 is permitted in this designation; and</p> <p>Further, the redevelopment plans for the Dixie Mall area appears to be consistent with the City's "Community Nodes" designation, which "provide access to a multitude of uses that are required for daily living", including a diverse housing stock. We seek clarification as to whether the City has considered the opportunity for the Official Plan Amendment to either classify the lands as "Community Nodes" or to incorporate similar policies related to densities, heights, and urban design, given the scale of redevelopment contemplated by the draft policies;</p> <p>This base FSI amount seems inappropriate to the very large size of this parcel, in consideration of alternative built forms and potential taller building elements resulting in the overall site accommodating much more development. The City should increase this base FSI.</p>
13.1.14.16	<p>Development will:</p> <ul style="list-style-type: none"> • provide appropriate transition of scale to lower building 	<p>"will" should be revised to "is encouraged to", in order to provide flexibility to account for site context and operational considerations (including the location of building entrances);</p>

	<p>height adjacent to another land use;</p> <ul style="list-style-type: none"> • have a variation of building heights ranging from 2 to 15 storeys, and • have buildings that frame the streets with the main entrances fronting onto a public street, connecting the building and the sidewalk. 	<p>Further, we suggest the policy be revised to contemplate additional height without amendment to the plan, where certain performance criteria can be demonstrated (which would contribute to the ability for the area to provide “variation” in height); and</p>
		<p>Additionally, the current draft policy establishes a minimum building height of 2 storeys for all future development. In our submission, minimum building heights should not preclude additions and expansions to existing buildings or infill development prior to full scale redevelopment and the policies should explicitly permit non-residential building heights of 1-storey to reflect existing market needs;</p>
		<p>The City has an active development application for these lands. The second bullet reference to height should reflect the height request through the development application. The policy should also note that, notwithstanding the urban structure hierarchy, due to the unique nature of this site, buildings may also increase up to 25 storeys, and through a development application review, increased heights beyond 25 storeys may be further considered for approval adjacent the intersection of Dixie Road and the Queen Elizabeth Way.</p>
13.1.14.17	Streets will be designed as complete streets for all users, prioritizing transit, pedestrian and cycling access and routes.	Not all proposed streets may be public streets and should be considered complete streets (i.e. they may not all provide transit). This policy should be revised to provide clarity.
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.	In our submission, “will” should be revised to “should plan to”;
		This policy should clarify that the location for an expanded transit terminal needs to be discussed as part of the review of a development application with the owners, and City/Mi-Way, or other appropriate transit authority staff as required.
13.1.14.24	The improved street network will be achieved through development. Future additions to the street network include, but are not limited to the following:	Additionally, we suggest the incorporation of flexible language to ensure the location and the configuration of the proposed road network may be reconfigured as site-specific development applications proceed and to respond to site specific constraints;

	<ul style="list-style-type: none"> • 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. 	<p>We believe Street “A” should connect to Haig but not South Service Road.</p> <p>We support Street “B” as proposed, as it provides a connection from Street “E” northerly to South Service Road.</p> <p>We support Street “C” as proposed, as it joins Street E northerly to connect to Street “A”.</p> <p>Street “D” as proposed does not address the substandard curvature of South Service Road to accommodate WB-20 trucks. The wording does not allow for improvements (such as our proposal to realign South Service Road).</p> <p>We support Street “E” as proposed, it joins Street “B” easterly to connect to Dixie.</p>
13.1.14.25	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.	This policy appears to contradict itself in that it only permits public streets for future network additions, but then references private streets. The policy needs to confirm private streets are acceptable parts of any future street network. The active development application for this site includes private street elements which demonstrate servicing and pedestrian and vehicular circulation can still be accommodated.
13.1.14.26	The design and access requirements for streets will be determined through the development application review process.	The current design does not accommodate some technical items which have been noted by City staff on the active development application. For example, any crossing of the underground storm culvert needs to have specific crossing criteria which do not appear to be met with the current proposed layout. The City should amend the layout to consider some of these on-site technical requirements including phased roads with temporary turnaround conditions to accommodate future phased development.
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:	In our submission, we seek clarification that the “concept plan” is a plan that will demonstrate the potential development of the entire site. For certainty, that this concept (demonstration) plan will not have approval status or require that future development comply with the plan. Accordingly, we suggest

	<ul style="list-style-type: none"> • land use and density distribution; • environmental constraints showing the extent of the natural hazards associated with Applewood Creek, as applicable; • public parkland and community infrastructure; • building heights and massing; • pedestrian and street network; • how the minimum non-residential gross floor area is being met; • coordination and sequencing of development and engineering servicing on the site; and • an expanded transit terminal 	<p>that the policy be revised to add language to ensure the demonstrative nature of this plan is clear</p> <p>Due to the parcel fabric and size of the special site lands, it will likely not be possible to confirm density distribution and building heights and massing. In turn, this drives the servicing requirements for sites which may not be determined at that time. Therefore, requesting coordination and sequencing information seems premature for concept plan development. Any future development application will always need to satisfy any technical requirements of applicable approval authorities.</p>
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.	A plan of subdivision is not the only way to ensure proper and orderly development, particularly for smaller phases of the project. This policy should be revised to indicate it is the City's preference for a plan of subdivision, and only when the complexity and size of the proposed development suits the need for a plan of subdivision.
13.1.14.29	"Development applications will be supported by the following studies, including but not limited to ..." and provides various supporting studies.	In our submission, "where applicable" should be inserted after "following studies", in order to provide flexibility to account for site context and small-scale development such as expansions to existing buildings or infill development prior to full scale redevelopment.
13.1.14.29	<p>Development applications will be supported by the following studies, including but not limited to:</p> <ul style="list-style-type: none"> • a community needs assessment; • a detailed phasing plan to ensure timely delivery of infrastructure improvements to service the growth; • environmental impact study; • functional servicing report; • public realm plan, including parkland; • sun/shadow/wind study; • transportation impact study; and 	It would seem that any community needs assessment is driven by the City or other approval authorities based on area or City-wide information and metrics or other standards which are not available to a landowner. This requirement should not be the responsibility of a landowner but rather should be raised by the City through pre-consultation as a result of detailed technical analysis proving warrant. The policy should also further explain that the EIS requirement should be noted as only required if applicable (i.e. development adjacent the Applewood Creek).

	<ul style="list-style-type: none"> vehicular and active transportation circulation plan and street alignment. 	
Map 2		See comments above with respect to draft policy 13.1.14.24.
Map 3		The height maximums on draft Map 3 should be amended in accordance with our comment provided above on the height policy framework.