



DIXIE OUTLET MALL POLICY REVIEW

COMMUNITY MEETING – IDEAS AND
DIRECTION

MARCH 28, 2023

Virtual Community Meeting Summary - What We Heard

COMMUNITY MEETING – IDEAS AND DIRECTION

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OVERVIEW

Meeting Overview

On Tuesday, March 28, 2023, the City of Mississauga (“City”) held a virtual community meeting to launch the Dixie Outlet Mall Policy Review. The purpose of the meeting was to:

- kick off the project;
- generate ideas on the elements needed to create a complete community - new roads, pedestrian connections, housing, parks, shopping and transit; and
- provide an opportunity for participants to ask questions and share comments.

The virtual community meeting included welcoming remarks by Ward 1 Councillor Stephen Dasko, a staff presentation by Karin Phuong, Policy Planner on the policy review and David Ferro, Development Planner on the development application review. The meeting also provided an opportunity for public feedback. It ran from 6:00 p.m. – 8:00 p.m. with an estimated 340 registered and approximately 200 people in attendance during the live virtual meeting.

During the meeting, polls/word clouds were used as ice-breakers as well as to elicit feedback on ideas specific to how the Dixie Outlet Mall site could develop. Following staff’s presentation, participants were brought onto the webex screen for the question and answer (Q&A) session. The meeting host unmuted each participant who wanted to speak so that they could ask questions. Inquiries by phone and online chat were also received during the meeting.

About This Report

This report is prepared by the City and provides a summary of the public input received during the community meeting. It also includes online comments/ideas posted to the project’s YourSay page (up to March 28, 2023).

The report provides a summary by theme of comments frequently heard. It summarizes what we heard at the meeting and includes comments from the polls, phone inquiries, Q&A

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session, chat and posted online ideas. The summary report also includes staff's responses at the meeting as well as staff's follow-up answers to questions asked during the meeting.

A link to the presentation slides and recording video is available on the project page online at yoursay.mississauga.ca/dixie.

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POLLS - WORD CLOUDS

A polling tool was used during the meeting to allow participants to provide live feedback. Responses were captured as “word clouds” (a collage of words). The questions asked and word clouds generated can be found on the following pages. The responses will be used to help form the guiding principles for the policy review.

1. Who’s in the room?

65 responses were received



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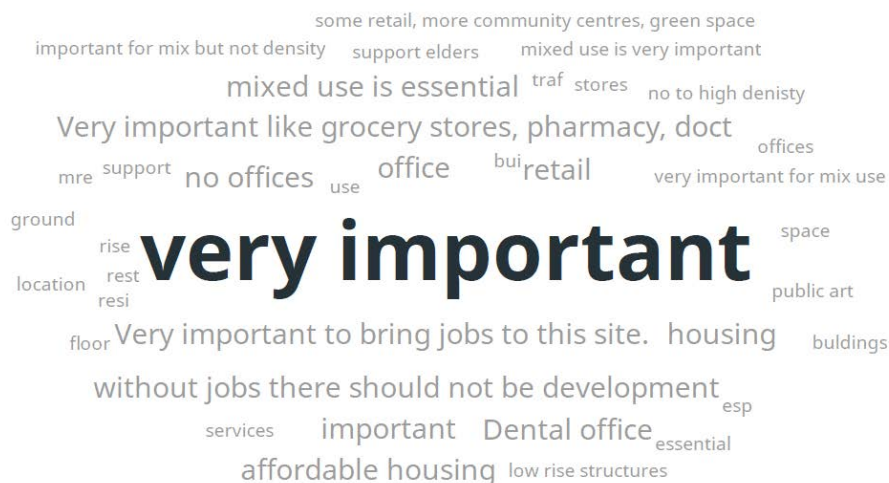
2. How can we improve movement through the site and connections to existing neighbourhoods?

43 responses were received



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

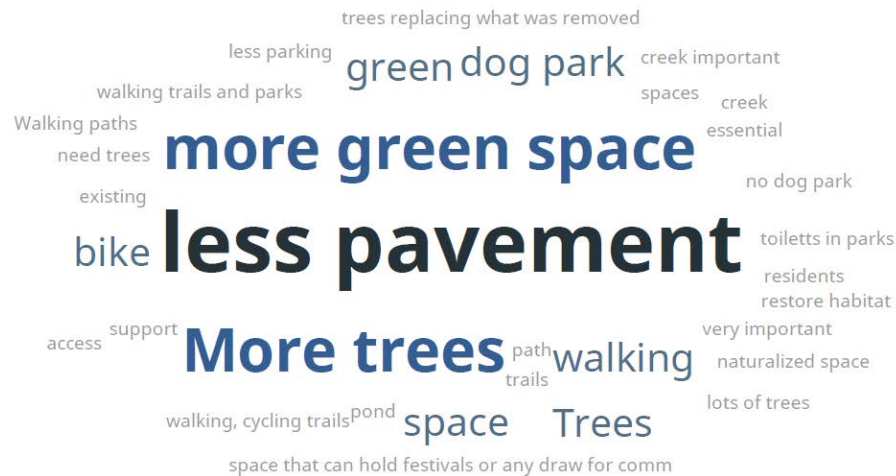
60 responses were received



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

58 responses were received



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

90 responses were received



DISCUSSION SUMMARY – KEY THEMES

Over 100 comments and questions were provided/asked during the discussion period directly online, by phone or by typing a question using the chat function. Many questions were answered during the meeting; however, due to the volume of questions and time constraints, some responses were not provided at the meeting.

An overview of key themes is summarized below. Where similar questions or comments were asked, they have been consolidated into one point. Comments and questions are taken, for the most part, verbatim. For public privacy, individual names associated with any comments have been removed. Please see Appendix 1: Discussion Details to review the detailed questions and responses.

Themes

1. Built Form/Housing – types of housing, support for low-rise housing, ways to maintain the residential nature, and the importance of development on the ground level while accommodating density comfortably
2. Community Services and Amenities – ensuring sufficient schools and other community needs are being met
3. Development Application OZ/OPA 22-32 – property ownership, development timeline, unit types, parking, too many units, too much density, heights, distribute housing to other sites (i.e. golf courses), should not be piecemeal development but a cohesive plan, traffic concerns, future impacts of noise levels, light, need for specific studies (traffic impact, noise), green space is a necessity, make commitments to roads and community/public infrastructure (e.g., schools, transit) first
4. Growth (population and employment) and Safety – concerns around safety, property values

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5. Land Use – support for mixed use (housing, retail, office) to promote walkability, some low income housing, need for schools, community centre and transit, consider other uses such as a convention centre or hotel
6. Natural Features – TRCA comments, opportunity to create a naturalized corridor and greenspace
7. Parking – prohibit parking along Haig Blvd.
8. Parks and Green Spaces – connections to the golf course, must consider green spaces
9. Planning Framework/Legislation – impact of various provincial legislations (Bill 23, MZOs, MTSA)
10. Public Engagement – how are comments incorporated, weighing planning elements, consultation with Indigenous communities, input from youth and newcomers, imbalanced intake of questions from participants during the meeting (more verbal, fewer from chat), opportunity for an in-person meeting, focus of meeting should be on the development proposal, desire to have voices heard
11. Traffic/Transportation – cycling should be a distinct focus, pedestrian/cycling connection over the QEW, concerns regarding traffic flow that will affect several roads (Dixie, Ogden, Haig), should have no road access onto Haig Blvd., transit connections, City traffic study
12. Other Comments (including multi-themes) – impact on water and wastewater capacity and odours, purpose of Policy Review, consideration for a Community Node, comment to encourage others to submit comments to the City, support for nominal density and low income housing, the site should not be a destination place, redevelop something for the community, many development proposals in the surrounding area

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IDEAS

From February 27 to May, 15, 2023, the City ran an online forum asking the public to “Share Your Ideas” for the Dixie Outlet Mall site.

Feedback was sought on the following topics: future uses, transportation/movement, parks and open spaces and the types of building and heights that should be on the site.



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



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



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



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

“Share your ideas” by adding and posting an idea was one of the tools used for public feedback on what is important and envisioned for the Dixie Outlet Mall site.

Approximately 75 comments have been provided (to March 28, 2023) and incorporated into this report. All other comments posted after March 28 will be consolidated in a future staff report to the Planning and Development Committee (“PDC”).

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

1. We need ground-based residential - Too many high-rise condos being built in Mississauga little or no ground based housing for growing families. Address the "Missing middle" housing issue.
2. Development should include access to existing grocery store, and, add new services for increased intensity.
3. It is very important to include retail, office and other services as the population of S. Mississauga will go up 100K +/- in the next 5 yrs. Ensure adequate retail & services for the high population growth.
4. Low rise accommodations, coffee shops, boutique type shops surrounded by green space that the area desperately needs.
5. At least 4 or 5 storeys of housing, rooftop greenspace & low intensity commercial. Frequent transit to Dixie GO, Dundas BRT and Long Branch. Access to all the essentials nearby, build more housing!
6. 50% retail, 25% residential and 25% other. Extremely important that it is a mix. The huge Lakeview development going in by the lake will be more than enough new residential units for the area. Too many new residential units crammed into such a small space will kill the neighbourhood feel and the culture of the area.
7. Schooling concerns. The local public school is completely full - the kindergarten has 6 separate classrooms of 30+ kids in each. I agree there is a need for housing and support low rise housing, but these kids also need access to schools, park and outdoor space and community activities. Upscale infrastructure ***
8. Residential needs to be Low Rise. The residential buildings need to be mid or low rise. High rise buildings would cause too much congestion. It's very important to include retail, offices, and other services in the mix. This would help support the growing community. There needs to be a mix, it cannot solely be residential.
9. Low to mid-rise housing so not to stress sewer system. Food stores, medical and related residential amenities. No big box. Transit access. Need green space. Addresses any environmental impact.

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10. Restaurants, Patios, Coffee Shops, Gelato, Fast Food, and Small Grocery Stores. Food brings people together. Wouldn't it be nice to stroll by the stores after a meal with gelato in hand or a coffee? There should be a small grocery store to promote the extra-needs (pharmacy/groceries/toiletries, etc.). We want this space to serve every purpose so it draws people into the neighbourhood, but also supports people that are based within the neighbourhood.
11. Are there sufficient school, community centre, parks in the neighbourhood to accommodate increased intensity? How do we assess this?
12. Primarily residential and retail, some office space.
13. We need to work somewhere. Please consider some office / retail space especially as a portion of the mall will be taken down.
14. 0% retail 25% residential 25% green space.
15. Close adjacent streets to either south service or Lakehore to reduce high volume for new highway access or new buildings.
16. Housing first! All high-rise/mid-rise should be residential. The ground level should be completely retail and green space like parks with trees to accommodate families. But definitely prioritize residential above all else!
17. We need mixed use restaurants (sit down & To Go) cafes, bakeries, independent boutiques, small independent businesses that make a community.
18. Just let the free market decide. Government micromanagement is slowing down housing and retail construction. We should allow builders to build what they want. If they build something people don't want, they'll lose money.
19. Restore habitat along Applewood Creek. I think this question takes a very narrow view of the possibilities of this site. There is currently a very narrow strip of natural habitat along Applewood creek bordering the mall property. By removing and adapting the existing parking lot that abuts the natural area for environmental benefits we could achieve a decent buffer to the creek and ensure that this portion of Applewood Creek is restored and enhanced to help provide ecosystem and biodiversity services. The mall has a duty to look for opportunities to be a good environmental steward of the city's natural areas and by taking an environment-first approach to development the mall could be a leader in the city in this way.

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20. Not affordable housing. Depending on the type affordable housing situation, this can cause many problems in the area where lots of kids are.
21. If you want living space keep office space to a minimum.
22. Develop the Whole Property. This is an opportunity to plan for the future.
Mississauga-Lakeshore is completely unaffordable, unless you are already wealthy. Add significant density to the property but ensure a significant number of units are affordable. Considering the size of the property, make it a community that is walkable with green spaces as well.
23. Mixed-use is not just a term. A lot of these new residential towers are lacking good quality commercial components. When you're removing existing commercial the goal is to replace and add rather than decrease. Having local stores and small businesses in the podium creates opportunities for walkable neighborhoods. Who needs UberEats when a great bubble tea shop (eatery) is just downstairs. When there isn't enough commercial these individual little stores or singular health service spaces become isolated and lose on strip mall biodiversity. That being said this whole mall needs to be redeveloped. Refreshed!!
24. The site needs a dedicated daycare facility, a bus terminal with heated waiting area, and Applewood Creek natural corridor with a pond area.

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

1. A road will be mandatory. Cycling paths that connect to city's existing system. Walkways are critical to navigate this soon to be small city.
2. Pedestrian access from west side (Haig Blvd). Currently pedestrians from the west must walk to the northern side first.
3. Ensure that adequate parking is included in the proposed development. Widen Dixie Rd back to four lanes. Side Streets need traffic calming. Keep side roads clear of parked cars.
4. Speed Limits and Congestion. As a resident of the existing neighbourhood i am very worried that the trend of speeding and ignoring traffic laws will move into the new

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development. Plans must be made and kept to limit traffic and ease congestion.

Parking must be planned.

5. Completely agree, with the new addition of residents, it's very important that traffic is controlled. Congestion is a major concern.
6. Consider pedestrian safety and the ability to cross over to the north service road to access additional services on that area.
7. Consider the need for safe bike lanes and pedestrian walkways in what is a very vehicular heavy area.
8. Access to the mall is a must though these buildings. Please remove the bicycle lanes on Dixie to go back to 4 lanes. Parking is a must. Include 2 to 3 car spaces per household. Mississauga is a car city as much as we like to think of transit.
9. More MiWay busses in the area to accommodate the new people. Bike lanes are also important here due to unsafe roads. Protected bike lanes might help a lot in this location on major streets.
10. Pedestrian cobblestone type areas to make the area walkable. Congestion is a real concern, limit to low rise accommodations. Low density.
11. Pedestrians -especially elderly & kids- need clearable & connecting walkways/sidewalks. Consider garbage/recycling, snow and cycling issues.
12. Presently Dixie outlet includes a bus terminus, the redeveloped site must accommodate this plus account for growth in ridership.
13. Improve transit, add cycling paths, and create non-car-dependent development. Transit needs to be improved. There needs to be higher frequency on the already overcrowded Dixie line, and new lines will need to be added (e.g. to Kipling Station, Square One). Long-distance bus routes would also be convenient. Cycling paths would also be good. The development should not be car-dependent and should have limited parking for residents to avoid the negative effects of cars (parking shortage, traffic).
14. MiWay is garbage there. Need direct bus to Kipling via Sherway Gardens. Route 5 should use Dixie Rd instead of Ogden Ave to Long Branch GO.
15. Masterplan. The only way to make this site a success is to master plan the neighborhood and address the new interchange and the existing cycling masterplan. If the city were to lead the rezoning process there would be less rezoning applications

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and the site could be organized and programmed in a positive way that's led by the community rather than by a developer who could care less about this neighborhood.

16. A well-lit cycling and walking path through a nature corridor running from Haig Blvd in the northwest corner to Dixie in southeast corner.

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

1. Greater density necessitates green space. Need a place for families & others to enjoy. Space should work in tandem with area's environment.
2. Lots of green space needed. We don't need to think differently about the park planning, we just need to stick to the plan. And enforce the developers to stick with the plan.
3. What is the current plan?
4. Community should be built around green spaces. Green space should be front and centre. The area should not look like a concrete jungle.
5. It is important that adequate space is set aside for the proposed development as there is no nearby green space (other than golf courses). Adequate green space should be set aside.
6. Lots of green space is necessary in this area.
7. Increase accessibility and trees. Accessible parks for all children. Children with wheelchairs and other needs should be top of mind. Also, I believe using our parks as places where trees are everywhere is a great thing. Playing in a mini forest. Make sure developers pay their fair share. Also for future plans consider adult exercise equipment.
8. Green space, LOTS of biodiversity, LOTS of trees, dog parks and some covered green areas for seating for seniors and families. Be creative!
9. Green Space should not be an afterthought. Green space allows a place for residents to gather/spend time outdoors. Trees will also help combat noise pollution which would be a major concern that close to the hwy.

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10. Parks would be nice. But it would probably be better to seize the nearby golf courses and turn them into public parks and housing instead.
11. Restore natural habitat along Applewood Creek. There is currently a very narrow strip of natural habitat along Applewood creek bordering the mall property. By removing and adapting the existing parking lot that abuts the natural area for environmental benefits we could achieve a decent buffer to the creek and ensure that this portion of Applewood Creek is restored and enhanced to help provide ecosystem and biodiversity services. The mall has a duty to look for opportunities to be a good environmental steward of the city's natural areas and by taking an environment-first approach to development the mall could be a leader in the city in this way.
12. We have an opportunity to resurface Applewood Creek and create a naturalized corridor as a greenspace buffer on the west side of the site.
13. High Quality Parkettes. We need high quality playgrounds and places for people to gather, we have too many courtyards or open spaces without any landscape or specific programming. As we continue to build dense communities, having quality outdoor public spaces is a necessity to allow people to enjoy the environment.

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

1. This area is a mix of single detached homes and townhouses. I understand the need for housing but these massive buildings do not fit in.
2. We have enough high rise apartments being built in S. Mississauga - We need more ground based housing to meet the high demand. Need more ground based, family oriented housing - We have enough condos already!
3. Will there be other towers on this site in a Phase 2? No more than 15 stories MAX, with 2 & 3 bedrooms for families with mixed affordability
4. Town houses, low to mid rise no more than 10 floors. This area does not need more congestion than what it already has.
5. Max height of any building should be no more than 10 stories.

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6. The more units the better. Family focused housing. 15-22 stories seem reasonable. Nothing less than 10 stories. Mixed-use with units going up to 3-4 bedrooms for bigger families. Love to see retail on the bottom. At least 10% affordable units.
7. The max height should be 10-15. Anything higher would be out of place and detrimental to the neighbourhood. Office buildings would be great to mix in, again only if they remained mid-rise.
8. No office buildings. Residential mix of homes, low and mid-rise only. Max 10-12 stories. Remember the needs of kids, elderly and disabled.
9. I agree with KB. The developer wants 5 towers, maximum height should be in keeping with character of the neighbourhood 10-15 storey's max.
10. Buildings should primarily be a mix of mid-rise (up to 15 floors) and other multi-family units (townhouses, walkups etc.).
11. Anything higher than 10 stories would feel totally out of place in the existing neighbourhood, mix of townhouse and 10 stories buildings.
12. No more than 10 stories.
13. Triplexes or Sixplexes. This area should not have high rise buildings we have more than enough. Building Triplex or Sixplex would go great with the area for there are single family dwellings.
14. Let the builders decide. New tall buildings might not look good, but they'll also create a *lot* of homes and jobs we need.
15. They need to be high-rise, preferably 40 stories.
16. We need more family oriented homes, not high density. Attractive townhomes mixed with low rise condos. Not affordable housing.
17. The height of building should be restricted by the shadows and sight lines that presently exist. Open Arms - Jim Tovey Approach
18. Maximum 5 storey height. The area needs a single story daycare facility and a retirement residence, as there are long waiting lists now.
19. Any height should be a gradual increase from existing neighbourhood. A bell curve - ensuring that site lines from the development are restricted into the existing neighbourhood - nobody wants a telescope pointed at them.... or neighbours overseeing your bedrooms or private back yards.

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20. Low rise would be great but may not be feasible and may not address housing need. Both subsidized and owned should be integrated through the development vs stand alone.
21. If rental and owned are on the site, ideally they should be mixed within any building. If we want to integrate all members of society then why wouldn't it start with home!
22. Night Light should not spread out to existing neighbourhood. Lighting should be directed down.
23. Can the city provide what the shadows and reflections be on the existing neighbourhood at 10 stories. The question should not be the number of stories but what should the gradual increase be and then restrict the height to that.
24. Presently the sun rises over the golf course and sets over Applewood - should not block it... If you bought a house and used to get sun in the morning and now are blocked for most of the day - I suggest that the MPAC will be getting applications for reduction thus the tax base be reduced.

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IMPROVING FUTURE ENGAGEMENT

18 responses were received at the meeting and are included as follows:

Future Meeting Format:

1. Please keep meetings virtual or hybrid to engage as many people as possible. Great meeting. Thank you all.
2. Hybrid meeting so all can attend.
3. Hybrid in person and online.
4. Hybrid meeting should make everyone happy.
5. Would like to see Hybrid meetings. We need to give more residents opportunities to speak or ask questions. Often one resident's questions raises another. The opportunity for reciprocal dialogue seems quite lost.
6. The development application should not have been introduced until the end, as it skewed discussion. But you got a ton of comments which you can organize as a summary document!
7. Have meetings in person. Online meetings are somewhat confusing and full of technical issues.
8. We like this format.
9. I think this session was helpful & informative - It's hard to answer everyone's questions when there are so many in attendance.
10. Need more time with such a large number of participants, or smaller break out rooms. In person might be best, but online is more accessible and takes less time. Erin is warm, welcoming and respectful. Planning staff providing succinct and informative responses.
11. How about co-hosts or designated speakers that aren't just representatives of the city?

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12. Holding the meeting at the site, less staff introductions, envisioning session and implementation with the developer for them to speak and share the vision with the community.
13. 1 question per person. Some people spoke way too much and many times.
14. Ask for questions in advance for people who need more time and are not comfortable with Slido.
15. Explain how to access Chat - none of the icons on our screen connected to it.

Other Comments:

16. Be honest and transparent.
17. Consider people's concerns.
18. You can probably do better but I do not know how.

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NEXT STEPS

This report on “What We Heard” provides a summary of the public input received up to March 28, 2023. The public feedback received from polls, phone inquiries, Q&A session, chat and posted online ideas will help to establish some key priorities which can be used to frame key guiding principles and draft Official Plan policies.

During the next phase of engagement, the draft Official Plan policies for the site will be shared for public comments and questions. An in-person community meeting is planned for late November. A recording of City staff’s presentation will be posted online for those who wish to review it and provide comments.

In early 2024, a second set of draft policies with the refinements will be brought back to a virtual community meeting for further comment and discussion.

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APPENDIX 1: DISCUSSION DETAILS

BUILT FORM/HOUSING

NO.	COMMENT/QUESTION	RESPONSE
1	Low rises if any at all. Lakeview is going to be overwhelmed with mixed housing.	<ul style="list-style-type: none">• Comment acknowledged
2	What types of housing development, is it high rise and townhouse?	<ul style="list-style-type: none">• The housing types have not yet been determined for the Policy Review. The Policy Review will need to consider provincial planning policies. Some changes are being proposed through the Provincial Planning Statement (which will replace the Provincial Policy Statement and the Growth Plan) to facilitate opportunities for an appropriate range and mix of housing options.
3	As a resident of the neighbouring community, what safeguards will be in place to maintain the residential nature that we bought into many years ago?	<ul style="list-style-type: none">• The residential nature immediately surrounding the mall has mostly been built with detached and townhouse dwellings. Further to the south along Dixie Road are two apartment buildings of 15 and 22 storeys. The draft policies will consider the types of housing forms, heights and appropriate transitions based on the existing residential dwellings. When a development application is submitted, City staff will request the applicant to provide a Shadow Study in order to examine the impact of the development in terms of sun and daylight access to

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	the surrounding buildings and open spaces.
4	<p>Be sure that while conducting an air war (height) you don't lose the *ground game* which most affects the community and enables density to be comfortably accommodated!</p> <ul style="list-style-type: none"> • Comment acknowledged

COMMUNITY USES AND AMENITIES

NO.	COMMENT/QUESTION	RESPONSE
1	What about schools? There is already not enough school space in this area, this will make it so much worse. Community centres? Classes?	<ul style="list-style-type: none"> • For the Policy Review, the City circulates to the school boards asking for comments related to accommodation needs and on the draft City initiated official plan amendment. The responses will be consolidated into a report later in the review process.
2	Is the planning committee working with the other projects that are currently being planned for redevelopment such as the Lakeview Village, the Port Credit redevelopment and now the Shoppers Drug Mart/McDonald's plaza on Lakeshore to ensure that all the communities needs are being met and considered	<ul style="list-style-type: none"> • Comments on community infrastructure and service delivery needs are coordinated by City's Community Services department. These services include, Library, Fire, Recreation, Parks, Forestry and Environment. Community infrastructure such as schools and hospitals are managed by other stakeholders. • The City is currently updating their long-range plans (Future Directions) for recreation, culture, library, fire & emergency services and parks, forestry & environment. The process includes public consultation to identify local and city-wide needs

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	and priorities. The Future Directions Plans also considers population growth from current and future major redevelopments. Please visit the project website for the latest updates.
3 The site would benefit from a dedicated single storey daycare facility. There are so many young families coming to this neighbourhood but very few daycare places available.	<ul style="list-style-type: none"> Official Plan policies allow for day care facilities in all land use designations, except where otherwise specified in the policies. The applicant is not required, but can be encouraged to provide day care facilities.
4 Does the policy review include examining the impact of the proposed development on existing infrastructure e.g. community centre, library	<ul style="list-style-type: none"> The impact of the proposed development (portion at the northwest corner of the mall site) on community facilities such as the community centre or library will be reviewed by the City's Community Services department through the development application process. The Policy Review looks at the anticipated growth for the entire mall site and will take into consideration what is being proposed for the northwest portion of the site.

DEVELOPMENT APPLICATION OZ/OPA 22-32*

NO.	COMMENT/QUESTION	RESPONSE
General		
1	What is the timeline for this redevelopment?	<ul style="list-style-type: none"> If this question is particular to the development application, there is no set timeline to get to a decision on the application. It will depend

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		on a number of factors including applicant response and the resolution of issues.
2	I understand that this meeting and process is development specific, but with the scale of proposed development changes including Lakeview Village over the next few years, it would be essential that the master planning for the area is pulled together as a cohesive plan to be shared with the area residents. While we appreciate the opportunity to provide input, it feels very piecemeal currently and it's difficult to visual the overall development plans.	<ul style="list-style-type: none"> Slate has submitted a development application under the <i>Planning Act</i>, in which the City is required to process. While the rest of the mall does not currently have a development application, City Council has directed staff to undertake a policy review so that future redevelopment is guided by a community vision that is endorsed by Council. While each application is reviewed on its own merit, the site and area context is taken into account when evaluating the application.
3	The application is outrageous!	<ul style="list-style-type: none"> Comment acknowledged
4	This application is necessary.	<ul style="list-style-type: none"> Comment acknowledged
5	Who is the property owner?	<ul style="list-style-type: none"> Slate Asset Management is the property owner for the subject application and northern portion of the site. Choice Properties owns the southern portion of the site.
6	How does Choice Properties fit in to this development?	<ul style="list-style-type: none"> Choice Properties owns the southern portion of the Dixie Outlet Mall (No Frills) but they have not submitted a development application to the City.
7	The whole thing is a done deal, smart folks will sell now and move	<ul style="list-style-type: none"> Comment acknowledged
Density		

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8	The site is too small for this proposed density.	<ul style="list-style-type: none"> • Comment acknowledged
9	That is too much density for Lakeview!	<ul style="list-style-type: none"> • Comment acknowledged
10	There are way too many units	<ul style="list-style-type: none"> • Comment acknowledged
11	You are squeezing in this community between two massive high density developments. This will ruin the neighborhood.	<ul style="list-style-type: none"> • Comment acknowledged
12	It's a ridiculous amount of density especially considering the existing surrounding low density uses.	<ul style="list-style-type: none"> • Comment acknowledged
13	<p>The site is 7.09 acres and the developer wants to put a large number of units, 178 units per acre and the Lakeview Village which is built on 177 acres has been approved at 8050 units which works out to 45.48 units/acre.</p> <p>Is this an excessive amount of density or is it a reasonable amount of density being requested?</p> <p>Is there any precedence set by the Lakeview Village density?</p>	<ul style="list-style-type: none"> • Development applications are reviewed based on their own merits. The application is currently in process and staff will be providing an analysis on the application in the near future. • The Policy Review will be recommending the appropriate built form for the Dixie Outlet Mall site.
14	<p>The Province of Ontario has mandated that Mississauga build 120,000 units in the next decade. If we were to take the density that is being proposed here for this site that would project 6,320 units on 35.5 acres and that is 5.26% of 120,000 units.</p> <p>So they are requesting on 35.5 acres that will be developed contain 5.26% of Mississauga's mandated houses to be</p>	<ul style="list-style-type: none"> • In October 2022, the Province introduced the More Homes Built Faster Act to address the housing crisis. The City's municipal housing target over the next decade is to build 120,000 new units. The Dixie Outlet Mall property is one of many sites identified in the General Committee report, Growing Mississauga: An Action Plan for New Housing to consider

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<p>built. Meanwhile in Lakeview we have the Dixie Golf Course which has 18 holes of golf, so Mississauga is prioritizing golf instead of housing. There is also the Toronto Golf Club with 27 golf holes. Surely you can get 9 of those golf holes and put houses on those and not have extreme density on the 35.5 acres of land.</p>	<p>additional housing opportunities. As the application is under review, staff will be assessing the proposed density with recommendations to be brought forward to the PDC further along in the process. The policy review will provide recommendations for the rest of the site.</p>
<p>Heights</p>	
<p>15 The Town of Port Credit Association together with Orchard Heights and Lakeview were one of the original groups pursuing clarity on this development and pushing back on the heights. It's very tough to talk in terms of developing a portion of the site when the odds are the rest will be developed down the line.</p> <p>Are we accepting a bit of height here or are the increased heights looming over the next couple of years?</p> <p>It's not as if we are working with something that will be a finished project. Sounds as if Slate is coming at us piecemeal so that we're not really getting the full picture. And then will be hit with the forty storeys a couple of years down the line because obviously anything you build now is going to have to integrate with whatever's coming down the pipes later on.</p> <p>All the pieces will all have to speak to one another. Just feeling as if we are</p>	<ul style="list-style-type: none"> • Comments acknowledged • The Dixie Mall Outlet site currently is located in a neighbourhood and it represents an opportunity site with regards to planning for a future redevelopment. Building heights and densities will be considered as part of the review of the application and the policy review for the rest of the site. The objective is to provide a cohesive vision for the entirety of the site. • Within the GTA, mall sites that have come in for redevelopment have achieved some sort of high density built form.

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	happy and planning, but we don't really know what is coming down the pipeline.	
Housing		
16	Do you have a breakdown i.e. 1 bed 2 bed and/or 3 bed units in the 5 proposed towers?	<ul style="list-style-type: none"> Please view the active development applications page on the City's website for information on the development application.
Noise		
17	How would the proposed buildings impact noise levels on the surrounding area? I'm assuming the buildings will be mostly glass and deflect highway noise on to surrounding streets.	<ul style="list-style-type: none"> Comment acknowledged
18	The noise report did not address impacts on the surrounding community.	<ul style="list-style-type: none"> Comment acknowledged.
Parking		
19	Is the parking above grade? I understood there were problems digging down too far related to the water table. If it is above-grade, that can impact the quality of a walkable environment.	<ul style="list-style-type: none"> The development application proposes underground parking.
Parks and Green Spaces		
20	Green space needs to be considered for this development. We can't just have high density	<ul style="list-style-type: none"> Comment acknowledged
21	Will the development application incorporate the necessity for green spaces and tree canopy rejuvenation/replacement plan?	<ul style="list-style-type: none"> A Landscape Plan and a Tree Preservation Plan have been submitted as part of the development application. For more information on the development application, click the following link: Ward 1 development applications.

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22	When the diagram went up with the 14m MTO, landscaped buffer is this considered part of the privately owned public space, and how does the architect or developer envision that being used? Is that considered part of the overall POPS calculation?	<ul style="list-style-type: none"> The 14 m setback from South Service Road are lands being negotiated. Any type of use within the Ministry of Transportation (“MTO”) setback will require their approval.
Transportation – Roads, Traffic, Transit		
23	You cannot make any decisions without a commitment for roads and infrastructures like schools and public transit. Orchard Heights just east of the mall has about 450 homes. This first development is 1200, 3 times the first phase.	<ul style="list-style-type: none"> The provision of roads and overall traffic network forms part of the issues to be addressed in the development application review and the policy review for the rest of the site.
24	Who gets to make the final decision on what is acceptable from the traffic study?	<ul style="list-style-type: none"> Traffic Planning staff will provide a recommendation to Planning and Development Committee, whom will make the decision.
25	With all due respect, the development of Lakeview Village and Brightwater were both approved with everyone wondering and have yet received a responsible response on how the already congested roads in both of these areas are going to support the additional traffic. So sadly not feeling too confident with the traffic studies.	<ul style="list-style-type: none"> Comment acknowledged
26	I suspect the big question is whether the existing owners are willing to forfeit future increased sales revenues with the proposed residential area along the Lakeshore or prefer revenue from developers for high density condominiums with associated sales	<ul style="list-style-type: none"> Comment acknowledged

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	revenues and subsequent taxes for the city.	
27	<p>The Orchard Heights neighbourhood is already feeling the growing pains with traffic density, diversion, road construction, etc. in the area and the shovel isn't in the ground yet.</p>	<ul style="list-style-type: none"> • Comment acknowledged
	<p>What Slate indicated was Phase 1 and more development will be on the way so there is no qualms about developing the whole site it is just a matter of time and we should not look at this small portion without looking at the whole.</p> <p>If you were to look at this develop or density over the whole site then that would be acceptable as it's close to other developments in the area, like Lakeview Village.</p> <p>But if you look at the whole site and multiply it, there's no way that the transit system can maintain without making substantial changes to Dixie and putting a bus terminal at the site. Won't be able to accommodate in the future.</p>	<ul style="list-style-type: none"> • Comment acknowledged.
Water		
28	<p>Is the City not concerned that these high-rise building will be built on top of Applewood Creek (which moves through the site in an underground sewer)?</p>	<ul style="list-style-type: none"> • The Applewood Creek area is designated Greenlands and Natural Hazards in the City's official plan and uses will be limited to conservation, flood and/or erosion control, essential infrastructure and passive recreation. Development adjacent to the creek must incorporate

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	<p>measures to ensure public health and safety, protection of life and property, as well as enhances and restoration of the Natural Heritage System.</p> <ul style="list-style-type: none"> As part the development application review, the City has requested the applicant to provide a Functional Servicing and Stormwater Management Report and a Hydrogeological Engineering Report which will be reviewed and must be satisfactory to the City's Engineer and the appropriate conservation authority.
Other Comments on the Development Application	
Is the area within a Major Transit Station Area (MTSA)?	<ul style="list-style-type: none"> The site is not located within an MTSA.
29 As a resident just opposite the development site on Haig. Blvd. beside the townhomes. We will be located directly across from the higher density plans, so am concerned about light, noise, traffic, gridlock, safety and lack of infrastructure to support the growth.	<ul style="list-style-type: none"> Comment acknowledged.
30 We have already been dealing with a ridiculous amount of construction here on both service roads, the new interchange, the new homes at Sherway and the water project on Dixie.	<ul style="list-style-type: none"> Comment acknowledged.
<p>If this is 1 of 5 phases on the mall redevelopment, we will be under construction for the next 20 years. That, on the face of it, is just plain unfair. The</p>	

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density of the proposal is also laughable as many have already mentioned.

**Comments provided at the community meeting on March 28, 2023 on the development application have been forwarded to David Ferro, Development Planner to be considered under development application file number OZ/OPA 22-32*

GROWTH (POPULATION AND EMPLOYMENT) AND SAFETY

NO.	COMMENT/QUESTION	RESPONSE
1	I have deeper concerns that I don't see being related to the policies. What does density do to older communities specifically around safety, acknowledging that you are putting that many more people in a smaller, confined area? Theft and break ins are on the rise right now. How do the policies help to address this – or what framework does that?	<ul style="list-style-type: none"> • We can allocate for the density limit or unit cap for this site. • Growth and changing demographics is monitored across the City to assess gaps in service levels and allocate more money as required into e.g., policing or social services. • The City's official plan has policies on safety, emphasizing Crime Prevention Through Environmental Design ("CPTED") to promote safe living and working environments. The policies encourage various elements such as site layout, site lighting, or location of building entrances be designed to promote natural surveillance and personal safety. The policies are used in the review of development applications.
2	What strategies are being considered/done with possible increase in crime rate/vandalism which can occur with increased population and greater traffic flow?	<ul style="list-style-type: none"> • See comment above

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3	Our parents who live opposite the site development on Haig Blvd. are concerned about their continued comfort and safety in their retirement years.	<ul style="list-style-type: none"> • Comment acknowledged
4	Is the city thinking about population density? Will large buildings decrease the property value of the existing home owners? South Service Rd will be extremely congested.	<ul style="list-style-type: none"> • Planning for growth is important to ensure that infrastructure needs are identified earlier on. Housing prices are affected by many factors. For example, the proximity or access to a highway and nearby amenities and housing features can be more desirable.

LAND USE

NO.	COMMENT/QUESTION	RESPONSE
MIXED USE		
1	Just a comment, a mixed use property with housing, retail and office promotes high walkability, which is desirable for multiple reasons	<ul style="list-style-type: none"> • Comment acknowledged
2	<p>Lakeview area is a niche neighborhood. Happy the Dixie mall site, which will be redeveloped. While I support housing for low income, not all development should be earmarked for low income housing.</p> <p>I would like to see retail, schools, transit shuttle, and housing for the income demographic of this area. Less housing because of the Lakeview Village and the new townhouse complex north on Dixie at Queensway</p>	<ul style="list-style-type: none"> • Comments acknowledged
3	Like previously said, there are so many young families already in this community. Added a bunch of new residential will	<ul style="list-style-type: none"> • Comment acknowledged

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<p>bring more young families. The City needs to think about schools, community centres, retail etc. The site should work for the existing community not just the new site.</p>	
<p>4 What about a convention centre? Hotel?</p>	<ul style="list-style-type: none"> Overnight accommodation (hotel) is permitted under the Mixed Use designation in the City's official plan. A convention/conference centre may be an additional use that can be considered under the Mixed Use designation.
<p>COMMERCIAL</p>	
<p>5 Will the retail space be indoors or outdoors space?</p>	<ul style="list-style-type: none"> Mississauga Zoning By-law generally defines a retail store as a building or structure or part thereof, in which goods are offered for sale, lease and/or rental to consumers. Requests for specific outdoor uses, such as an outdoor patio or a garden centre can be made to the City.
<p>OFFICE</p>	
<p>6 Regarding the potential to allow office buildings on the site, I presume that the city officials are well aware of the glut of office space in Toronto and Mississauga, and the likely increase in surplus office space going forward.</p> <p>Should this not guide decisions going forward? Do we really need more empty offices?</p>	<ul style="list-style-type: none"> Supporting new neighbourhood areas as well as nearby existing residents that can benefit from service amenities such as various office uses, including medical office (e.g., doctor's clinics, laboratories and health services) , will help achieve a walkable, complete community. Once the neighbourhood is built with new residential buildings/dwellings it is unlikely that they will be converted for office uses.

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NATURAL FEATURES

NO.	COMMENT/QUESTION	RESPONSE
1	Are there any concerns already flagged by the TRCA regarding this site?	<ul style="list-style-type: none"> As part of the Policy Review study, the conservation authority will be circulated a copy of the draft policies. The appropriate conservation authority has been circulated a copy of the development application OZ 22-32 for review. For more information on the development application, click the following link: Ward 1 development applications
2	There is an opportunity here to resurface Applewood Creek and create a naturalized corridor as a greenspace buffer between this development zone and the low-rise residential neighbourhood.	<ul style="list-style-type: none"> Comment acknowledged

PARKING

NO.	COMMENT/QUESTION	RESPONSE
1	Need to prohibit parking on Haig without a permit to protect parking for the townhouse residents at the top of Haig.	<ul style="list-style-type: none"> A request to make changes to the parking regulations on a street can be made to the City's Traffic Operations Section by submitting a resident parking petition. Information about requesting parking regulation changes is available here.

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PARKS AND GREEN SPACES

NO.	COMMENT/QUESTION	RESPONSE
1	Are there any plans for changes/improvements to the neighbouring golf course (such as changes to public parkland that could connect to the site)?	<ul style="list-style-type: none"> The City does not have plans to change/improve the neighboring golf course as part of the Dixie Mall Policy Review.
2	It's all nice that you're asking if we think green space is important but you flattened all the trees - to place construction equipment - large trees are very different than the tiny replacement trees that I presume will arise.	<ul style="list-style-type: none"> Comment acknowledged
3	Green space needs to be considered for this development. We can't just have high density	<ul style="list-style-type: none"> Comment acknowledged. The City is working with the developer to provide new park(s) on site.

PLANNING FRAMEWORK/LEGISLATION

NO.	COMMENT/QUESTION	RESPONSE
1	How does Bill 23 and the recent surge in MZO's factor into this site (based on what we know so far)?	<ul style="list-style-type: none"> Bill 23, More Homes Built Faster Act, 2022 makes changes to several important areas of land use planning. For this site, one of the significant impacts will be the maximum parkland dedication cap of 15% for sites greater than 5 hectares and allowing for the possibility of privately owned parks and encumbered/strata lands to be included for parkland credit. The provincial government sets rules for growth/development charges and if there are insufficient amounts of fees, municipalities will not have

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	<p>the funds to support new development.</p> <ul style="list-style-type: none"> • The Minister can amend municipal official plans if it is of the view that the plan will likely adversely affect a matter of provincial interest. This type of power appears to be similar to a Minister’s Zoning Order (“MZO”). The City does not have any control over the issuance of MZOs from the Province.
<p>2 Given the Province direction to not restrict heights around MTSA, how will this site be envisioned and if staff work with residents to determine distribution of density and will this area have more assertive policies on max height restrictions here because of what's happening with restrictions being reduced within MTSA areas?</p> <p>And just with the scale of development and Bill 23 making things difficult for the City and the Region, curious to know how this development and applicant try to work with the community to envision what the community benefits could be?</p>	<ul style="list-style-type: none"> • The Dixie Outlet Mall site is not located within a Major Transit Station Areas (“MTSA”) and has not been identified as a Strategic Growth Area (“SGA”). • Staff preparing the draft policies will consider a range of policies, including the density/height distribution for this site. The draft policies will be shared for public input later in the fall. • The Community Benefits Charges (“CBC”) replaces the former Section 37 height and density bonusing in the <i>Planning Act</i>. Municipalities can apply a CBC up to 4% of the land value on 10 or more residential units, and 5 or more storeys. The CBC is to pay for the capital costs of a public service associated with new growth. On June 22, 2022, City Council passed a CBC By-law that came into force on June 23, 2022. The reports and final By-law can be viewed here.

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PUBLIC ENGAGEMENT

NO.	COMMENT/QUESTION	RESPONSE
1	How does the city actually incorporate the commentary from the community	<ul style="list-style-type: none"> • Comments provided by email, online via an entry to the project page, or at a community/public meeting will be consolidated into a staff report to the PDC. All comments are part of the public record. • Public comments will be reviewed by staff and used to inform policy changes to the City's Official Plan. • Commentary made on the draft policies will be considered and help to further refine the policies before the recommendations are presented to the PDC for approval.
2	How will the city weigh different considerations such as housing affordability, jobs, and community involvement?	<ul style="list-style-type: none"> • See Comment No. 1 above • As part of the Policy Review process, staff are asking for public comments on planning priorities for the Dixie Outlet Mall site. Policies may be developed to ensure that redevelopment of the site will provide elements that will achieve a complete community.
3	Many speak to neighbourhood character - a fix period in time for one or two generations who settled here. I want to look at generations further back, and generations in the future - what efforts will be made to ensure proper Indigenous consultation will be done, archeological studies done?	<ul style="list-style-type: none"> • The City promotes reconciliation and relationship building with Indigenous communities. Invitations to participate in the Policy Review were sent to four Indigenous communities. Staff will be sending out another invitation later this fall on the draft policies. The need for archaeological assessments are identified through

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<p>Will the team/developer be consulting directly with youth (students, UTM, Sheridan, young families) and newcomers (Dixie-Bloor NC, other settlement agencies) to ensure we plan for future needs?</p>	<p>the development application process.</p> <ul style="list-style-type: none"> Under the <i>Planning Act</i>, at least one public meeting must be held for the purpose of providing the public an opportunity to make representation on a proposed plan/ development. The City has extended the public consultation to include community meetings. Email invitations to various community groups on the Policy Review have also been sent out. In addition, staff are available to meet with groups/individuals, as requested.
<p>4 Considering the volume of chat, this was not a balanced split of time between verbal and written questions. Very few voices brought forward so far.</p>	<ul style="list-style-type: none"> The City is revising tools that are used to track questions received during the meeting. Moving forward meeting hosts will provide a more balanced approach to questions being addressed in the chat and asked verbally.
<p>5 Facilitators, you said you would return to the chat questions after the speaker briefly came up - you have very clearly chosen to prioritize raised hands and a very specific demographic raising their hands, almost exclusively. This one-sided approach is unfair and not accessible or inclusive.</p>	<ul style="list-style-type: none"> See Comment No. 4 above
<p>6 It is now 7:30pm and the chat was neglected except for the first two comments. I have to leave now and, despite this excellent attendance, this event was held hostage by a narrow demographic, as every consultation I</p>	<ul style="list-style-type: none"> The City is taking time to reflect on your comment with key staff and are working towards developing a more inclusive approach for the next engagement.

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	have ever attended, is. As a young person of colour, I am not surprised to see so few like me attend these events. Goodnight and good luck.	
7	Will we have the opportunity to meet in person?	<ul style="list-style-type: none"> City staff are planning to host a community open house in the fall of this year. Information regarding the next meeting will be posted on the project web site at yoursay.mississauga.ca/dixie If you have subscribed to be notified, you will receive an email notification of the meeting.
8	Given the interest in this site. Will there be an opportunity for an in-person meeting on this site. There are many people not attending due to not enjoying the online process.	<ul style="list-style-type: none"> See Comment No. 7 above
9	Will future meetings regarding this issue be in person? I feel this is important for all nearby residents to be heard instead of messages being left unanswered on this type of forum	<ul style="list-style-type: none"> See Comment No. 7 above
10	These consultations are great, but our suggestion benefits the city's goal and not what the community wants...we want our voices heard	<ul style="list-style-type: none"> Please continue to provide your comments through the Policy Review process by adding your ideas/comments on the project page or by sending an email to the Planner. For more information go to https://yoursay.mississauga.ca/dixie
11	This meeting wasn't informative. They talked about a small part of the land. Lots of pieces missing. Still no idea what this project will look it. Waste of	<ul style="list-style-type: none"> See Comments No. 1 and 2 above

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	time. This was done to just check off a box that they met with the community.	
12	Your meeting was sidelined from a wish list of goodies to a new proposed development phase I didn't know had happened. That is what should be focused on now.	<ul style="list-style-type: none"> • Comment acknowledged

TRAFFIC/TRANSPORTATION

NO.	COMMENT/QUESTION	RESPONSE
CYCLING		
1	<p>Slide 12 of the Presentation had no mention of the word "cycling". It spoke to the elements needed for a "complete community" and improving "roads and connections". From the get-go, not great to have to infer cycling (and other micro-mobility amenities).</p> <p>Then, on Slide 18, there is small image of a bike on a "cycling path". Clearly here, we need N S E W connections to the surrounding cycling network (when it comes), not just for recreation but transportation.</p> <p>PLEASE MAKE CYCLING EXPLICIT AND A DISTINCT FOCUS, given role of cycling in achieving so many other Policies (e.g. Climate)</p> <p>Next entry on Dixie lanes, Ogden ped/cycling bridge</p>	<ul style="list-style-type: none"> • Comments acknowledged
2	Agree that Dixie bike lanes are not working. Need to be off-road for safety (there is room) -- but still very needed!!	<ul style="list-style-type: none"> • MTO is undertaking infrastructure improvements to the QEW. It includes a number of construction

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<p>Also need connection from Dixie to Ogden pedestrian/cycling bridge over the SSR, QEW and NSR. Please plan for all these specific connections. Do not assume it is somewhere in the Cycling Master Plan! This study is a whole new ball game and opportunity.</p>	<p>components, including the replacement of the Ogden Avenue Pedestrian Bridge. For information about the QEW Dixie project, visit https://www.qewdixie.com/new-page. For information on the construction project, please contact the Construction Administrative team at the following email address: qewdixie@ghd.com</p>
<p>ROADS</p>	
<p>3 We do not want to see road access from the development site onto Haig Blvd.</p>	<ul style="list-style-type: none"> The City will be undertaking a multi-modal transportation assessment as part of the Policy Review to determine the necessary transportation infrastructure.
<p>TRANSIT</p>	
<p>4 Will public transportation be improved if this project happens?</p>	<ul style="list-style-type: none"> There is an opportunity as part of the overall development and Policy Review process to communicate the need for public transit service and future transit service planning. Transit connections and an increased level of service on existing bus routes will be critical with redevelopment. As part of the Policy Review and redevelopment, infrastructure and facilities to support transit will unlock the potential to increase service to the site when the demand for service increases.
<p>5 Will there be any transit connections to GO and Toronto connections?</p>	<ul style="list-style-type: none"> As the redevelopment progresses, there will be an analysis of ridership demand and travel patterns which will inform future transit service

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	plans. GO Rail stations and Toronto are potential destinations that our service could connect to but it will depend on the future travel pattern, infrastructure, and resources available to MiWay.
6	<p>A more direct bus route to Long Branch GO (straight down Dixie Rd) would help reduce automobile traffic.</p> <ul style="list-style-type: none"> • Comment acknowledged
7	<p>An express bus to Kipling subway from the site would take 15 min</p> <ul style="list-style-type: none"> • Comment acknowledged
TRAFFIC	
8	<p>Has the City done their own traffic study considering the huge amount of development taking place in south Mississauga? I think it showed there would be 200 additional cars.</p> <ul style="list-style-type: none"> • See Comment No. 3 above
9	<p>Happy to see the road reconstruction on Dixie Rd. However, the 2 traffic islands installed to detour traffic into the No Frills supermarket are designed very poorly. It's a traffic hazard causing traffic gridlock. Very badly designed. Not very impressive for future traffic volume increase.</p> <ul style="list-style-type: none"> • The current construction in the vicinity of the No Frills supermarket is an MTO project. Construction concerns should be sent to the Construction Administrative team at the following email address: qewdixie@ghd.com
10	<p>The other big thing about Dixie Rd that on the south end at Lakeshore there's a large development being planned running west from Dixie and they talk about 20,000 people living down there and will want to commute to Toronto to work and when they decide what to do about Dixie Rd they should think about both the south and north end.</p> <ul style="list-style-type: none"> • The Region of Peel (Region) is in the process of initiating the "Dixie Road Complete Corridor Study" which will include a complete fulsome traffic study and analysis from QEW to Lakeshore Road East, including all turning movements and traffic signals on Dixie Road. • This traffic study will include all proposed, ongoing and future development in the vicinity of Dixie

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	<p>Road, including safe cycling and pedestrian infrastructure along Dixie Road.</p> <ul style="list-style-type: none"> The Region's study will have an active website that will provide project updates and an opportunity for the public to provide input into the study, as well as a Public Open House.
11 The South Service Road from Cawthra will not likely handle the traffic to this development. How will it affect Ogden Road as well?	<ul style="list-style-type: none"> The City will be undertaking a multi-modal transportation assessment as part of the Policy Review. This study will examine the transportation impacts on the surrounding network as a result of development growth on the mall site.
12 Once the new Dixie-QEW interchange is complete, there will be a huge concentration of traffic entering onto the eastbound QEW via the new on ramp during the morning rush hour. Important to keep in mind as many of the new residents will be using that access.	<ul style="list-style-type: none"> Comment acknowledged
13 It would help to get an overview of the finished Dixie/QEW exchange to see flow of traffic in and out of this site.	<ul style="list-style-type: none"> Information on the Dixie/QEW interchange improvements can be found on the following website https://www.qewdixie.com/ In regards to the traffic flowing in and out of the site, this will be examined through the multi-modal transportation assessment that will be undertaken as part of the Policy Review.
14 Also important to keep in mind that the only roads offering access to the	<ul style="list-style-type: none"> Comment acknowledged

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	<p>immediate west of the site south of QEW are Lakeshore Rd and S Service Road. S Service in particular will turn into a bottleneck.</p>	
15	<p>Haig Blvd. will be squeezed in between to developments. Traffic on Haig will be ridiculous what are the plans for Haig?</p>	<ul style="list-style-type: none"> The City will be undertaking a multi-modal transportation assessment as part of the Policy Review. This study will examine the transportation impacts on the surrounding network as a result of development growth on the mall site.
16	<p>What are you going to do about the traffic along Dixie Rd from the QEW to Lakeshore. Right now it's problematic to turn into the Fairway condos. The issue needs to be addressed and the traffic will quadruple in a number of years.</p>	<ul style="list-style-type: none"> See Comment No. 10 above
17	<p>Dixie Rd is a Regional Rd, we need additional quantitative measures that run concurrent with the TIS would be really good to have. I think it's necessary because there have been a number of deaths along that corridor especially those with accessibility issues, especially at Dixie Rd and Lakeshore and more north.</p> <p>Opportunity there to work with the Region to see what's possible for active transportation linkages and accessibility support and safety. It's been very difficult seeing that happen on a consistent basis.</p> <p>Outside of recommended development application and reports, I think there</p>	<ul style="list-style-type: none"> See Comment No. 10 above

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<p>can be ongoing conversations and support for residents to really bring out their shared collective experiences from a deeper meaningful, equity perspective that isn't going to be captured in these studies or reports.</p> <p>Would be great for Planners to coordinate for walks, to really get a good sense of how that space functions and understanding why people have the vision that they have for the redevelopment of Dixie mall.</p>	
OTHER TRANSPORTATION-RELATED	
<p>18 Ogden ped/cycling bridge was just destroyed</p>	<ul style="list-style-type: none"> • See Comment No. 2 above
<p>19 You can walk from Dixie Mall to Lakeshore and Dixie where there are three Condo developments in the works.</p>	<ul style="list-style-type: none"> • Comment acknowledged
<p>20 The pedestrian access over Applewood Creek is outside of the boundary of the area under study - however it's very important that any new bike/walking paths and parkland have direct access to this bridge</p>	<ul style="list-style-type: none"> • Connecting our pedestrian and cycling infrastructure is a priority for the City. As we progress into the study, staff will consider the best alternative to link any proposed active transportation to our existing and planned network.

WATER AND WASTEWATER INFRASTRUCTURE

NO.	COMMENT/QUESTION	RESPONSE
1	Let's not forget about how this will impact water and sewage.	<ul style="list-style-type: none"> • Comment acknowledged
2	We are talking traffic flow but what about the burden on GE Booth waste water site capacity. On certain warm,	<ul style="list-style-type: none"> • The Region of Peel has initiated a Schedule C Class Environmental Assessment ("EA") to assess the long-

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humid days we can already smell the odours from the sites. More density will just make it worse.

term servicing needs for the G.E. booth Wastewater Treatment Plant. The Region will be proceeding with the conceptual design details for the expansion of the facility that will incorporate a number of measures, including the reduction of odour, noise and air emissions. For more information, visit the Region of Peel's website at <https://peelregion.ca/public-works/environmental-assessments/mississauga/ge-booth-wastewater-treatment-plant.asp>

OTHER COMMENTS, INCLUDING MULTI-THEMES

NO.	COMMENT/QUESTION	RESPONSE
1	The site has been discussed for some time with a lot of community involvement and a few development meetings that happened a few years. The proposal had quite a large population and tall buildings. What has happened with that proposal and where are we at now? There has been a big change, is the master planning happening because a new app came forward?	<ul style="list-style-type: none"> We understand that the owner of the northern portion of the Dixie Outlet Mall site has met with the community over the last few years on the redevelopment of the site. The current development application submitted to the City is for the northwestern portion of the site. Initiating a policy review of the entire mall site was necessary to validate existing policies, address key priorities and provide policy direction to manage the growth and development comprehensively. This direction has been given by Council to staff.
2	Dixie Mall site is in a Neighbourhood and a large site and certain extremes, next to QEW and arterial road so one can argue that it has special	<ul style="list-style-type: none"> The site is intended to be within the Neighbourhood Character Area and a Community Node is not being considered at this time. However,

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	consideration and maybe not a part of the Neighbourhood. Do you see as a Planner that this could be a type of Node and not be governed by Neighbourhood policies or Lakeview Area Local Plan?	there is an opportunity for redevelopment of the site and the Policy Review is considering special considerations with the creation of a new Special Site Policy contained within the Lakeview Local Area Plan.
3	<p>Important that everyone on the call go through the four elements that were suggested, movement of traffic and people, the uses, the parks, and activities and building heights and submit those that they wish to have comments on so that you get a true tally so I would put it out to everyone on this call to reply to the Planning staff to give you this input so that you get true numbers.</p> <p>Understand that this community has never been against development but for development. I was for the development of mall to expand it and we worked with the developer to make it as less impactful as possible on the neighbourhood and we benefited from it. The mall would not be there today if it didn't expand. We were quite willing to work with developer and we're quite willing to work with staff to ensure development fits in with community so that neighbourhood survives. Let's plan for 1000 years, not just for next year.</p>	<ul style="list-style-type: none"> • Comments acknowledged
4	The reason the comments have been so negative, is because the end result	<ul style="list-style-type: none"> • Comment acknowledged

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	will not be what Dixie Plaza was in 1956--not even close.	
5	Can you please send the information to our emails?	<ul style="list-style-type: none"> Meeting materials, including the presentation slides, video recording and the “what we heard” report will be sent by email to those who subscribed to follow the project. To subscribe to the project, please visit yoursay.mississauga.ca/dixie
6	Build over the golf courses!	<ul style="list-style-type: none"> The Lakeview Golf Course and the Toronto Golf Club are outside the Policy Review study area and are not being considered as part of the study.
7	To me we are pushing the cart before the horse.	<ul style="list-style-type: none"> Comment acknowledged
8	Meetings like this is one way, and a great way, to share your concerns about your neighbourhood. Another is to communicate with your local Ratepayer Association. They are constantly working to make your community better. Join them. Volunteer to help them. That is another way to make sure your voice is heard.	<ul style="list-style-type: none"> Comment acknowledged
9	Regardless, this project will move forward and doubt it will deviate much from the proposed development. Just wait until this section gets approved and started and then all the rest of the phases for the rest of the Dixie mall will be buildings. This is just to get the foot in	<ul style="list-style-type: none"> Comment acknowledged
10	I'm not in favor of more density at Dixie Outlet but only nominal density and now low income housing	<ul style="list-style-type: none"> Comment acknowledged

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11	I'm in support of Lakeview Village, and that alone is enough for our community	<ul style="list-style-type: none"> • Comment acknowledged
12	The wish list is low rise development at Dixie mall with lots of green space.	<ul style="list-style-type: none"> • Comment acknowledged
13	We don't want the Dixie Mall development to become a "destination". High rises, galleries, offices, we already have a city centre.	<ul style="list-style-type: none"> • Comment acknowledged
14	What are the plans for the other side (west) Haig Blvd & South Service? Is that another development?	<ul style="list-style-type: none"> • The City has not received a development application for the property at the southwest corner of Haig Blvd and South Service Rd. To view the active development applications map, click the following link: https://mississauga.maps.arcgis.com/apps/Viewer/index.html?appid=a5ba296f43514bf59dccdf76cd07e14
15	<p>Meeting was well advertised and most well attended meeting I have participated in, proving how important this mall is to a lot of people.</p> <p>With all those comments that I have seen on social media have been negative and somehow as a community we don't see a benefit for us to redevelop something for the community.</p> <p>In the dialogue we have going forward that we hear some creative and impressive solution for this property for the 21st century and</p>	<ul style="list-style-type: none"> • Comments acknowledged

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dealing with things like climate change but instead a better idea for what to do with this parcel of land.	
<p>I've been keeping a spreadsheet of all the approvals so I can say that Lakeview on Lakeshore Rd alone between Etobicoke Creek and Seneca is currently at 13,000 units and those people need to get north out of Lake Shore Rd.</p> <p>We know there's a proposal for another 1070 units at Cawthra and Lakeshore and positive that will go through. So we are looking at 14,000 units total there and that doesn't include anything in Applewood or Port Credit. So those are the actual numbers that should be shown on the website to the public and to see the numbers climbing. This speaks to the impact and striking a balance throughout the 1 km radius from this site</p> <p>A lot of people that aren't attending because they can't do virtual, any possibility of doing a hybrid meeting? How can we consider hybrid meetings?</p>	<ul style="list-style-type: none">• Comments acknowledged. The next community meeting will be planned for an in-person community open house (see the section on Next Steps in this report)

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