

Detailed Information and Preliminary Planning Analysis

Owner: SCREO Dixie Mall LP (Slate Asset Management)

1250 South Service Road

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1. Proposed Development

The applicant proposes to develop the north-west portion of the subject site for 5 apartment buildings ranging in height from 9 to 25 storeys and a public park. Official plan amendment and rezoning applications are required to permit the proposed development (refer to Section 4 for details concerning the proposed amendments).

Development Proposal	
Applications submitted:	Received: December 23, 2022 Deemed complete: January 23, 2023
Developer/ Owner:	SCREO Dixie Outlet Mall LP (Slate Asset Management)
Applicant:	Jennifer Staden, Glen Schnarr & Associates
Number of units:	1,263 units
Existing Gross Floor Area:	39 298 m ² (423,000 ft ²) – Dixie Mall
Proposed Gross Floor Area:	77 040 m ² (829,251 ft ²) – Residential 34 760.4 m ² (374,153.5 ft ²) – Dixie Mall (retained)
Height:	25 storeys / 90.2 m (295.3 ft.) 22 storeys / 81.2 m (266.4 ft.) 18 storeys / 68.6 m (225.1 ft.) 12 storeys / 50 m (164 ft.) 9 storeys / 41 m (134.5 ft.)
Lot Coverage:	27.4%
Floor Space Index:	5.44 (net)
Anticipated Population:	2,766* *Average household sizes for all units (by type) based on the 2016 Census

Development Proposal		
Parking:	Required	Provided
resident spaces	1.1 spaces/unit	0.85 spaces/unit
visitor spaces	0.2 spaces/unit	0.15 spaces/unit
retail spaces	4.3 spaces/unit	4.3 spaces/unit + 10% shared
total	1,265 spaces	1,137 spaces

Supporting Studies and Plans

The applicant has submitted the following information in support of the applications which can be viewed at <http://www.mississauga.ca/portal/residents/development-applications>:

- Planning Justification Report
- Architectural Drawing Package
- Site Master Plan and Parks Plan
- Hydrogeological Undertaking Letter
- Traffic Impact Study
- Parking Utilization Study
- Phase 1 and 2 ESA
- Housing Report
- Landscape Plan
- Draft Zoning By-law and Official Plan Amendment
- Wind Study
- Urban Design Study
- Sun/Shadow Study
- 3D Massing Model
- Arborist Report
- Tree Inventory and Preservation Plan
- Functional Servicing Report and Stormwater Management Report
- Retail and Service Needs Study

Application Status

Upon deeming the applications complete, the supporting studies and plans were circulated to City departments and external agencies for review and comment. These comments are summarized in Section 7 of this appendix and are to be addressed in future resubmissions of the applications.

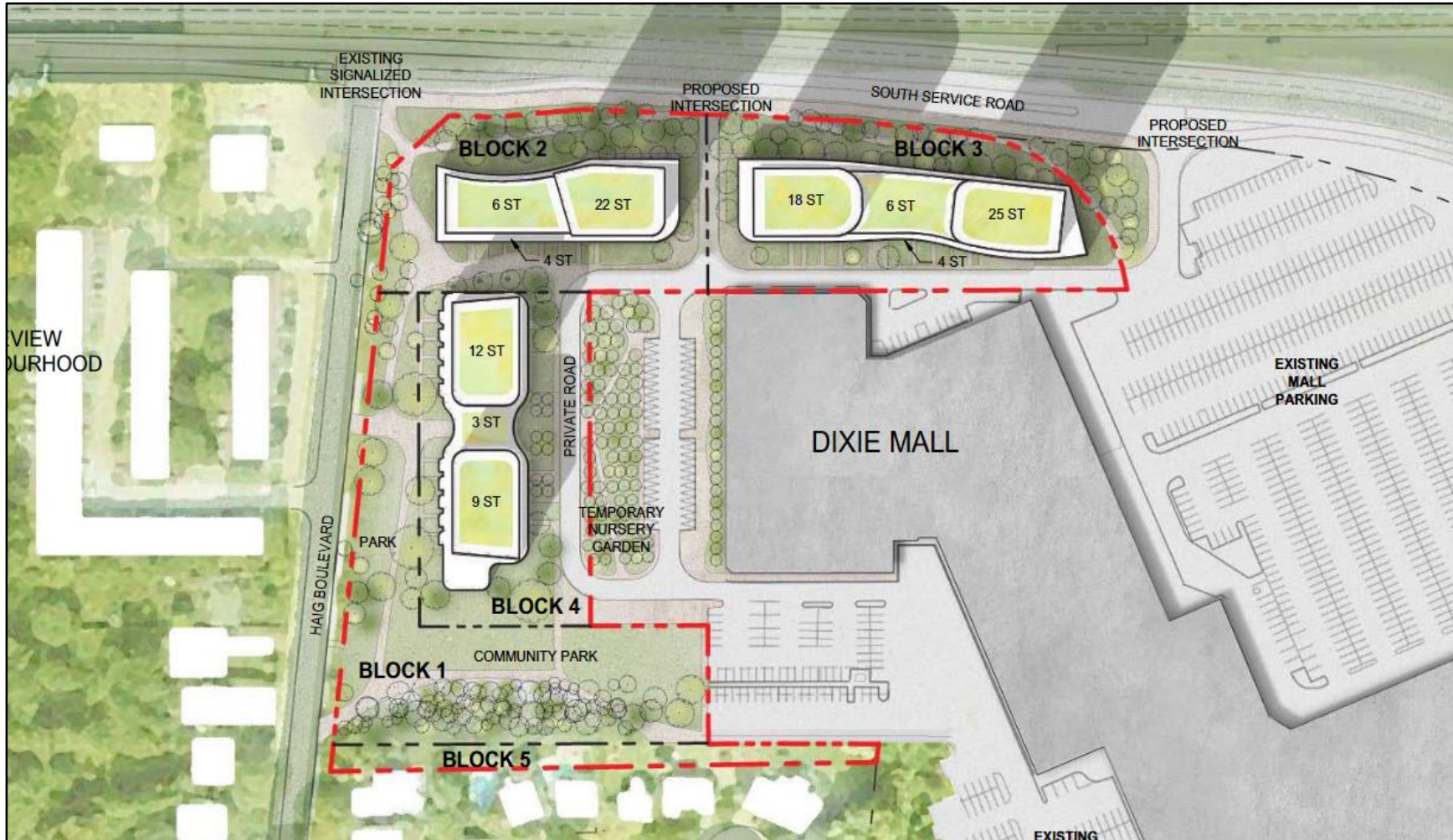
The property owner held several community engagement sessions on the previous proposal that contemplated redevelopment of the entire site prior to these applications being submitted. An in person meeting was held by Slate on October 3, 2019. Virtual open houses were held May 26, 2020 to July 30, 2020, December 4, 2020 and January 4, 2021.

Refer to Section 6 of this appendix for a summary of comments received at the community meeting and from written submissions received about the applications.

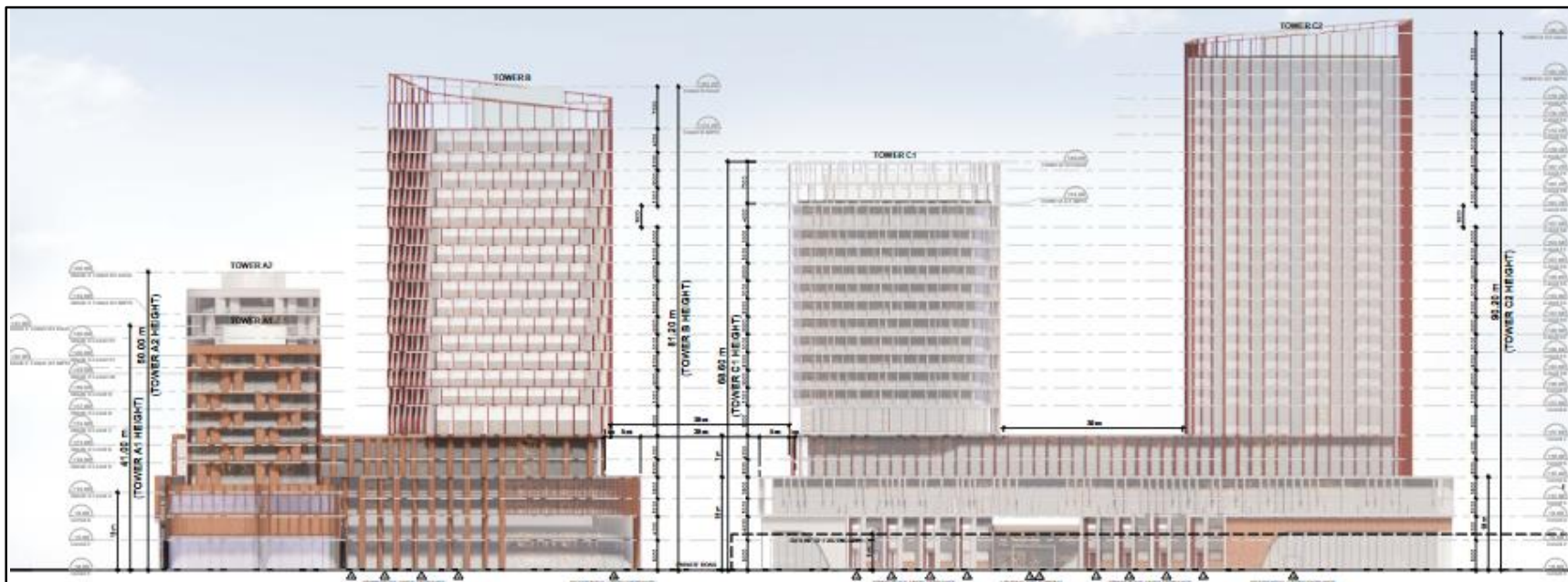
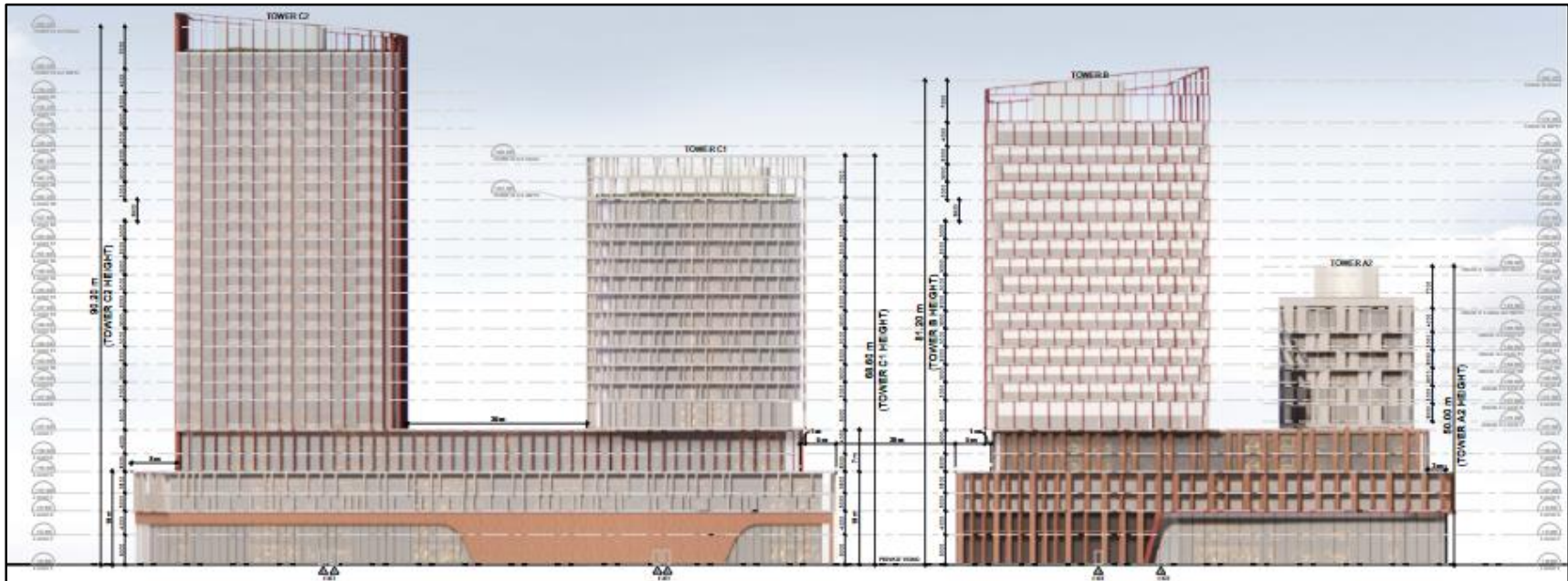
Applicant's Renderings



Site Plan



Elevations



2. Site Description

Site Information

The subject property is located south of the Queen Elizabeth Highway (QEW) and west of Dixie Road, within the Lakeview Neighbourhood Character Area. The site currently is operating as a commercial site that is commonly known as "Dixie Outlet Mall" that contains various types of retail tenants, a food court and a grocery store (located on Choice Properties parcel to the south). The site contains a significant amount of surface parking located along the edges of the site that services the mall.

The lands subject to the development application are located at the northwest quadrant of the site, which has frontage along Haig Boulevard and the South Service Road.



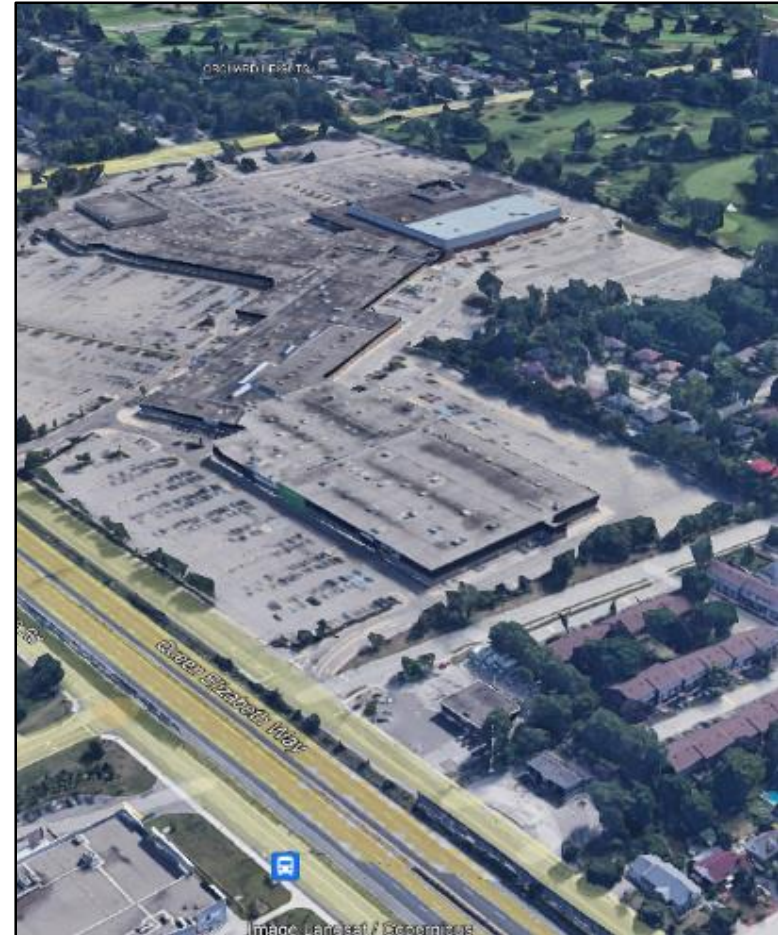
Aerial Photo of lands subject to applications – 1250 South Service Road

Property Size and Use	
Frontages:	
Haig Boulevard	206.0 m (675.9 ft.) approx.
South Service Road	567.5 m (1861.9 ft.) approx.
Dixie Road	95.0 m (311.7 ft.) approx.
Gross Lot Area:	
Total Site	14.4 ha (35.5 ac.)
Applications Site	2.87 ha (7.1 ac.)
Existing Uses:	Dixie Outlet Mall – various retail and commercial tenants and surface parking



Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands were zoned C3 (General Commercial) which permits a range of uses including retail, service and office.
- November 14, 2012 – Mississauga Official Plan came into force which designated the lands Mixed Use in the Lakeview Neighbourhood Character Area.
- October 14, 2015 – Lakeview Local Area Plan (LAP) came into force, and replaced the previous LAP with updated policies. The LAP included new policies applicable to the site pertaining to land use, heights and urban form.
- September 16, 2020 – Development Application Review Committee (DARC) meeting was held by staff and the proponents (Slate and Choice Properties) for a mixed use redevelopment of the entire site that contemplated the total demolition of the mall.
- December 9, 2020 – Reimagining the Mall Official Plan Amendment adopted by Council. This OPA did not apply to the Dixie Outlet Mall property.
- December 23, 2022 – Official Plan Amendment and Rezoning applications submitted by Slate Asset Management for the north-west portion of the site.
- January 23, 2023 – Official Plan Amendment and Rezoning applications deemed complete and circulated.
- February 7, 2023 – City Council direct staff to review the Official Plan policies for the rest of the site in the form of a City initiated Official Plan Amendment, under Council Resolution 0028-2023.



3D Google Earth Image of Dixie Mall – application lands in foreground

3. Site Context

Surrounding Land Uses

The subject property is located within the Serson Terrace Sub Area of the Central Residential Precinct within the Lakeview Local Area Plan.

Immediately north of the property is the South Service Road and the QEW highway. Further north is the Applewood Acres Sub Area that contains detached dwellings and a commercial property known as "Applewood Plaza". To the east of the site is the Dixie Road right-of-way and immediately further is a low density residential neighbourhood that contains mostly detached dwellings. The Toronto Golf Club is located southeast of the site. To the west of the site is Haig Boulevard and a low density neighbourhood that includes mostly detached dwellings and a townhouse development. At the north-west portion of the South Service Road and Haig Boulevard intersection is an auto garage. To the south of the site are detached homes along Myron Drive, the outlet for the Applewood Creek and the Lakeview Golf Course.

The surrounding land uses are:

North: South Service Road, QEW, Residential Low Density I

East: Dixie Road, Residential Low Density I, Private Open Space

South: Public Open Space, Residential Low Density I, Greenlands

West: Residential Low Density I, Residential Medium Density, Motor Vehicle Commercial

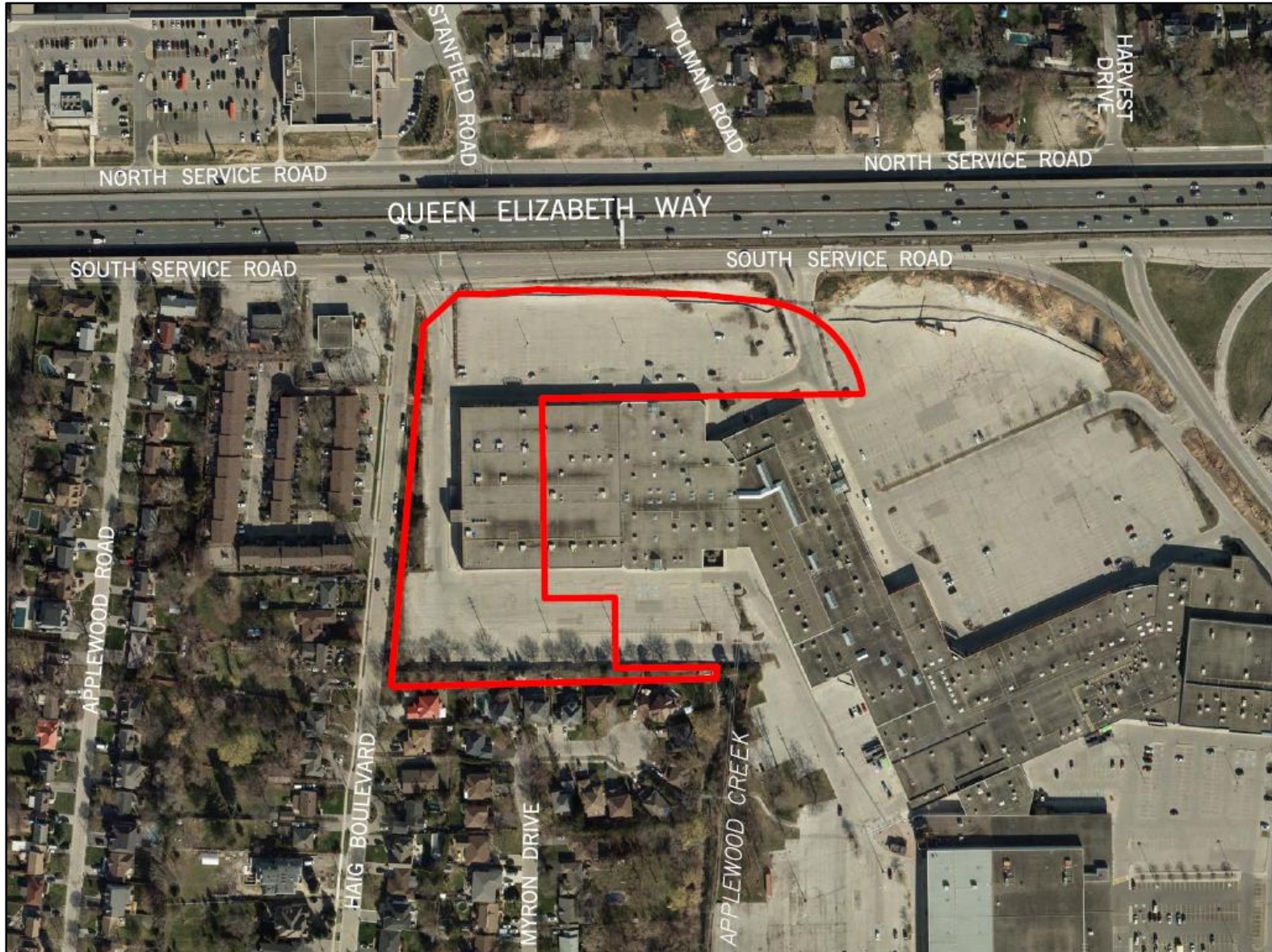
Neighbourhood Context

The subject property is located along the north edge of an established residential neighbourhood that is currently experiencing some infilling and redevelopment of low density housing.

The Dixie Road and QEW interchange, located east of the subject site, is currently undergoing construction in order to implement the highway widening, interchange realignment and bridge replacement. Construction is anticipated to be completed by 2026.

The property has frontage onto Dixie Road, which is designated as a Corridor within Mississauga Official Plan and Lakeview Local Area Plan. This stretch of Dixie Road, south of the QEW to Lakeshore Road East, contains golf courses on both sides of the road.

Approximately 1.5 km south of the subject site is the Lakeview Waterfront Major Node Character Area. This Major Node has recently undergone and continues to follow through on an extensive visioning and masterplan process. Council recently approved an Official Plan Amendment (OPA) to implement a mid to high rise mixed use community that anticipates approximately 11,750 residential dwelling units.



Aerial Photo of 1250 South Service Road

Demographics

Based on the 2016 census, the existing population of the Lakeview Neighbourhood Character Area was 21,520 people with a median age of 45 (compared to the City's median age of 40). 67% of the neighbourhood population are of working age (15 to 64 years of age), with 14% children (0-14 years) and 18% seniors (65 years and over). The average household size is 2 persons with 32% of people living in apartments in buildings that are five storeys or more. The mix of housing tenure for the area is 6,395 units (72%) owned and 2,440 units (28%) rented with a vacancy rate of approximately 0.8% 5.5 (source CMHC).

*Please note that vacancy rate data does not come from the census. This information comes from CMHC which demarcates three geographic areas of Mississauga (Northeast, Northwest, and South). This specific Character Area is located within the South geography. Please also note that the vacancy rate published by CMHC is ONLY for apartments.

Other Development Applications

The following development applications are in process or were recently approved in the immediate vicinity of the subject property:

- OZ/OPA 18/009, HOZ 20/006 W1 & SP 21/187 W1 – 1345 Lakeshore Road East – official plan amendment and zoning by-law for a 12 storey apartment building with ground floor commercial approved in December 2019. City currently processing Lifting of the H provision and Site Plan applications.
- OZ/OPA 20/018 W1 – 1381 Lakeshore Road East – applications refused for a 15 storey apartment building with ground floor commercial in May 2021. The OLT approved a settlement that resulted in approval of an 11 storey apartment building with ground floor commercial.
- OZ/OPA 18/003 & TM 18/002 W1 – Wealthy Place and Dixie Road – rezoning and plan of subdivision approved for 8 freehold detached homes and 18 common element condominium detached homes in October 2019.
- OZ 19/014 & T-M 19005 W1 – 1583 Cormack Crescent – rezoning and plan of subdivision approved for 19 detached dwellings on a condominium road in June 2022.
- OZ/OPA 19/021 W1 – 800 and 985 Hydro Road, 1082 Lakeshore Road East – applications approved and still in process for the redevelopment of the former Ontario Power Generation lands into a master planned, mixed use community containing 8,050 dwelling units. Project is known as the "Lakeview Village".

Community and Transportation Services

Parks

The area is not well served by City parks. The closest City owned park with a playground, Serson Park, is located approximately 1 km away from the subject site. The subject site is directly adjacent to the Lakeview Golf Course. Please see Section 7 of this appendix for further comments from Parks Planning.

Transit

The following major MiWay bus routes currently service the site:

- Route 4 – Sherway Gardens – running between Cooksville GO Station and Sherway Gardens Mall.
- Route 5 – Dixie - running north/south along Dixie Road, making a loop around Dixie Mall to go south on Ogden Avenue and connect with Long Branch GO Station.



Miway Route Map

4. Summary of Applicable Policies, Regulations and Proposed Amendments

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Policy Statement and conform with the applicable provincial plans and Regional Official Plan. The policy and regulatory documents that affect these applications have been reviewed and summarized in the table below. Only key policies relevant to the applications have been

included. The table should be considered a general summary of the intent of the policies and should not be considered exhaustive. In the sub-section that follows, the relevant policies of Mississauga Official Plan are summarized. The development application will be evaluated based on these policies in the subsequent recommendation report.

Policy Document	Legislative Authority/Applicability	Key Policies
<i>Provincial Policy Statement (PPS)</i>	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p>	<p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p>
<i>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</i>	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c)</p> <p>Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and</p>

Policy Document	Legislative Authority/Applicability	Key Policies
<p>Region of Peel Official Plan (ROP)</p>	<p>The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The proposed development applications were circulated to the Region who has advised that in its current state, the applications meet the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the <i>Provincial Policy Statement</i> and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the <i>Planning Act</i> and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 8 of this Appendix.</p>	<p>other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p> <p>The ROP identifies the subject lands as being located within Peel's Urban System.</p> <p>General objectives of ROP, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.</p>

Mississauga Official Plan

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS and conforms with the Growth Plan, Greenbelt Plan, PBWP and ROP. A review of MOP is currently underway to ensure MOP is consistent with and conform to changes resulting from the recently released Growth Plan, 2019 and Amendment No. 1 (2020).

Existing Designation

The lands are located within the Lakeview Neighbourhood Character Area and are designated **Mixed Use**. The **Mixed Use** designation permits a combination of residential and commercial uses.

The lands are subject to the Lakeview Local Area Plan policies, including Map 3 – Lakeview Local Area Plan Height Limits, which permits a height of 2-4 storeys on the subject site. The Lakeview Built Form Standards apply and provide overall guidance on infill development on existing commercial sites within established residential neighbourhoods.

The subject property is not located within a Major Transit Station Area (MTSA).

Proposed Amendments

The applicant is proposing to maintain the **Mixed Use** designation. However, the applications seek to permit residential and public open space uses on separate blocks within the application lands. The application also seeks to

amend the height limits map to allow a maximum height of 25 storeys. The applicant will need to demonstrate consistency with the overall intent, goals and objectives of MOP.

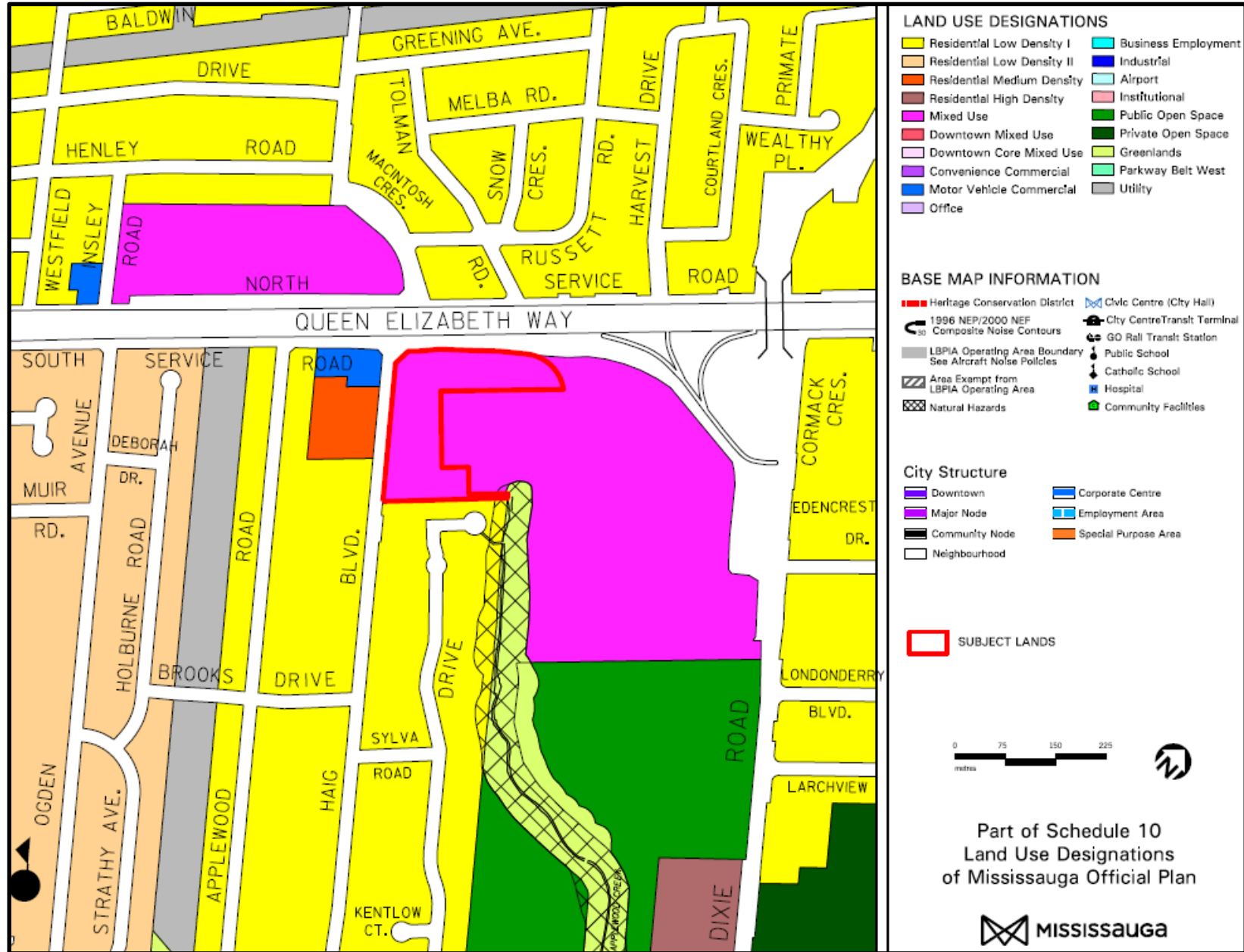


Image showing requested amendment to Lakeview Local Area Plan Height Schedule

Through the processing of these applications, staff may suggest an alternative approach to accommodating the proposal.

City Initiated Official Plan Amendment – Dixie Outlet Mall Policy Review

In February 2023, City Council directed staff to review the Official Plan policies for the Dixie Outlet Mall site given the submission of the subject development applications on a portion of the property and the general intent of the property owner to redevelop the site in phases (Resolution 0028-2023). This policy review exercise seeks to guide future redevelopment of the site. The first community engagement session was held on March 28, 2023. This policy review will run concurrently with the subject development application process.



Excerpt of Lakeview Neighbourhood Character Area

Relevant Mississauga Official Plan Policies

The following policies are applicable in the review of these applications. In some cases the description of the general intent summarizes multiple policies.

	General Intent
Chapter 5 Direct Growth	<p>Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. (Section 5.1.6)</p> <p>Mississauga will protect and conserve the character of stable residential Neighbourhoods. (Section 5.1.7)</p> <p>Mississauga will establish strategies that protect, enhance and expand the Green System. (Section 5.2.1)</p> <p>Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved. (Section 5.3.5.1)</p> <p>Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres. (Section 5.3.5.3)</p> <p>Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan. (Section 5.3.5.5)</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transition in use, built form, density and scale. (Section 5.3.5.6)</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood. (Section 5.4.4)</p> <p>Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands. (Section 5.4.5)</p> <p>Corridors will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies. Except along Intensification Corridors and within Major Transit Station Areas, the minimum building height requirement will not apply to Employment Areas. (Section 5.4.8)</p>
Chapter 7 Complete Communities	<p>Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga. In order to create a complete community and develop a built environment supportive of public health, the City will: a. encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land</p>

	<p>General Intent</p> <p>uses; (Section 7.1.1)</p> <p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. Mississauga will provide opportunities for: a. the development of a range of housing choices in terms of type, tenure and price; b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and c. the production of housing for those with special needs, such as housing for the elderly and shelters. (Section 7.1.3a)</p> <p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. (Section 7.1.6)</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents. (Section 7.2.1)</p> <p>Mississauga will provide opportunities for: a. the development of a range of housing choices in terms of type, tenure and price; b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and c. the production of housing for those with special needs, such as housing for the elderly and shelters. (Section 7.2.2)</p> <p>When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies. (Section 7.2.3)</p> <p>Community infrastructure will support the creation of complete communities. (Section 7.3.1)</p> <p>The preferred location for community infrastructure will be within the Downtown, Major Nodes, Community Nodes and Corridors. Where appropriate, community infrastructure may also be located within Neighbourhoods and Corporate Centres. Community infrastructure will generally not be located within Employment Areas. Where permitted within Employment Areas, these uses will be located along the periphery of Employment Areas. (Section 7.3.2)</p> <p>Community infrastructure located within Neighbourhoods may include schools, emergency services, private clubs, daycare/day programs and places of religious assembly. Where community infrastructure is located in Neighbourhoods it will generally serve the local or nearby Neighbourhoods City wide or region wide community infrastructure may not be permitted in Neighbourhoods. (Section 7.3.3)</p> <p>Community infrastructure that generates large amounts of traffic will be located to minimize impacts on the transportation system. (Section 7.3.4)</p> <p>Community infrastructure will generally be: a. in proximity to transit facilities; b. on Corridors, major and minor collector roads, preferably at intersections; c. connected to trails, cycling facilities, where possible; d. in proximity to other community infrastructure and places of gathering, where possible; and e. accessible to persons with disabilities. (Section 7.3.5)</p>
<p>Chapter 9 Build A Desirable Urban Form</p>	<p>It is important that infill “fits” within the existing urban context and minimizes undue impacts on adjacent properties. Redevelopment must also be sensitive to the existing urban context and minimize undue impacts on adjacent properties. Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System. (Section 9.1)</p>

	General Intent
	<p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System. (Section 9.1.1)</p> <p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System. (Section 9.1.1)</p> <p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character (Section 9.1.3)</p> <p>Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses. (Section 9.1.5)</p> <p>The urban form of the city will ensure that the Green System is protected, enhanced and contributes to a high quality urban environment and quality of life. (Section 9.1.6)</p> <p>A distinct character for each community will be created or enhanced through the road pattern, building massing and height, streetscape elements, preservation and incorporation of heritage resources and prominent placement of institutions and open spaces. (Section 9.1.11)</p> <p>Heights in excess of four storeys will be required to demonstrate that an appropriate transition in height and built form that respects the surrounding context will be achieved. (Section 9.2.2.1)</p> <p>Tall buildings will generally not be permitted. (Section 9.2.2.2)</p> <p>While new development need not mirror existing development, new development in Neighbourhoods will: (Section 9.2.2.3)</p> <ul style="list-style-type: none"> a. respect existing lotting patterns; b. respect the continuity of front, rear and side yard setbacks; c. respect the scale and character of the surrounding area; d. minimize overshadowing and overlook on adjacent neighbours; e. incorporate stormwater best management practices; f. preserve mature high quality trees and ensure replacement of the tree canopy; and g. be designed to respect the existing scale, massing, character and grades of the surrounding area.
Chapter 11 General Land Use Designations	<p>The subject site is currently designate Mixed Use. In addition to the Uses Permitted in all Designations, lands designated Mixed Use will also permit the following uses: a. commercial parking facility; b. financial institution; c. funeral establishment; d. makerspaces e. motor vehicle rental; f. motor vehicle sales; g. overnight accommodation; h. personal service establishment; i. post-secondary educational facility; j. residential, in conjunction with other permitted uses; k. restaurant; l. retail store; and m. secondary office. (Section 11.2.6.1)</p> <p>The planned function of lands designated Mixed Use is to provide a variety of retail, service and other uses to support the surrounding residents and businesses. Development on Mixed Use sites that includes residential uses will be required to contain a mixture of permitted uses. (Section 11.2.6.2)</p>

	General Intent
	<p>Lands designated Mixed Use where developments are proposed that consist primarily of residential uses, with non-residential uses at grade only, will be required to submit an Official Plan Amendment for the appropriate residential designation. (Section 11.2.6.3)</p> <p>The Mixed Use designation will permit residential uses in the same building with another permitted use but dwelling units will not be permitted on the ground floor. Residential uses permitted within the Mixed Use designation will not include detached, semi-detached or duplex dwellings. (Section 11.2.6.4)</p> <p>Within the Mixed Use designation, if a development application includes buildings that are considered Residential High Density and are not combined with other permitted uses, a development master plan is required. (Section 11.2.6.5)</p>
Chapter 16 Neighbourhoods	<p>For lands within Neighbourhoods, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements. (Section 16.1.1.1)</p> <p>Proposals for heights more than four storeys or different than established in the Character Area policies, will only be considered where it can be demonstrated to the City's satisfaction, that: a. an appropriate transition in heights that respects the surrounding context will be achieved; b. the development proposal enhances the existing or planned development; c. the City Structure hierarchy is maintained; and d. the development proposal is consistent with the policies of this Plan. (Section 16.1.1.2)</p>
Chapter 19 Implementation	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> • the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; • that a municipal comprehensive review of the land use designation or a five year review is not required; • the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; • there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; • a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant. (Section 19.5.1)

Relevant Lakeview Local Area Plan Policies

	General Intent
Chapter 5.0 Vision	<p>Strengthen distinct neighbourhoods by preserving heritage features, protecting established stable neighbourhoods and ensuring appropriate built form transitions for development. (Section 5.1.2)</p> <p>Support complete communities through compact, mixed use development and a pedestrian oriented mainstreet that offers a range of culture, residential and employment opportunities. (Section 5.1.3)</p> <p>Promote community health by encouraging public transit, cycling, walking, and the active use of parks, open spaces, and community facilities. (Section 5.1.4)</p>

	<p>General Intent</p>
	<p>Support social well-being by providing facilities and services for a diverse population of all ages and cultures, promoting public spaces as places for social interaction, and encouraging public participation. (Section 5.1.5)</p> <p>Achieve leadership in sustainability by supporting development that is energy efficient and environmentally responsible, and to support the economic health, social equity and cultural vitality of Lakeview. (Section 5.1.6)</p> <p>The Central Residential Neighbourhood Precinct contains large open space areas, including two golf courses and a woodlands area. The three sub-areas that make up this precinct are Cawthra Village, Serson Terrace, and Orchard Heights. Housing is comprised of mostly detached dwellings on deep lots, and a small number of semi-detached homes and apartment buildings. This area also contains some newer subdivisions with townhouse condominium dwellings. (Section 5.2.2)</p>
<p>Chapter 6 Direct Growth</p>	<p>Intensification should be consistent with the planned function for the area as reflected by the City Structure and urban hierarchy of the Plan.</p> <p>In Lakeview, some growth is directed to the following areas: modest infilling in neighbourhoods, and the redevelopment of some sites along Lakeshore Road East, and other larger commercial sites. The specific manner in which development will be accommodated is further explained in subsequent sections of this Area Plan.</p> <p>Intensification will be through modest infilling, redevelopment along the corridors, or on commercial sites. (Section 6.1.1)</p> <p>Neighbourhoods are encouraged to provide a variety of housing forms to meet the needs of a range of household types. (Section 6.1.2)</p> <p>Intensification will be sensitive to the existing character of the residential areas and the planned context. (Section 6.1.3)</p>
<p>Chapter 9 Multi Modal City</p>	<p>When reviewing the appropriateness of potential road connections, the City will consider the volume and type of traffic that will be accommodated on the road. (Section 9.2.3)</p> <p>Mississauga will work with the Province and the Region to coordinate and make improvements to the Dixie Road and Queen Elizabeth Way interchange for the realignment of Dixie Road. (Section 9.2.4)</p> <p>Development applications will be accompanied by transportation and traffic studies. Studies will address, among other things, strategies for limiting impacts on the transportation network, where appropriate, including measures such as: reduced parking standards; transportation demand management; <i>transit oriented development</i>; pedestrian/cycling connections; and access management plan. (Section 9.2.5)</p>
<p>Chapter 10 Desirable Urban Form</p>	<p>Neighbourhoods are stable residential areas where the existing character is to be preserved and enhanced. Development may occur through modest infilling or redevelopment of existing commercial plazas and vacant sites.</p> <p>Neighbourhood policies are intended to reflect a number of objectives, including among other things: to ensure development is sensitive to the existing low rise context and reinforce the planned character of the area;</p>

	General Intent
	<p>Development should reflect one to two storey residential building heights and will not exceed three storeys. (Section 10.1.1)</p> <p>The Central Residential Neighbourhood Precinct is bordered by Cawthra Road to the west and Etobicoke Creek to the east, the Queen Elizabeth Way to the north and the Canadian National Railway line to the south. Originally, these homes were summer houses for families from the Toronto Township. Also predominant in the area are homes built on small lots that were constructed during the Second World War time period (these homes are also known as “war time housing”). (Section 10.1.3)</p> <p>The existing commercial site at South Service Road and Dixie Road represents a site for potential intensification, to a maximum height of 4 storeys. Future redevelopment of the property will address issues including but not limited to:</p> <ol style="list-style-type: none"> a. the addition of public roads to connect and improve the neighbourhood’s fine-grained road pattern; b. retention of commercial space; and c. appropriate transition to adjacent residential uses. (Section 10.1.3.1) <p>Townhouses, may be developed, subject to, among other things:</p> <ol style="list-style-type: none"> a. a minimum lot depth to ensure internal circulation; b. area to accommodate appropriate parking, amenity space, landscaping; c. utilities can be accommodated internal to the site; and d. located on, or in proximity to transit routes. e. visitor parking will be centrally located and not visible from a public road. Visitor parking will be appropriately screened to provide a streetscape that is compatible with adjacent neighbourhoods. (Section 10.3.4) <p>Criteria for apartment development will include, among other things:</p> <ol style="list-style-type: none"> a. a minimum separation distance to ensure light and permeability; b. a maximum floor plate to ensure minimal impact on residential areas; and c. transition to adjacent lower built forms. (Section 10.3.5) <p>Criteria for commercial development will include, among other things:</p> <ol style="list-style-type: none"> a. the maximum height of buildings will be four storeys; b. transition to existing stable residential areas; c. ensure the continuation of a mixed use community; d. on sites with multiple commercial buildings, development will provide dedicated pedestrian walkways to building entrances, and to public roads and transit routes, where appropriate; and e. a coordinated character will be required on sites with multiple commercial buildings, including the use of similar building materials, colours and architectural elements. (Section 10.3.6)

Mississauga Zoning By-law

Existing Zoning

The subject property is currently zoned **C3** (General Commercial), which permits a variety of commercial type uses and does not allow residential uses.

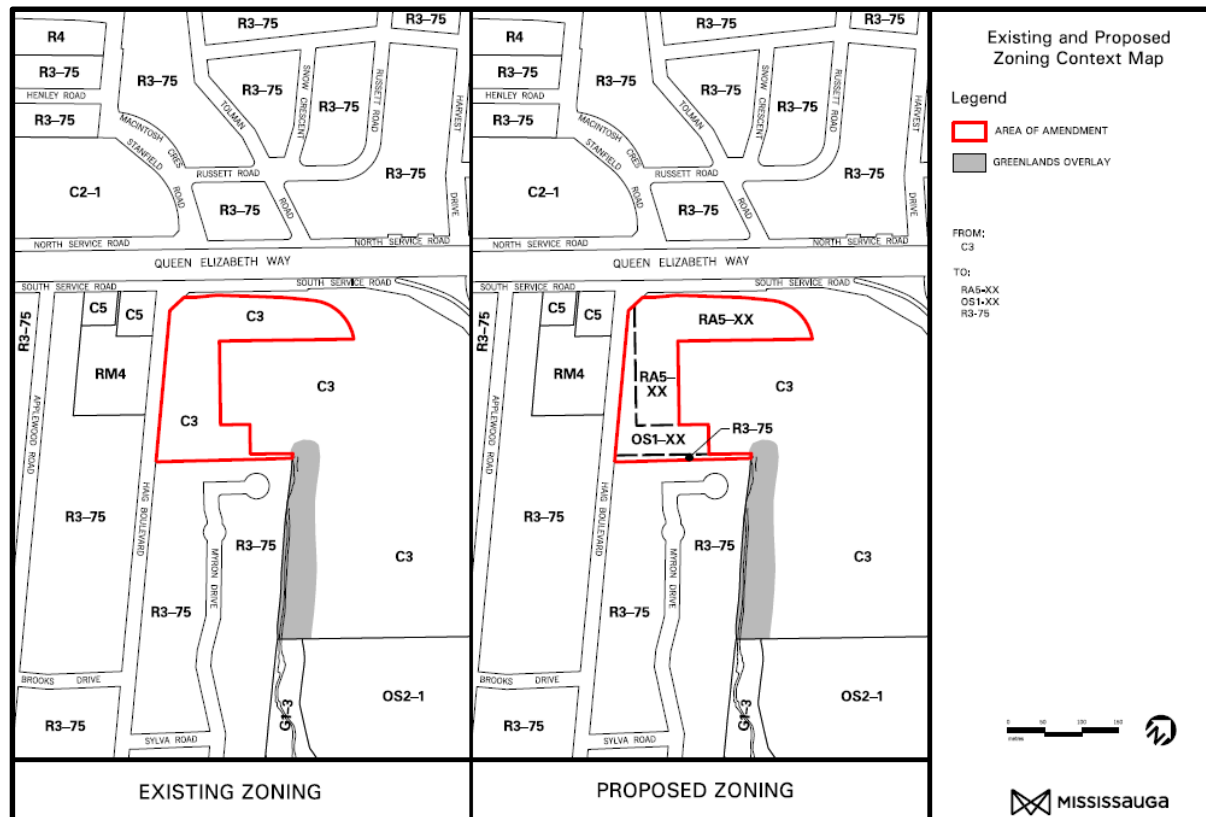
Proposed Zoning

The applicant is proposing to zone the subject lands into the following zone categories:

- **RA5 – Exception (Apartments)**

- **OS1 (Open Space)**
- **R3-75 (Detached dwellings)**

Through the processing of the applications staff may recommend a more appropriate zone category for the development in the Recommendation Report.



Excerpt of Zoning Map 6

Proposed Zoning Regulations

Zone Regulations	Existing Zone Regulations – C3 (General Commercial)	Proposed Base Zone Regulations – RA5 (Apartments)	Proposed Amended Zone Regulations – RA5 – Exception (Apartments)
Maximum Floor Space Index (FSI)	-	2.9	5.6
Maximum Height	<p>Sloped Roof: 20.0 m (65.6 ft.) and 4 storeys, where a lot abuts a Residential Zone</p> <p>Flat Roof: 16.5 m (54.1 ft.) and 4 storeys, where a lot abuts a Residential Zone</p>	77.0 m and 25 storeys	<p>Tower C2: 82.0 m and 25 storeys</p> <p>Tower C1: 68.6 m and 18 storeys</p> <p>Tower B: 81.2 m and 22 storeys</p> <p>Tower A2: 50.0 m and 12 storeys</p> <p>Tower A1: 41.0 m and 9 storeys</p>
Minimum Front Yard	4.5 m (14.8 ft.)	7.5 m (24.6 ft.) for that portion of the dwelling with a height less than or equal to 13.0 m (42.7 ft.)	2.0 m (6.6 ft.)
Maximum Dwelling Units	-	-	1263
Maximum projection of a balcony located above the first storey measured from the outermost face or faces of the building from which the balcony projects	-	1.0 m (3.3 ft.)	3.0 m (9.8 ft.)
Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to any lot line	-	3.0 m (9.8 ft.)	<p>1.0 m (3.3 ft.) abutting OS zone</p> <p>0.0 m (0.0 ft.) abutting RA zone</p>
Minimum landscaped area	-	40%	30%
Minimum depth of a landscaped buffer abutting a lot line that is a street line and/or abutting lands with an Open Space, Greenlands and/or a Residential Zone with the exception of an Apartment	-	4.5 m (14.8 ft.)	<p>2.0 m (6.6 ft.) to a street line</p> <p>3.5 m (11.5 ft.) to an OS zone</p> <p>0.00 m (0.0 ft.) to an RA zone</p> <p>walkways, stairs, vent shafts permitted to encroach into buffers</p>

Zone Regulations	Existing Zone Regulations – C3 (General Commercial)	Proposed Base Zone Regulations – RA5 (Apartments)	Proposed Amended Zone Regulations – RA5 – Exception (Apartments)
Zone			
Minimum percentage of total required amenity area to be provided in one contiguous area	-	50%	25%
Special permissions added in applicant's proposed site specific zoning by-law	<ul style="list-style-type: none"> Outdoor areas may be permitted above grade or at grade Awnings permitted to project beyond buildable area and into any landscaped area by 0.60 m (2.0 ft.) Visitor parking is permitted to be shared with abutting lands zoned RA5 – Exception or C3 Access to lands zoned RA5 – Exception may be provided through abutting lands zoned C3 Underground structures shall be permitted under private roads All lands zoned RA5 – Exception are to be considered one lot The calculation of height is to exclude amenity areas on the rooftop – subject to mechanical penthouse regulations 		
Required parking spaces:	4.3 spaces/unit - retail	1.1 spaces/unit - residential 0.2 spaces/unit - visitor	0.85 spaces/unit - residential 0.15 spaces/unit - visitor

Zone Regulations	Existing Zone Regulations – C3 (General Commercial)	Proposed Base Zone Regulations – OS1 (Open Space)	Proposed Amended Zone Regulations – OS1 - Exception – Exception (Open Space)
Permitted Uses	-	Passive Recreational Use, Active Recreational Use, Stormwater Management	Additional uses: above and below ground structures used for flood control and erosion management.
<p>Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined. In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.</p> <p>The applicant has not provided staff with a proposed exception schedule.</p>			

Affordable Housing

In October 2017 City Council approved *Making Room for the Middle – A Housing Strategy for Mississauga* which identified housing affordability issues for low and moderate incomes in the city. In accordance with the Provincial Growth Plan (2019) and Amendment No. 1 (2020), *Provincial Policy Statement (2020)*, Regional Official Plan and Mississauga Official Plan (MOP), the City requests that proposed multi-unit residential developments incorporate a mix of units to accommodate a diverse range of incomes and household sizes.

Applicants proposing non-rental residential developments of 50 units or more requiring an official plan amendment or rezoning for additional height and/or density beyond as-of-right permissions will be required to demonstrate how the proposed development is consistent with/conforms to Provincial, Regional and City housing policies. The City's official plan indicates that the City will provide opportunities for the provision of a mix of housing types, tenures and at varying price points to

accommodate households. The City's annual housing targets by type are contained in the Region of Peel Housing and Homelessness Plan 2018-2028 <https://www.peelregion.ca/housing/housinghomelessness/pdf/plan-2018-2028.pdf>.

To achieve these targets, the City is requesting that a minimum of 10% of new ownership units be affordable. The 10% contribution rate will not be applied to the first 50 units of a development. The contribution may be in the form of on-site or off-site units, land dedication, or financial contributions to affordable housing elsewhere in the city.

More information is required from the applicant to effectively evaluate the proposal's contribution to affordable housing. In addition, the applicant has been provided ways to contribute to affordable housing and staff are willing to work with the applicant to achieve the overall objectives of obtaining affordable housing on this site.

5. School Accommodation

The Peel District School Board

Student Yield	School Accommodation		
101 Kindergarten to Grade 5	Janet I Mcdougald P.S.	Allan A Martin P.S.	Cawthra Park S.S.
28 Grade 6 to Grade 8	Enrolment: 517	Enrolment: 502	Enrolment: 1229
16 Grade 9 to Grade 12	Capacity: 552	Capacity: 524	Capacity: 1044
	Portables: 0	Portables: 1	Portables: 5

The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
21 Kindergarten to Grade 8	Queen of Heaven	St. Paul Catholic Secondary S.S.
579 Grade 9 to Grade 12	Enrolment: 366	Enrolment: 726
	Capacity: 807	Capacity: 807
	Portables: 0	Portables: 0

6. Community Questions and Comments

The property owner held several community engagement sessions on a previous redevelopment proposal (entire site) prior to the applications being submitted. An in person meeting was held by Slate on October 3, 2019. Virtual open houses were held May 26, 2020 to July 30, 2020, December 4, 2020 and January 4, 2021.

The following comments summarizes correspondence to date through the proponent lead consultations and written comments to the City:

- The proposed density does not fit the overall context of the immediate neighbourhood
- The proposed density will add to the overall cumulative impacts of recent development approvals within the surrounding neighbourhood
- The proposed unit mix should be more balanced
- The proposed building heights will create negative impacts on the adjacent low density housing, including shadow impacts and overlook
- How will the proposed development handle storm run-off water?
- How will public transit be improved to accommodate the proposed density?
- The proposal will increase traffic congestion within the surrounding area
- How will the proposal contribute to housing choice and overall housing affordability?

7. Development Issues

The following is a summary of comments from agencies and departments regarding the applications:

Agency / Comment Date	Comments
Region of Peel (February 28, 2023)	<p>An existing 150 mm diameter water main is located on Myron Dr. An existing 200 mm diameter water main is located on Haig Blvd. An existing 300 mm diameter water main is located on South Service Rd. An existing 250 mm diameter sanitary sewer is located on Myron Dr. An existing 900 mm diameter sanitary sewer is located on Haig Blvd. Due to the size and function of the 900 mm diameter sanitary sewer on Haig Blvd, connection may not be permitted (Sanitary Sewer Design Criteria 8.4).</p> <p>Servicing of this site may require municipal and/or private easements and the construction, extension, twinning and/or upgrading of municipal services. All works associated with the servicing of this site will be at the applicant's expense. The applicant will also be responsible for the payment of applicable fees, DC charges, legal costs and all other costs associated with the development of this site.</p> <p>Prior to OPA/OZ approval, a satisfactory Functional Servicing Report (FSR) is required in order to determine the full impacts and requirements related to water and sanitary sewer upgrades.</p> <p>Due to the clearance requirements and maintenance purposes, if consideration is given to extending municipal infrastructure, it is recommended the right of way, currently proposed as private, be changed to a standard municipal ROW within the proposed mall limits.</p>
Dufferin-Peel Catholic District School Board (February 7, 2023)	<p>Based on the Dufferin-Peel Catholic District School Board's School Accommodation Criteria, the Board is satisfied with the current provision of educational facilities for the catchment area in which the subject application is located. The City of Mississauga school accommodation condition need not be applied.</p>
Peel District School Board (February 21, 2023)	<p>Prior to final approval, the City of Mississauga shall be advised by the School Boards that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board for this plan.</p>
City Community Services Department – Park Planning Section (March 23, 2023)	<p>The 2022 Parks Plan notes that this character area exceeds the Parkland provision target of 1.2ha/1000 people. Notwithstanding the parkland exceedance, the 2022 Parks Plan and the 2019 Future Directions Parks & Forestry Master Plan establishes a walking distance requirement of 800 m to a City owned playground for residential areas, unimpeded by major pedestrian barriers. The closest playground is at Serson Park (P-002), zoned OS1 and is located over 1 km away from the subject property. Since the closest park exceeds the 800 m walking distance requirement, Community Services has identified a need for a community park on this property to serve the future residents.</p> <p>The 2019 Future Directions Parks Master Plan also identifies that there is a need for active recreation facilities (such as basketball courts) within this character area. The current proposal for park blocks in this phase of development are encumbered with above and below ground utilities limiting the City's ability to program the park blocks with active</p>

Agency / Comment Date	Comments
	<p>recreational facilities, as well as designing for a park with a playground to meet adequate safety buffers from streets.</p> <p>A revised plan is to be submitted by the applicant indicating Park Blocks that are unencumbered by any utilities, provide appropriate safety buffers for playgrounds and is an appropriate size to achieve park programming needs.</p> <p>The size of the proposed park blocks should:</p> <ul style="list-style-type: none"> • Meet City's parkland needs • Have adequate frontage on at least one public street • Have a shape and size appropriate to meet park programming needs • Have complimentary adjacent built form and uses. • Address user comfort through framed spaces, comfortable edges and desirable environmental factors (such as sun and wind) and • Satisfy CPTED principles by having desirable views to, through and from the park. • Have regard for City initiated OPA process for entire property
<p>Fire – Community Services (January 30, 2023)</p>	<p>Additional information regarding the the routing of the fire access route is required. Based on the information provided, it has not yet be confirmed that all proposed units will conform to the fire hydrant distance requirements.</p>
<p>Ministry of Transportation (February 23, 2023)</p>	<p>The owner must be advised that all proposed permanent buildings and structures both above and below ground, utilities, frontage roads/fire routes, essential parking spaces, storm water management facilities, including ponds and associated berms, storages, and noise walls must be set back 14.0 m (45 ft.) from the existing or future Highway Right-of-way and South Service Road right-of-way limit</p>
<p>City Transportation and Works Department (March 30, 2023)</p>	<p>Technical reports and drawings have been submitted and are under review to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.</p> <p>The City is concurrently processing a City initiated OPA referred to as the Dixie Outlet Policy Review for the remainder of the Dixie Mall site to outline the intended land uses envisioned and future potential of a public road network. The subject application is being requested to incorporate a municipal road hierarchy within the application consistent with the proposed OPA study for the remainder of the Dixie Mall site.</p> <p>Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a recommendation on the application, as follows:</p> <p><u>Stormwater</u></p> <p>A Functional Servicing and Stormwater Management Report prepared by KWA Site Development Consulting Inc., dated December 2022, was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, watercourses, etc.) and to mitigate the quality and</p>

Agency / Comment Date	Comments
	<p>quantity impacts of stormwater run-off generated from the site. Mitigation measures may include new infrastructure and/or on-site stormwater management controls.</p> <p>The applicant is proposing to construct a private storm sewer to service the development lands, with a connection to the City of Mississauga's infrastructure located within the existing municipal easement that traverses through the mall site and outlets to the Applewood Creek, as well as on-site stormwater management controls for the post-development discharge.</p> <p>The applicant is required to provide further technical information to:</p> <ul style="list-style-type: none"> • demonstrate the feasibility of the proposed storm sewer; • demonstrate that the 5 mm water balance through Low Impact Development (LID) will be achieved; and • demonstrate that there will be no impact on the existing drainage system including how groundwater will be managed on site. <p><u>Traffic</u></p> <p>A Transportation Impact Study (TIS), prepared by LEA Consulting Ltd dated December 2022, was submitted in support of the proposed development and a full review and audit was completed. Based on the information provided to date, staff are not satisfied with the study and require further clarification on the information provided.</p> <p>The applicant is required to provide the following information as part of subsequent submissions:</p> <ul style="list-style-type: none"> • an updated TIS addressing all staff comments; • revised plans to illustrate the required land dedications and public road network; • updated turning movement diagrams to evaluate the internal site circulation and access points; • a review the driveway accesses to ensure the public roadways and the internal driveways can operate efficiently; and • a response to address any traffic concerns from the Community related to the proposed development. <p><u>Environmental Compliance</u></p> <p>A Phase One Environmental Site Assessment (ESA) report, dated September 22, 2021 and a Phase II ESA report, dated September 28, 2021, both prepared by Pinchin Ltd., were submitted in support of the proposed development. The ESA reports indicated the presence of soil and groundwater contamination at the property. Therefore, the following documents are to be submitted for further review:</p> <ul style="list-style-type: none"> • a letter of reliance for the ESA reports; • a delineation program and/or remedial action plan to address the identified contamination; • a Storm Sewer Use By-law Acknowledgement form; • a written documentation prepared by a Qualified Person (as defined in Section 5 of Ontario Regulation 153/04, as amended) stating the geotechnical and environmental suitability of the fill materials located on-site; • a written document prepared by a Professional Engineer that includes a plan to decommission the wells or proof of

Agency / Comment Date	Comments
	<p>decommissioning; and,</p> <ul style="list-style-type: none"> • a letter certified by a Qualified Person, stating that land to be dedicated to the City is environmentally suitable for the proposed use. <p>As the land use is changing from a less sensitive to a more sensitive use, a Record of Site Condition (RSC) is required to be filed in accordance with O. Reg. 153/04 prior to enactment of the rezoning by-law. A copy of the RSC and all supporting documentation must be provided to the City once it has been acknowledged by the Ontario Ministry of the Environment, Conservation and Parks.</p> <p><u>Noise</u></p> <p>A Noise and Vibration Impact Study prepared by RWDI Inc., dated December 6, 2022 was received for review. The assessment evaluates the potential impact to and from the development, and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road traffic from South Service Road and Queen Elizabeth Way. Noise mitigation measures will be required for this proposed development. The study is to be revised to address staff comments as part of subsequent submissions.</p> <p><u>Engineering Plans/Drawings</u></p> <p>The applicant has submitted a number of technical plans and drawings, which are to be revised as part of subsequent submissions, in accordance with City standards.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> • Alectra • CS Viamonde • GTAA • Transit • Public Art • Enbridge • Canada Post • Urban Forestry • City Arborist • Trillium

Development Requirements

There are engineering matters including: grading, environmental, and servicing and stormwater management that will require the applicant to enter into agreements with the City. Prior to any development proceeding on-site, the City will require the submission and review of an application for site plan approval.

8. Community Benefits Charge

Schedule 17 of Bill 197, *COVID-19 Economic Recovery Act*, 2020, amended the *Planning Act*. The Section 37 Height/Density Bonus provisions are replaced with the Community Benefit Charge (CBC) provisions, implemented by a CBC By-law passed by Council. Section 37 of the *Planning Act* now allows municipalities to impose a CBC on land to fund costs related to growth. Funds collected under CBC will be to fund projects City-wide and Council will be requested at budget time each year to spend or allocate CBC funds to specific projects in accordance with the CBC Strategy and Corporate Policy.

In response to this legislative change, Council passed the City's new CBC By-law on June 22, 2022, which will be administered by the Corporate Services Department, Finance Division. The by-law specifies to which types of development and redevelopment the charge applies, the amount of the charge, exemptions and timing of charge payment. The CBC is 4% of the value of the land. A land appraisal is required in order to determine the applicable CBC in each case.

As the subject proposal is more than 5 storeys and does contain 10 or more residential units in total, the CBC is applicable and will be payable at the time of first building permit.

9. Next Steps

Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Is the proposed development compatible with the existing and planned character of the area given the proposed massing, density and building height?
- Is the proposed public park space appropriate?
- Is the proposed servicing configuration appropriate?
- Is the proposed Official Plan Amendment and Zoning by-law Amendment appropriate?

Upon satisfying the requirements of various City departments and external agencies, the Planning and Building Department will bring forward a recommendation report to a future Planning and Development Committee meeting. It is at this meeting that the members of the Committee will make a decision on the applications.