

Dixie Outlet Mall Policy Review Proposed Official Plan Amendment

Information Report (Ward 1)

Planning and Development Committee

June 25, 2024



Context



1250 South Service Road and 1490 Dixie Road

- Located in Lakeview Neighbourhood Character Area
- Nearly 19 hectares land (46 ac)
- Owned by two entities - Slate and Choice Properties
- Contains a retail shopping centre and grocery store
- Lands designated Mixed Use in City's Official Plan
- Allows for range of retail, service commercial and residential uses
- Allows for building heights of 2-4 storeys
- MiWay Transit Terminal – 2 routes with 2 bus bays on site

Background for Policy Review



- 2023 Council Motion
- Prepare Official Plan Amendment
- Engage with community and other stakeholders
- Policy framework to guide growth and set priorities for future development
- Achieve a complete community and connectivity to the surrounding neighbourhood
- Opportunity site for housing, employment, shopping, parks, connections for pedestrian and cycling
- Site constraint – limited infrastructure and services

What We've Heard So Far

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

"Just let the free market decide"

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

"We need a grocery store"

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

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

"Restrict the access to Haig Blvd. to foot and cycle traffic"

"Large increase in density necessitates increases expansion of transit, community services, health services, etc..."

"Keep density as low as possible"

"No issue with Street A connection to Haig but traffic volumes have to be managed and street to be pedestrian friendly"

"No to affordable housing"

"All draft recommended policies as summarized seem reasonable"

"...At least 10% affordable units"

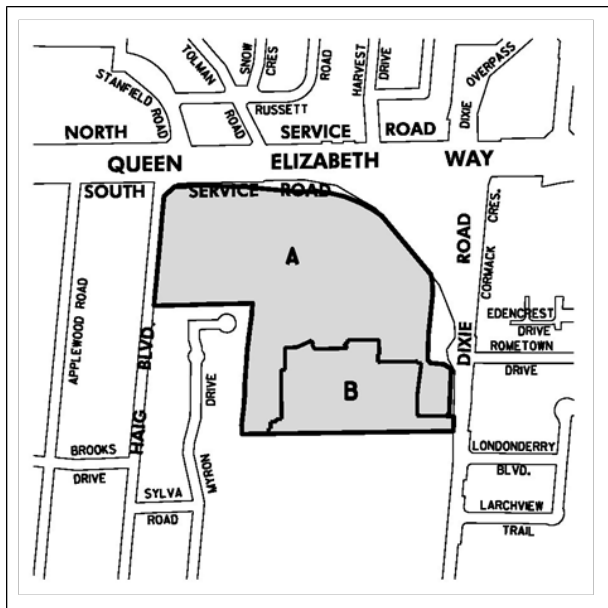
"The redeveloped site must accommodate [a bus terminal] plus account for growth in ridership"

"Restore natural habitat along Applewood Creek"

"...how can [the City's] plans prevent an MZO from happening..."

"...concerns regarding traffic flow, parking facilities, MiWay public transit accessibility []. The Lakeview development will have a significant impact on Dixie Road"

Draft Official Plan Amendment – Key Highlights

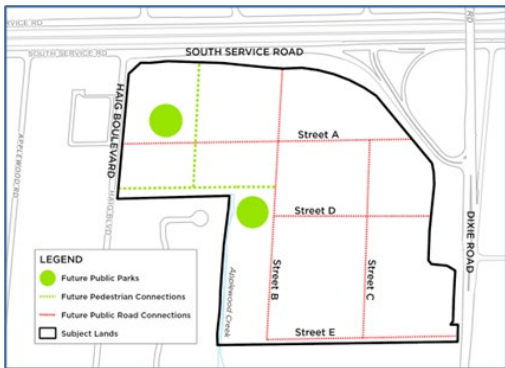


The lands identified as Special Site 14 are located on the southwest corner of South Service Road and Dixie Road.

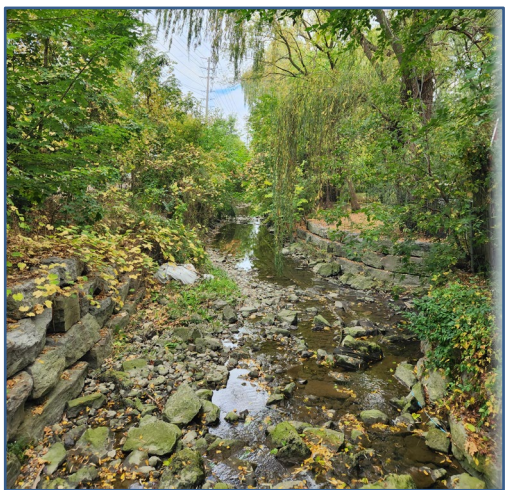
- New Special Site 14 - Mississauga Official Plan, Lakeview Local Area Plan
- Setting Key Guiding Principles:
 1. **High quality public realm** – vibrant, comfortable, enjoyable and accessible
 2. **Mix of housing** – types and tenure
 3. **Heights and densities** – appropriate scale, greatest heights and densities located adjacent to transit terminal and the north area of the site
 4. **Complete community** - compact, walkable, transit-supportive with a mix of uses
 5. **Naturalized green corridor** – protect and enhance Applewood Creek
 6. **Transportation network** – facilitates transit, vehicles, cycling and pedestrian connections

Providing Parks and Protecting Naturalized Areas

- Park design that is accessible and contiguous
- Support opportunities to protect and enhance Applewood Creek



The figure above illustrates the conceptual location of new public parks, future pedestrian connections and public roads.



Ensuring Open and Accessible Privately Owned Public Spaces (POPS)

- Designed and maintained in accordance with City standards
- Remain open and accessible
- Size, extent and design subject to the satisfaction of the City



Providing Transit and Community Infrastructure

- Additional transit and community infrastructure may be identified and provided as development occurs
- School facility confirmed through development application review



Housing for More People

- Permit stand-alone residential buildings
- Incorporate a variety of housing types and tenure
- Should include below-market housing and pursue financial incentives in collaboration with the City and Region

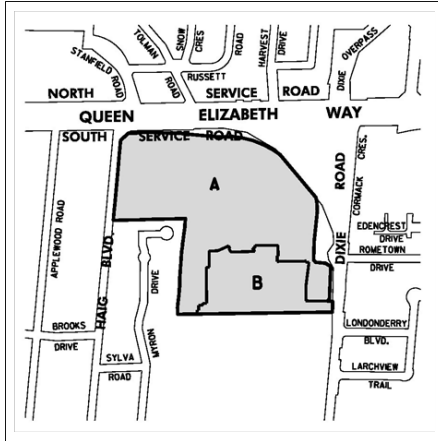
Providing Non-residential Uses

- Provide a concentration and mix of non-residential uses and jobs
- Require a minimum of 15,000 sq.m. of non-residential gross floor area (Area A - 11,000 sq.m.; Area B - 4,000 sq.m.)



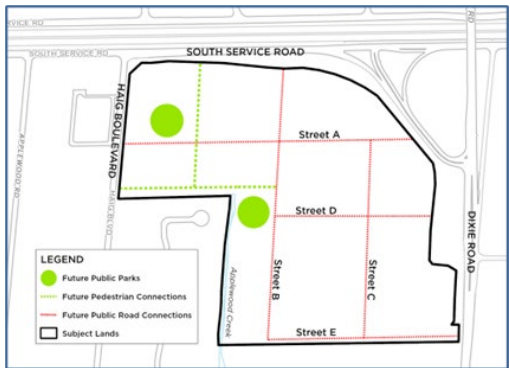
Creating a Desirable Urban Form

- Height limit of 2 to 15 storeys
- Appropriate transition of scale to lower building height
- Maximum residential FSI of 2.4 across the entire site
- Increases to density subject to adequacy of community infrastructure and servicing
- Additional building height of 3 storeys may be considered without an amendment to this Plan in key areas and subject to criteria



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Providing Transportation Options



The figure above illustrates the conceptual location of new public parks, future pedestrian connections and public roads.

- Streets designed as complete streets for all users
- All streets will be public where appropriate
- Enhance transit connections and service improvements
- Expanded transit terminal near southern boundary of site
- Provide pedestrian connections to existing and future streets, transit routes/stops, parks and open spaces
- Street location, configuration, design and access determined through the development application review process

Objectives to Proposed Street Network:



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



Creating smaller development blocks



Integrating into existing communities



Having building entrances front onto public streets



Dispersing traffic through multiple routes and access points



Providing access to new amenities, parks and retail



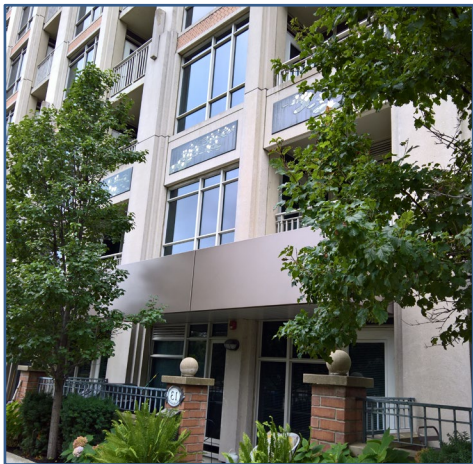
Improving access to transit



Providing for active transportation with multi-modal options



Improving emergency response time



Implementation

- Require detailed demonstration plan for each development phase that will identify:
 - e.g., land use and density distribution, public parkland and community infrastructure, building heights and massing, pedestrian and street network, how the non-residential GFA is being met
- Development applications supported by studies:
 - e.g., detailed phasing plan, sun/shadow/wind study, transportation impact study, vehicle/active transportation circulation plan and street alignment

Project Timeline

Council Motion
February 1,
2023

PHASE 1: PROJECT KICK-OFF

- Community Meeting on Ideas and Direction

March 2023

- *Background review and assessment*
- *Engagement plan*
- *“What We Heard” summary report*

We Are Here

January – September 2024

PHASE 2: DRAFT OFFICIAL PLAN AMENDMENT AND ENGAGEMENT

- Community Meeting on Draft Policies (January 2024)
- Information Report at PDC (June 2024)
- Community Meeting (Sept 2024)

- *Preparation of draft official plan policies*
- *“What We Heard” summary report*
- *Circulation to internal departments and external agencies*
- *Refinement of draft policies*

PHASE 3: FINAL POLICY RECOMMENDATIONS

- Recommendation Report at PDC

Fall 2024

- *Review of submissions on draft policies (comments)*
- *Refinement of draft policies*
- *Hold Statutory Public Meeting*

Fall 2024

PHASE 4: ADOPTION OF OFFICIAL PLAN AMENDMENT

- OPA By-law to City Council

- *Finalize OPA By-law*

THANK YOU

Staff Core Team from City Planning Strategies, Community Services,
Development and Design, and Transportation and Works

www.yoursay.mississauga.ca/dixie