



Dixie Mall Development

Urban Design Study
1250 South Service Road

March 22nd, 2022

Revision #2 March 26, 2024

SLATE

Dixie Mall Redevelopment

Development Owner



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Lux 9: Community Engagement

LEA Consulting Ltd: Transportation & Mobility

KWA: Civil Engineering & Site Servicing

Grounded Engineering: Geotechnical

RWDI: Noise and Vibration Consultant

Tate Research: Economic Impact Report

Executive Summary

Dixie Mall Development includes a new park as well as elegantly designed mid-rise and high-rise buildings that reinforce the promise of a healthy, green garden neighbourhood with new residential opportunities.

Pedestrian connections and a new network of open spaces, reinforce this neighbourhood and the Dixie Outlet Mall as an amenity for the surrounding community.

This Urban Design Study is both a companion document to the Official Plan Amendment and Rezoning Submissions re-submitted on March 26nd, 2024, and will act as a guide to future site plan approval and minor variance applications for the Master Plan.

Client Ownership



One Delisle Condominiums, Toronto, ON



685 Lake Shore Blvd E, Toronto, Ontario

The lands known as Dixie Mall Development are properties under ownership by SCREO I Dixie Outlet Mall Inc. (Slate Asset Management). Slate Asset Management is a global real estate investor, operator, and developer with over \$9.7 billion of assets under management and \$1 billion of developments in North America. Defined by a belief in moving beyond convention, Slate has a visionary approach to property, markets, and opportunity. Working with some of the world's most renowned architects, Slate's approach to development uses innovative design to re-imagine and improve the communities in which it invests, finding opportunities in places that others may have overlooked. The result of this agile and responsive approach to city building is reflected in Slate's portfolio of distinguished mixed-use projects, and its incomparable residences and commercial spaces.

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Section 1

Introduction & Site Overview

Slate Asset Management

Slate Asset Management is a global real estate investor, operator, and developer with over \$13 billion of assets under management and \$8.9 billion of developments in North America. Defined by a belief in moving beyond convention, Slate has a visionary approach to property, markets, and opportunity. Working with some of the world's most renowned architects, Slate's approach to development uses innovative design to re-imagine and improve the communities in which it invests, finding opportunities in places that others may have overlooked. The result of this agile and responsive approach to city building is reflected in Slate's portfolio of distinguished mixed-use projects, and its incomparable residences and commercial spaces.

Design Team

Giannone Petricone Associates (GPA) – Architecture + Urban Design

Giannone Petricone Associates Inc. Architects (GPA) is a Toronto-based design firm led since 1995 by principals Ralph Giannone and Pina Petricone. Their team of 40+ staff approaches design at all scales from the urban design of new multivalent communities to the interiors of intimate restaurants. Committed to the idea of a vibrant city, GPA's master plan projects are a careful choreography of architectural design, commercial design and public realm experience. This commitment allows them to bridge the client's ambitions to those of the municipality, and to neighbouring boundaries. GPA has acquired great skill in navigating the dynamics of bringing new architecture into diverse urban environments – an architecture that fosters spaces of new social exchange among citizens. Having received both local and international recognition through awards and publications, GPA has arguably the most extensive experience in the GTA, working on commercial-driven, mixed-use projects that offer unique and memorable buildings and lifestyle experiences.

Glen Schnarr & Associates (GSAI) – Land-Use Planning

GSAI is a long-established urban and regional planning consultancy firm sustained by a team of professional land use planning consultants and planning technicians. GSAI's expertise focuses on planning residential, commercial, industrial, institutional, recreational and mixed use development projects of all scales.

Janet Rosenberg & Studio (JRS) – Landscape Architecture

For nearly 40 years, Janet Rosenberg & Studio have created beautiful landscapes and intelligent urban spaces that have significantly advanced the landscape architecture profession in Canada. The firm's work consistently demonstrates a creative and innovative approach to design, a strong commitment to sustainability, and a sophisticated cross-disciplinary approach to large urban projects. JRS is recognized for its extensive and award-winning portfolio of work that includes public, commercial, and institutional spaces as well as private residential gardens, green roofs, and condominium towers. JRS designs spaces for people that are beautiful, functional, and resilient.

LEA Consulting Engineers – Transportation + Mobility

LEA is a privately-held, Canadian consulting firm providing planning, engineering design, and construction administration services for urban infrastructure projects. LEA's clients and partners include public sector agencies at all three levels of governments across Canada, major developers, architects, contractors, and law firms. LEA has built a reputation across the country for delivering innovative solutions in project management, transportation planning, intelligent transportation systems (ITS), infrastructure security, contract administration, highway and civil services, and bridge and building design.

Lux 9 – Community Engagement

Founded in 2005, Lux 9 Inc. is a communications, design and integrated marketing services firm. We specialize in complex real estate projects that deliver social capital and economic impact through inclusive community engagement. We craft communication strategies, create immersive environments and engage audiences to drive education, connection and conversation. We push against convention to achieve new levels of greatness for our clients in the city building and development sector.

KWA Site Development Consulting – Civil Engineering + Site Servicing

Founded in 2013, KWA is a civil engineering firm offering expertise in storm water management, water resources, municipal servicing and grading design on land development projects across Canada. Each of our three partners have over 25 years experience servicing residential, commercial, and industrial land development clients.

Tate Research (TER) – Economic Impact Report

TER was established in 2003 and is a boutique commercial real estate market analysis firm based in downtown Toronto. We are an experienced, well respected firm at the forefront of commercial development trends. Our work is impactful and directly contributes to city-building and the creation of vibrant urban spaces. Our clients include real estate developers, retailers and municipalities.

RWDI – Noise and Vibration Consultant

RWDI is an international specialty consulting engineering firm that uses a variety of engineering, computing and scientific capabilities to help leaders create comfortable environments, high performance buildings, unique structures, and leading-edge plans, policies and infrastructure. RWDI brings a wide breadth of technical capabilities, coupled with experienced individuals with backgrounds in architecture, engineering, climate science, meteorology, air quality, and urban planning that have devoted their professional lives to improving the environmental performance of the built form.

officeiso - Visualization

Office In Search Of is a collaborative research, design, and visualization studio based in Toronto, Ontario, founded by Brandon Bergem and Jeffrey Garcia.

1.2 History / 1.2.1 Indigenous Heritage

The lands on which the Dixie Outlet Mall is located as well as the surrounding area, have a long and diverse history stemming from indigenous settlement. Many indigenous cultures occupied the area prior to and following first historical contacts with Europeans in the 1600s including Iroquois-speaking Hurons, Tobacco and Petun, the Senecas of the Six Nations Confederacy, and the Mississaugas consisting of the Cree, Ojibwa, Ottawa, Chippewa, Micmac and Algonquins. The Head of the Lake Treaty, No. 14 saw the transfer of the lands known today as the Lakeview Neighbourhood to the British government in 1806.

We would like to acknowledge that the lands on which Dixie Outlet Mall (the Site) is located is part of the Treaty Lands and Territory of the Mississaugas of the Credit. For thousands of years, Indigenous peoples inhabited and cared for this land. We acknowledge the territory of the Anishinabek, Huron-Wendat, Haudenosaunee, Ojibway/Chippewa peoples; the land that is home to the Metis; and most recently the territory of the Mississaugas of the Credit First Nation who are direct descendants of the Mississaugas of the Credit. We are grateful to have the opportunity to work on this land, and by doing so, give our respects to its first inhabitants.

1.2 History / 1.2.2 Local History Pre-20th Century



Lakeview Neighborhood Industry Boom



Duck Carriage and Orchard, Lakeshore Road



Canadian Apple Orchard (October 1908)

a promise of full baskets.—The trees are well pruned and the ground well cultivated.

On August 2, 1805, a provisional agreement was reached with the British Government in which the Mississaugas of the Credit First Nation ceded 70,784 acres (28,713 ha) of land known as the Mississauga Tract. In exchange, the Mississaugas of the Credit were to receive trading goods, fishing and land rights in certain locations on key waterways. The Mississauga Tract extended from the Etobicoke Creek to Burlington Bay and included a total of 26 miles (43 km) of shoreline and 5 miles (8 km) inland. Three townships were formed from the Mississauga Tract: Trafalgar, Nelson and Toronto Township.¹ The Toronto Township was made up of a few small communities: Dixie, Harrisville, Clarkson, and Lakeview. The Site is located in the Lakeview area, which was made up of large family-owned farms in the early 1800's and the area was lush with fertile lands and home to many orchards.

Through the two World Wars, the area transformed into an industrial setting for militia training and munitions development. The munitions factory created the early subdivisions in the area that were built for factory workers and returning veterans, which helped shape the current fabric of low-rise housing. The end of World War II ushered in a new era and an economic boom that brought back prosperity to many Canadian homes and businesses. What was once known as an agricultural centre with apple orchards and garden markets became a hub of industry. Prior to industrialization, a bird's eye view of the land would have revealed a vast landscape of orchards and fields, dotted with a few small wooden homes.

The Dixie Outlet Mall is a destination retail center for the existing neighbourhoods and the broader surrounding community. As retail trends evolve, the consolidation and right-sizing of retail offerings provides the opportunity for a new and exciting residential neighbourhood.

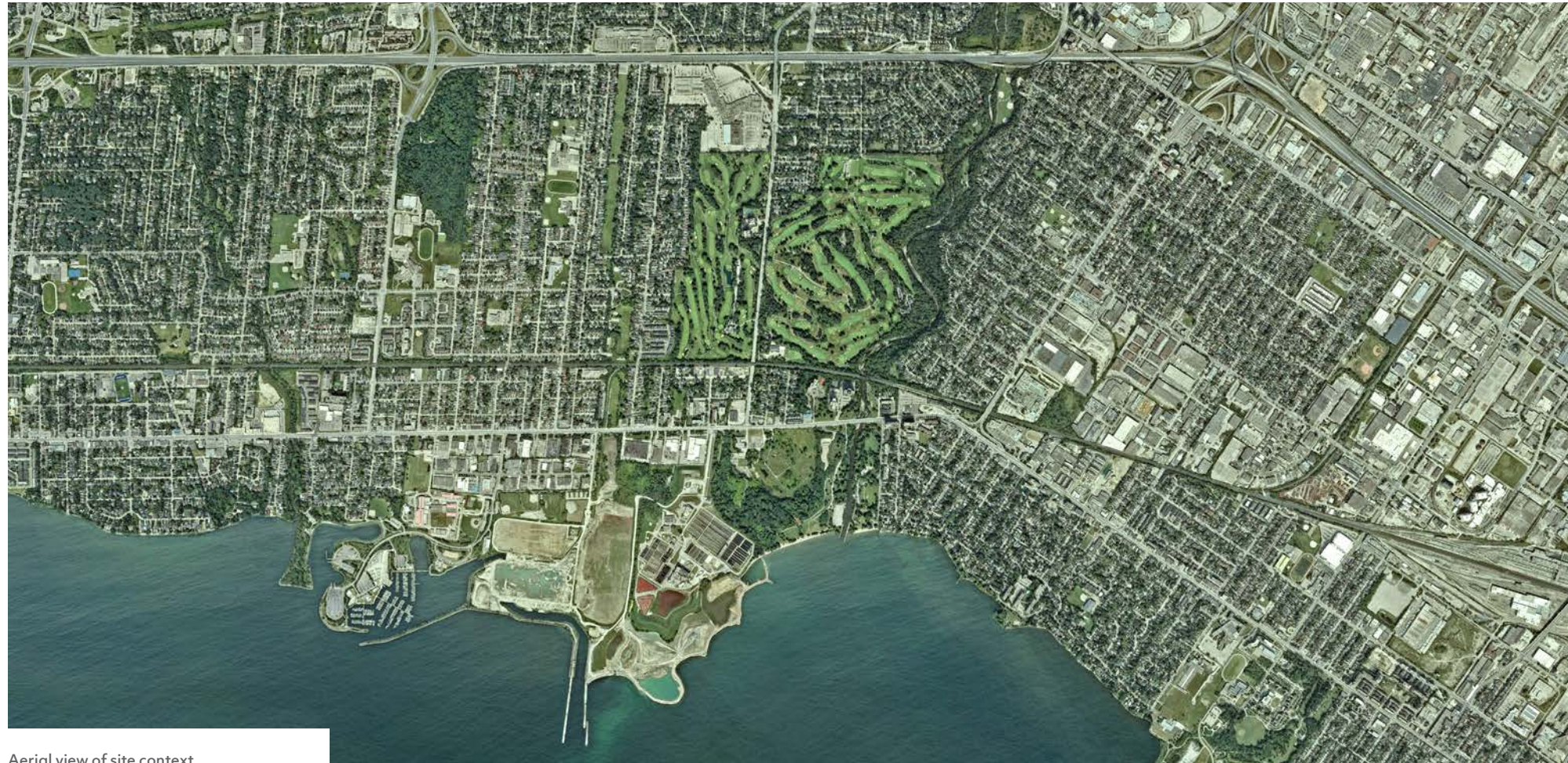
1.2 History / 1.2.3 Established Natural Systems

Existing Natural Areas

The City of Mississauga has a broad network of green spaces and natural areas known as the City of Mississauga's Natural Heritage System. These include both naturalized landscapes such as Applewood Creek and Etobicoke Creek and man-made landscapes such as Lakeshore Park and Lakeview Golf Course. Mississauga's Natural Heritage System covers a total of 737 ha (6760 acres), or approximately 9.5% of the City. Approximately 15% of Mississauga is part of an extensive urban forest network. The urban forest network, along with the Natural Heritage System provides a wide range of ecological benefits including air pollution removal, temperature moderation and storm water management. These green networks improve community well-being and quality of life through outdoor recreational opportunities and a connection to nature.



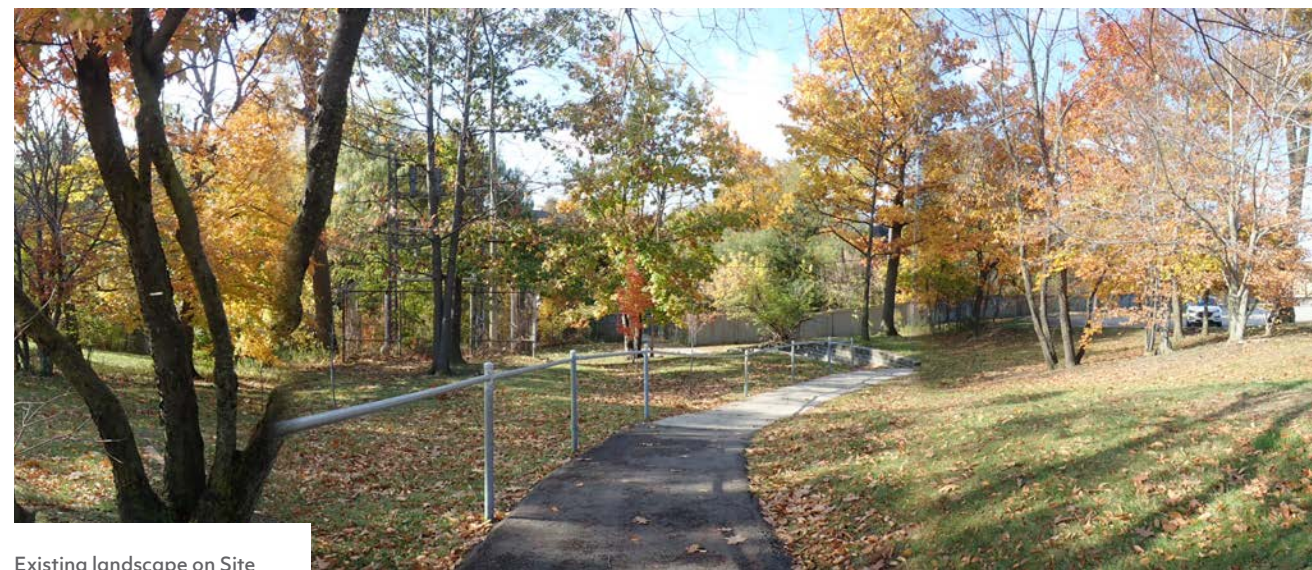
1.2 History / 1.2.3 Established Natural Systems Flora + Fauna



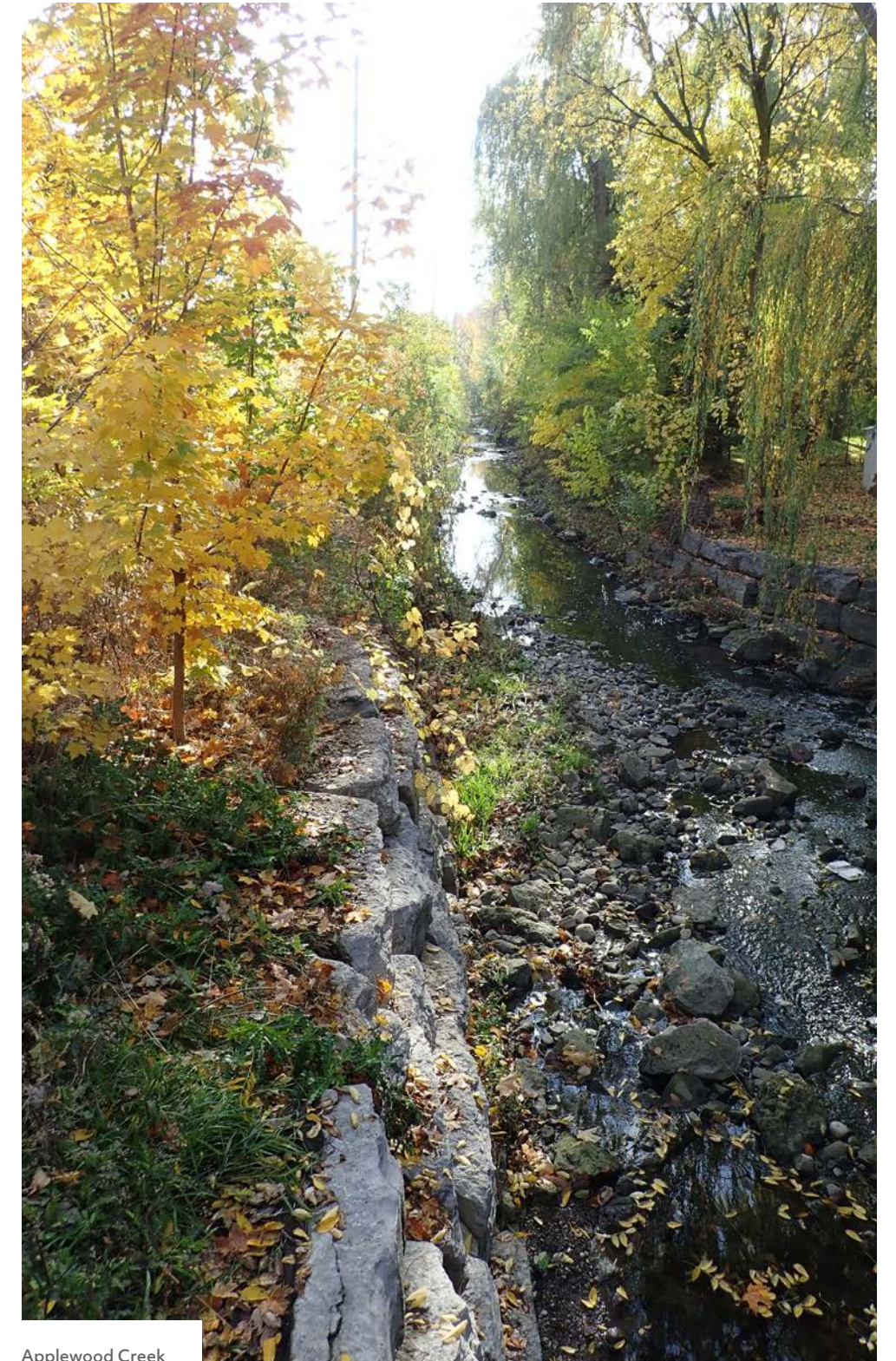
Aerial view of site context



Aerial view southeast of golf course neighbours



Existing landscape on Site



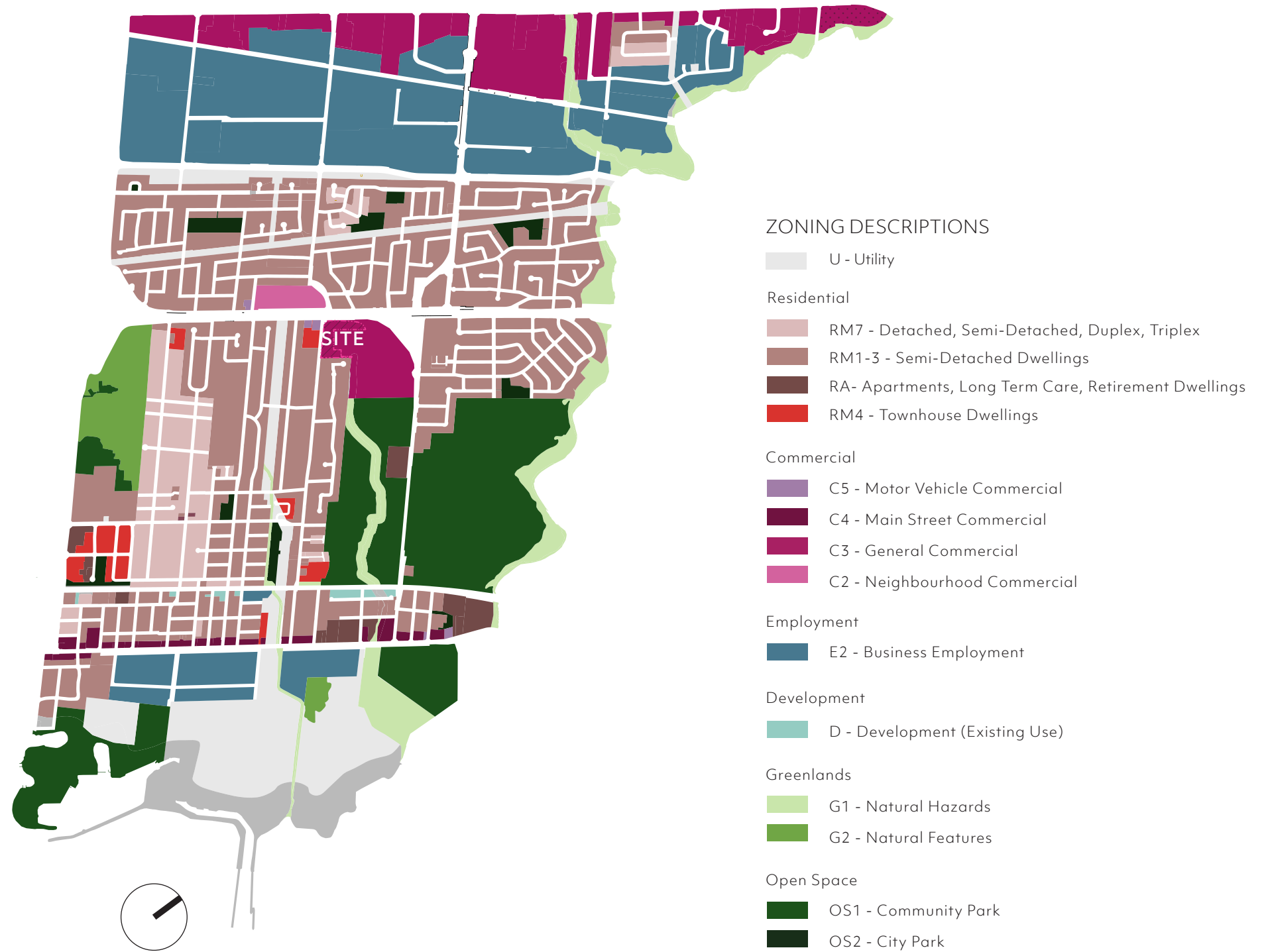
Applewood Creek

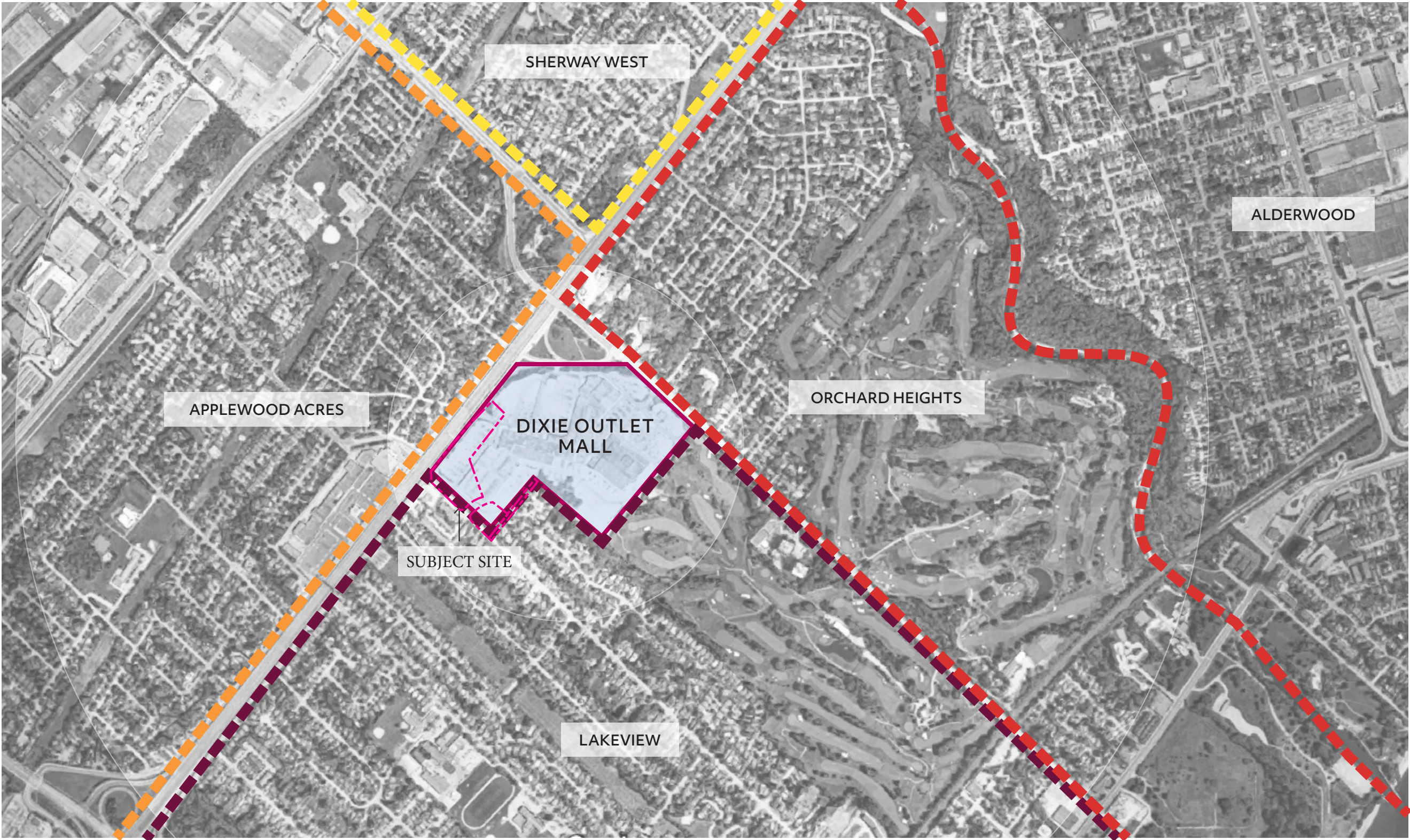
1.3 Site Context / 1.3.1 Land Use

The Subject Site is located within the Lakeview Local Area Plan and is surrounded by established neighbourhoods: Lakeview to the west and Applewood Acres to the north. The Queen Elizabeth Way (QEW) defines the north edge of the Subject Site and is a significant piece of infrastructure that creates a physical separation between the Subject Site and the neighbourhood to the north.

The Subject Site is designated by the Mississauga Official Plan “Schedule 10 - Land Use Designations” as Mixed-Use, and is currently zoned as Commercial Use (C3) with the Dixie Outlet Mall as its sole use.

The proposed development will offer a range of new housing types servicing the existing surrounding community.





1.3 Site Context / 1.3.2 Open Space + Green Network

A vast network of natural green spaces and multi-modal paths surround the Subject Site. These include both naturalized landscapes such as Applewood Creek and Etobicoke Creek as well as man-made landscapes such as Cawthra Park and Lakeview Golf Course. To the west of the site, a decommissioned hydro corridor connects the QEW to Lake Ontario.

Applewood Creek defines the eastern border of the Lakeview neighbourhood and the west border of the Lakeview Golf Course. The associated woodland is Fresh-moist Willow Lowland Deciduous Forest, comprised of Maples, White Mulberry, and scattered mature Willows.



Etobicoke Creek Trail



Cawthra Park



Applewood Creek



Waterfront Trail

1.3 Site Context / 1.3.2 Open Space + Green Network



LEGEND

- Site
- City Limit
- Naturalized Green Space
- Golf Course
- Parks and Recreation
- Green Utility Corridor
- Waterway
- Multi-Use Trail
- Connections to Adjacent Municipality
- Signalized Bike Lanes
- Bike Lanes
- Potential Green Connections
- Potential Multi-Modal Paths















1.3 Site Context / 1.3.3 Transportation

The Subject Site benefits greatly from the accessibility opportunities of the Dixie Outlet Mall. The Dixie Outlet Mall is located prominently on the regional road system by its proximity to the QEW and is situated between three Go Stations: Port Credit, Long Branch, and Dixie. In addition, the Dixie Mall Bus Terminal is serviced by MiWay routes 4-Sherway Gardens and 5-Dixie.

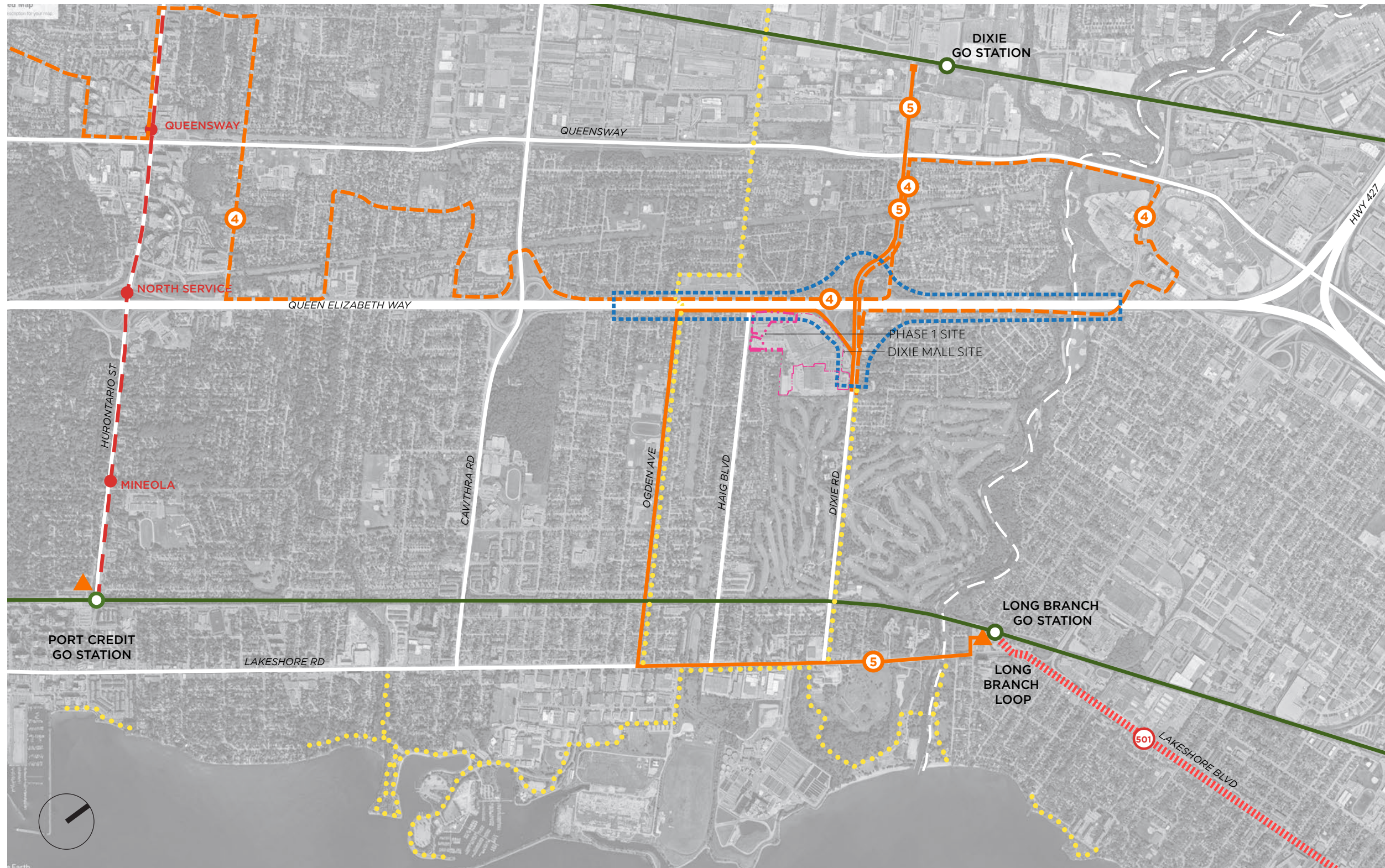
A Transportation Environmental Study Report was prepared by MMM Group for the Ministry of Transportation (MTO) in January 2016, analyzing the Queen Elizabeth Way (QEW) from Evans Avenue to Cawthra Road. This assessment brought forward the re-design of the existing road system and the expropriation and improvement of the QEW interchange at Dixie along the north and east edges of the Dixie Outlet Mall to provide better access from the QEW. These MTO improvements are well underway and due to be complete in 2026.



LEGEND

	Site		Downtown Mississauga		Airport Corporate Centre		Downtown Toronto
	City Limit		By Car		By Car		By Car
			By Transit		By Transit		By Transit
			By Bicycle		By Bicycle		By Bicycle

1.3 Site Context / 1.3.3 Transportation



LEGEND

- Site
- ▲ Mississauga Transit Hub
- MiWay Bus Line
- Multi-Use Trails
- Commuter Station
- Commuter Rail
- TTC Route
- City Limit
- Major Collector Route
- Arterial Route
- Future Hurontario LRT
- New MTO Improvements

Section 2

Community Engagement Process

2.1 Community Engagement Strategy

Using various tools and techniques Dixie Mall Development creates an engagement experience that is accessible, inclusive, fosters transparency and trust, informs the public, and creates mutual understanding, with a focus on:

- 01 Creating a Safe, Collaborative Environment for Engagement
- 02 Strengthening the Relationship with All Stakeholders
- 03 Ensuring Participants' Time is Used Efficiently and Effectively
- 04 Delivering Positive Outcomes for the Project and Local Community



Plan Dixie Open House #1



Plan Dixie Open House #1



Plan Dixie Open House #1

2.1 Community Engagement Strategy

Community feedback is an important part of the development process. The project team looks forward to continuing the conversation with City Staff, the community, and stakeholder groups to ensure the vision for the Subject Site meets the needs of the surrounding neighbourhoods.

The following are the key audience groups that have been involved in the engagement process:

- Local Stakeholder Groups & Residents' Associations
- General Public
- Municipal Staff
- The Ministry of Transportation

Ongoing community engagement and feedback through City Policy Review, Plan Dixie Webpage, and Plan Dixie email account



Plan Dixie Open House #1



Plan Dixie Open House #1



Plan Dixie Open House #1

2.1 Community Engagement Strategy

The Dixie Mall Development is focused on creating engagement experiences that support a diverse audience, and allow for the gathering of quality feedback and meaningful participation.

Engagement opportunities for other stakeholder groups will be extended as the approval process moves forward to ensure equal voices are heard throughout the larger community.

Key Stats for Open House #1, Open House #2, Open House #3, and Stakeholder Sessions held to date:

3

Public Meetings

5

Stakeholder Meetings

**54,202
people**

Total Reach

**1,180
people**

Total Points of Engagement

93,258
Total Social Engagements

3,436
Total Attendees

Community Concern: Added Traffic

The consolidation of the retail into a reduced mall footprint provides the opportunity for a new residential neighbourhood at the north west quadrant of the Dixie Mall Outlet with minimal additional impact on traffic flow.

The current Lakeview street network remains unaltered and no new roads will connect to Haig Boulevard.

The entrance to the Dixie Mall at Haig Boulevard and South Service Road is removed and replaced with a new access point further to the east along South Service Road

Community Concern: Buildings Looking into My Yard

The new garden-focused community includes a generous park defining the west and north edge of Lakeview. The park creates a robust landscape buffer for the new development with the nearest building situated over 50m from the existing residences

A transition in building heights sensitively addresses the existing established neighbourhood.

Community Concern: Community Spaces

The Dixie Outlet Mall will remain a community amenity supplemented with over 1 ha. (2.67 acres) of landscaped public spaces including a neighbourhood park, and landscaped boulevard.

Community Concern: Housing

New housing types will reach a broad, demographically-diverse audience and provide new options for housing in the neighbourhood.

Section 3

Development Plan





Dixie Mall Development
is a **new garden community,**
a place that cultivates
sustainable, healthy and happy living.
Inspired by its 'natural' surroundings, the
design of this community is conscientious
of the built form and the landscape,
providing a variety of **recreational**
and community green spaces. for the
neighbourhoods and
the City of Mississauga.

3.1 Guiding Principles

The Dixie Mall Development proposes a 21st-century urban garden community that upholds the Lakeview Local Area Plan guiding principles: (1) reconnect Lakeview to the waterfront, (2) strengthen distinct neighbourhoods, (3) support complete communities, (4) promote community health, (5) support social well-being, and (6) achieve leadership in sustainability.



01

Support the evolution of the Dixie Outlet Mall.

The Dixie Outlet Mall is a destination retail center for the existing neighbourhoods and the broader surrounding community. As retail trends evolve, the consolidation of retail offerings and mall footprint allows for a new type of development. The northwest quadrant of the lands originally part of the Dixie Outlet Mall become the Subject Site of a new and exciting residential neighbourhood.



02 Provide New Neighbourhood Housing Options

The development provides alternative neighbourhood options in a community made up of predominantly single-family homes. A diverse range of unit types and sizes is designed to cater to households of various needs and demographics. The new units are designed to allow opportunities for a diverse group to live and grow within the community.



03 Create Transit-Oriented Opportunities

Pedestrian paths and multi-modal trails provide vital connections within the Site and to existing trails and parks in the area encouraging walkability, safety, and accessibility to existing public transit.



04 Create a Mix of Green Spaces and Leverage Natural Context

A public park becomes a community amenity for this new garden neighbourhood and the established community. A series of connected gardens, and outdoor amenities create a rich and continuous garden experience that also encourage the reduction of the urban heat island effect.

All renderings are artistic concepts intended to convey only building massing. They do not reflect final architecture or landscape design. Landscape shown for context only: final landscape to be determined during park design process.



SLATE

3.1 Guiding Principles



Architecture

Midrise buildings are appropriately scaled in relation to private neighbourhood roads. The midrises are articulated at the upper storeys using step-backs to mitigate the perception of height and create a comfortable scale for pedestrians. Taller buildings take advantage of the north edge of the site and are oriented to create a light-filled, vibrant public realm. The architecture respects a 45-degree angular plane from the adjacent neighbourhood in order to maximize sunlight on the public realm and mitigate the effects of wind on the pedestrian experience.



Gardens and Neighbourhood Park

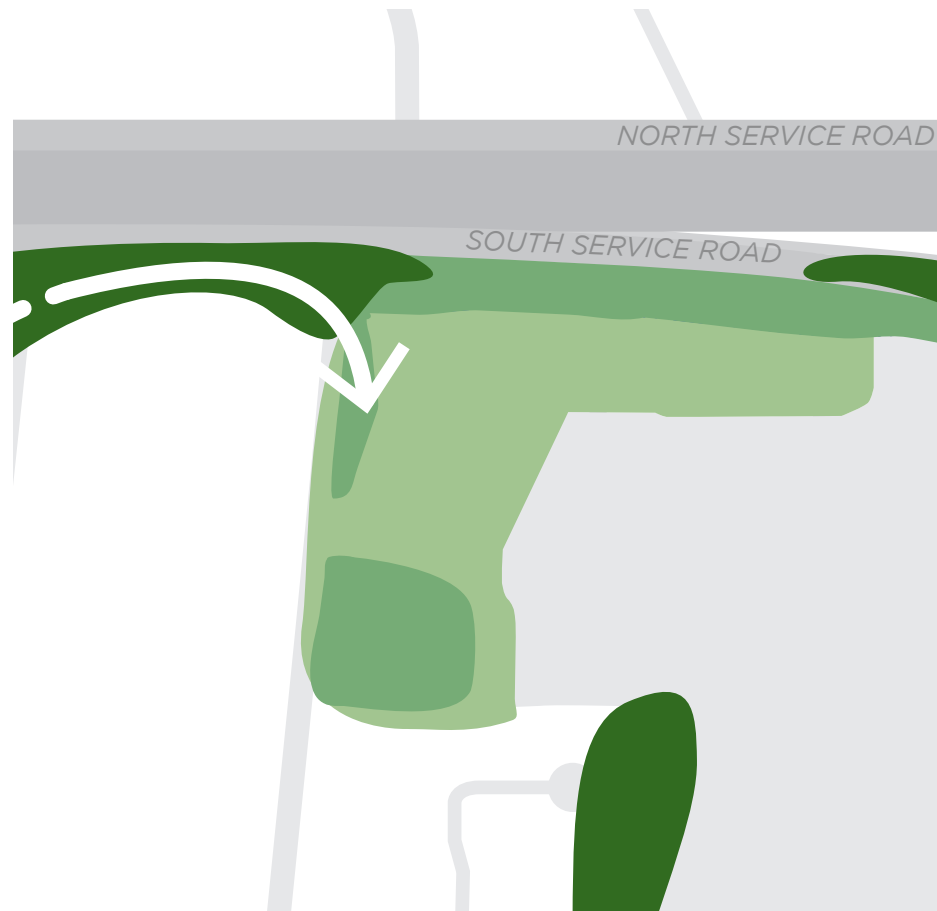
A series of neighbourhood-scaled gardens and a public park permeate the Subject Site. These neighbourhood gardens are a vital piece of the landscape infrastructure in the Development. A variety of programs such as bike paths and play structures offer recreation opportunities for the existing neighbourhood west of Haig Boulevard. Amenity spaces and townhouses activate the edges of open spaces to create a high-quality interface and transition between the public realm and built form. This network of gardens is a framework that can extend beyond the Subject Site into the surrounding neighbourhoods and connect future parks, bike trails and pedestrian pathways.



Scenic Pedestrian Connections

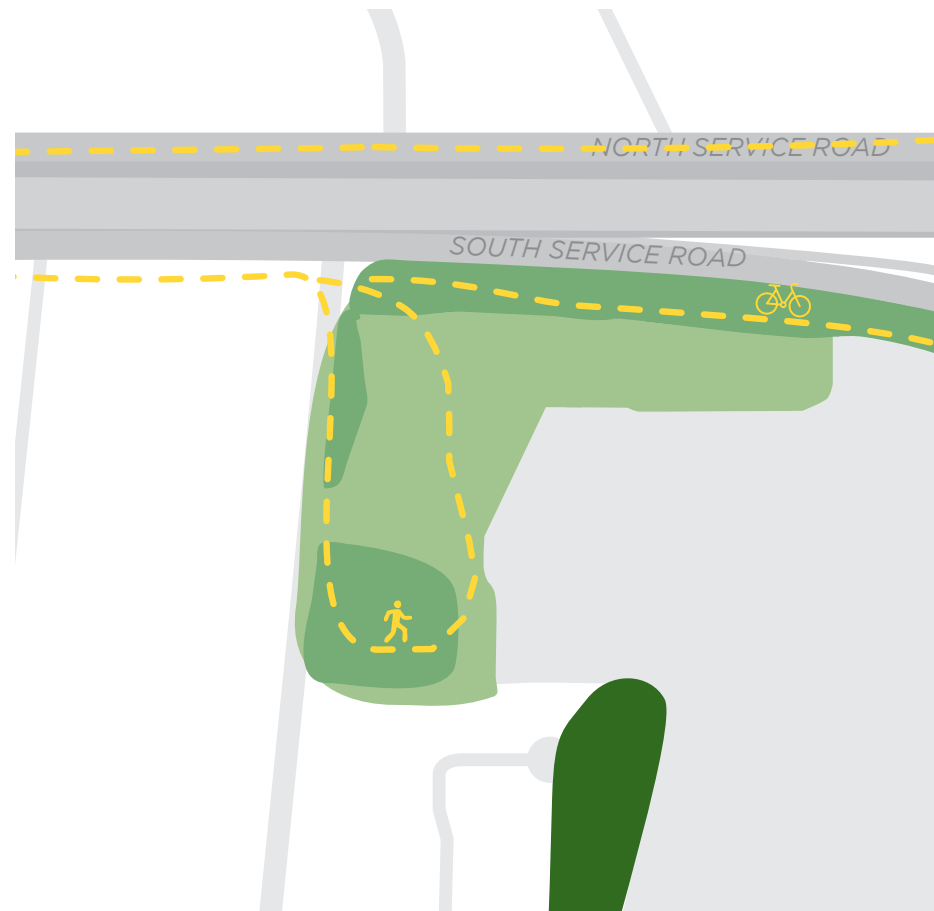
Scenic pedestrian connections link a network of gardens and neighbourhood-scaled open spaces to create a verdant and walkable community. Active uses at grade including townhouses and amenity spaces create safety through natural surveillance and territorial reinforcement. Townhouses with entrances at grade address the street and incorporate landscaped transition areas between private individual entrances and public spaces.

3.2 Structuring Moves



Parks and Open Space

A garden-focused neighbourhood links existing parks, open spaces and green areas to the City of Mississauga's Natural Heritage System with the goal to provide a continuity of green spaces extending to Lake Ontario.



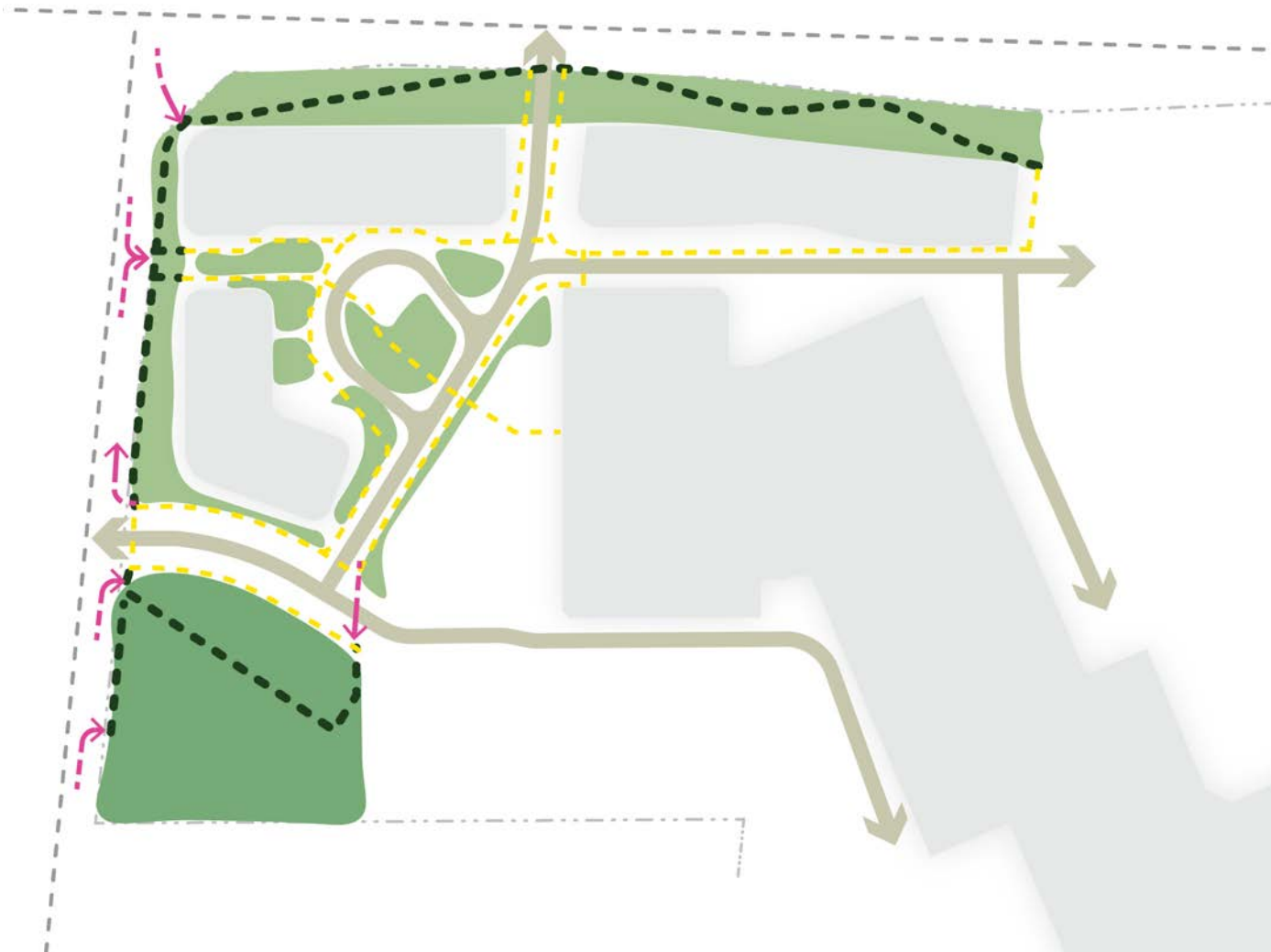
Connectivity

The Subject Site is reset to a neighbourhood scale and becomes both a connection to existing parks, trails and transit, as well as an amenity for the broader community.



Height + Massing

Height and massing are strategically located to transition respectfully from existing established neighbourhoods and frames. Built from steps down in height to meet the existing adjacent neighbourhood to the west.



Landscape Connection

A network of parks, squares, and paths provide multiple pedestrian friendly routes throughout the site that take advantage of naturalized corridors.



Programming

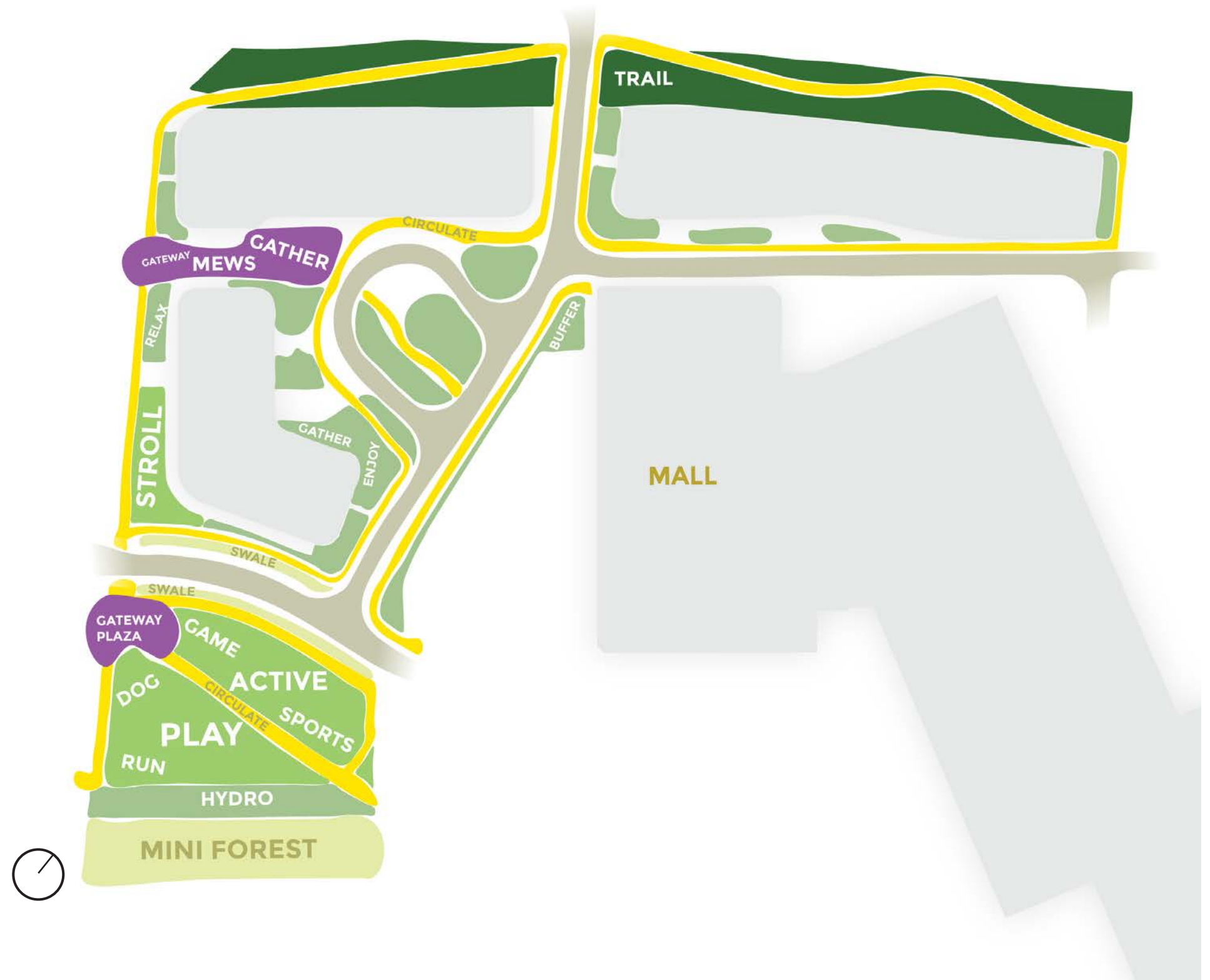
A variety of programmed spaces are mixed with flexible, unprogrammed spaces providing over 7800 sq.m. of open space capable of hosting a variety of activities and temporary programming.

3.3 Parks and Open Space / 3.3.1 Open Space and Green Network

The parks and open space programming concept organizes activity in a way that responds to and supports the surrounding context. Gateways are celebrated with distinct public realm moves that invite visitors to explore. These new park spaces offer a variety of programming options with a lush, naturalized mini forest as a backdrop.

A variety of accessible circulation paths are provided throughout the site. Some provide a meandering strolling experience through a wooded landscape, while others offer a more urban experience with formalized sidewalks and street furniture.

A naturalized landscape approach is also used to buffer the site from adjacent roadway infrastructure to mitigate its impact.



All renderings are artistic concepts intended to convey only building massing. They do not reflect final architecture or landscape design. Landscape shown for context only; final landscape to be determined during park design process.



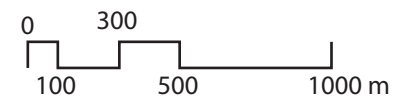
SLATE

Development & Construction Plan

3.3 Parks and Open Space / 3.3.1 Open Space and Green Network Existing Networks

The Development embraces the City of Mississauga’s Natural Heritage System by creating a garden focused neighbourhood with the addition of gardens, parks and open spaces throughout the Subject Site. The development appreciates its proximity to the Hydro Corridor to the west and the scenic route to Lake Ontario along Dixie road and seeks to formalized landscaped connection beyond the Subject Site and to the broader community to provide a continuity of green spaces extending to the Lake.

- LEGEND**
- Private Open Space
 - Public Open space
 - Greenlands
 - Utility
 - Bodies of Water
 - Road Network
 - Natural Heritage
 - Linkage
 - Go Transit



3.3 Parks and Open Space / 3.3.1 Open Space and Green Network Public Park Accessibility

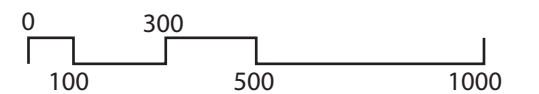


According to Mississauga Official Plan policy 6.3.68, “Parks should generally be accessible for residents within 800 metres of their dwelling and be located as centrally as possible within a residential area.”

Although there is an abundance of green space in the immediate area, a majority of these spaces are privately controlled, including the two golf courses to the south. To the north, the QEW infrastructure creates a significant barrier for access to nearby public parks. The Development includes a public park that fills the gap in public green space for the new community and existing adjacent neighbourhoods.

LEGEND

- Inaccessible Green Space
- Accessible Public Park
- Proposed Public Park
- QEW Freeway
- Road Network
- Natural Heritage
- 800m Walkability Radius
- Proposed Park Walkability
- Go Transit



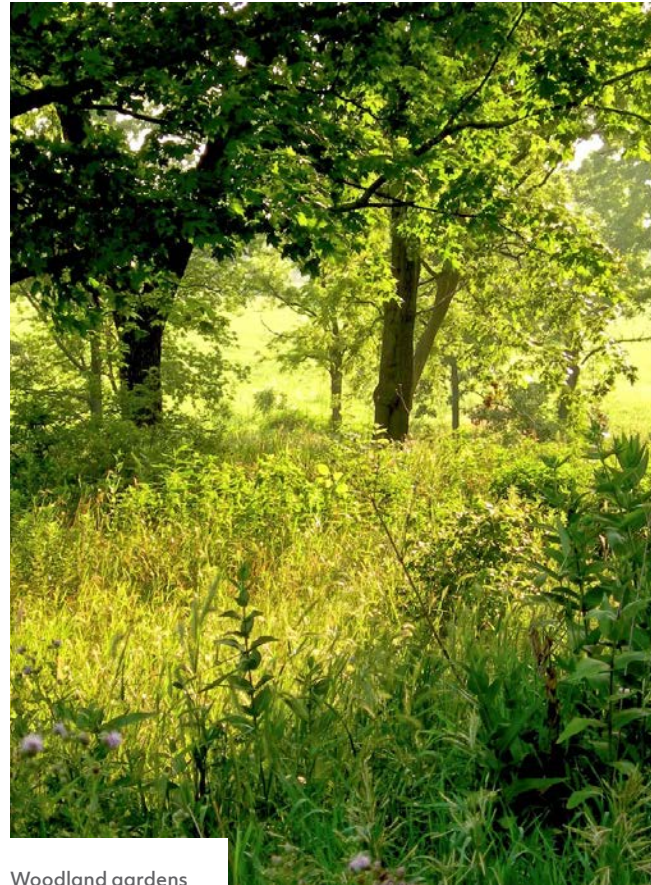
3.3 Parks and Open Space / 3.3.1 Open Space and Green Network

The Garden

A large landscaped boulevard defines the western edge of the Subject Site, absorbs the existing hydro corridor and embraces the natural influence of Applewood Creek. The boulevard creates a continuous garden experience connected by parks, outdoor amenities, and pathways that contribute to garden-focused community health and well-being. The landscaped boulevard and rectangular park also provides a robust green buffer to the established Lakeview neighbourhood as well as potential to connect to future park developments planned with future phases. The framework of open spaces allows for connections beyond the site in the surrounding neighbourhoods, to the Dixie Outlet Mall and to park development in future phases.



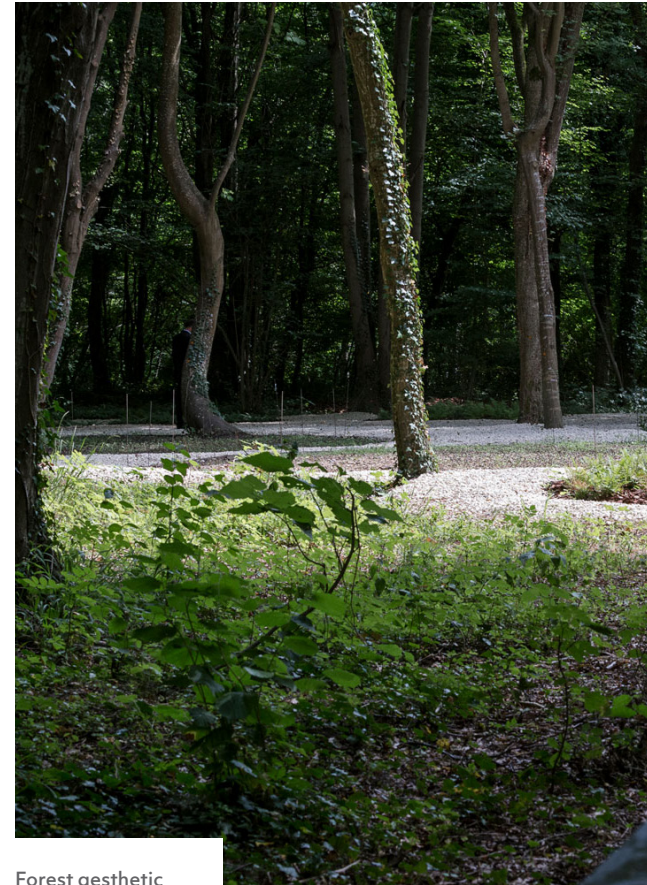
3.3 Parks and Open Space / 3.3.1 Open Space and Green Network The Garden



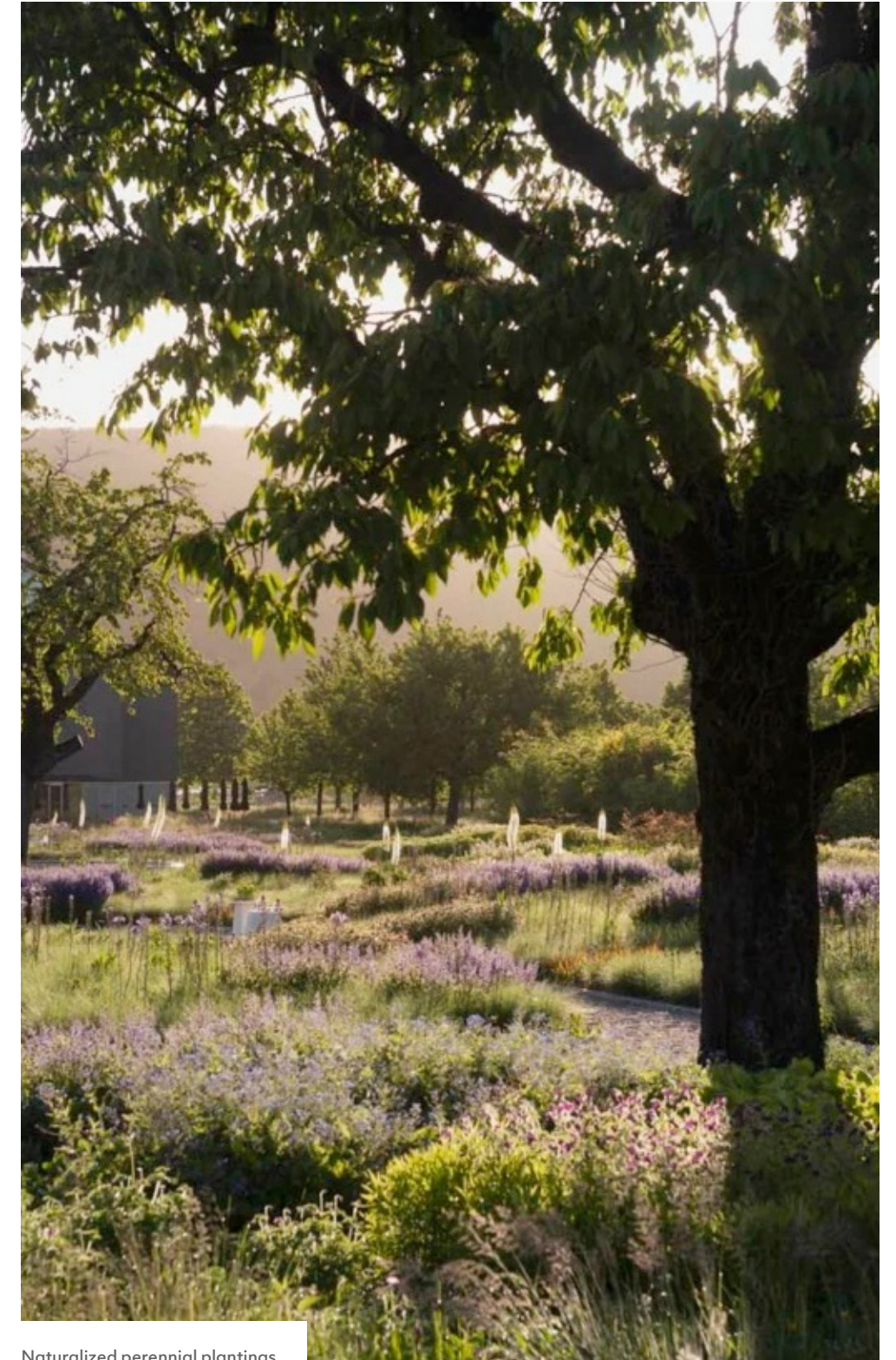
Woodland gardens



Mounded buffer plantings



Forest aesthetic



Naturalized perennial plantings



Lush plantings



Mini-forests

3.3 Parks and Open Space / 3.3.2 Public Parks

Neighbourhood Park

At Haig Boulevard, a new public walkway is proposed that transitions boulevard to lush gardens. The generous path running the length of the garden buffer connects to South Service Road at the northern end and the proposed new public road and neighbourhood park to the south. An urban mews links Haig Boulevard to the proposed private drive and parking. Between the paths and new town homes, natural planting provides a soft transition.

The neighbourhood park is also a gateway to the larger community. A linear diagonal park extension above the hydro corridor at the southern end provides a pedestrian connection to a future central park feature, along with significant space for active programming. Facilities like a basketball/multi-sport court, a dog run, and a playground offer amenities that serve the development and existing neighbourhood. The playground includes a range of play structures intended to appeal to a variety of age groups. Inspired by natural elements, the structures themselves reference and pay homage to the community's naturalized landscape identity. Paved areas and adjacent earthen berms and mounds provide a flexible zone for rest or play. A large swath of naturalized mini forest buffers the active uses from adjacent houses.



3.3 Parks and Open Space / 3.3.2 Public Parks aNeighbourhood Park



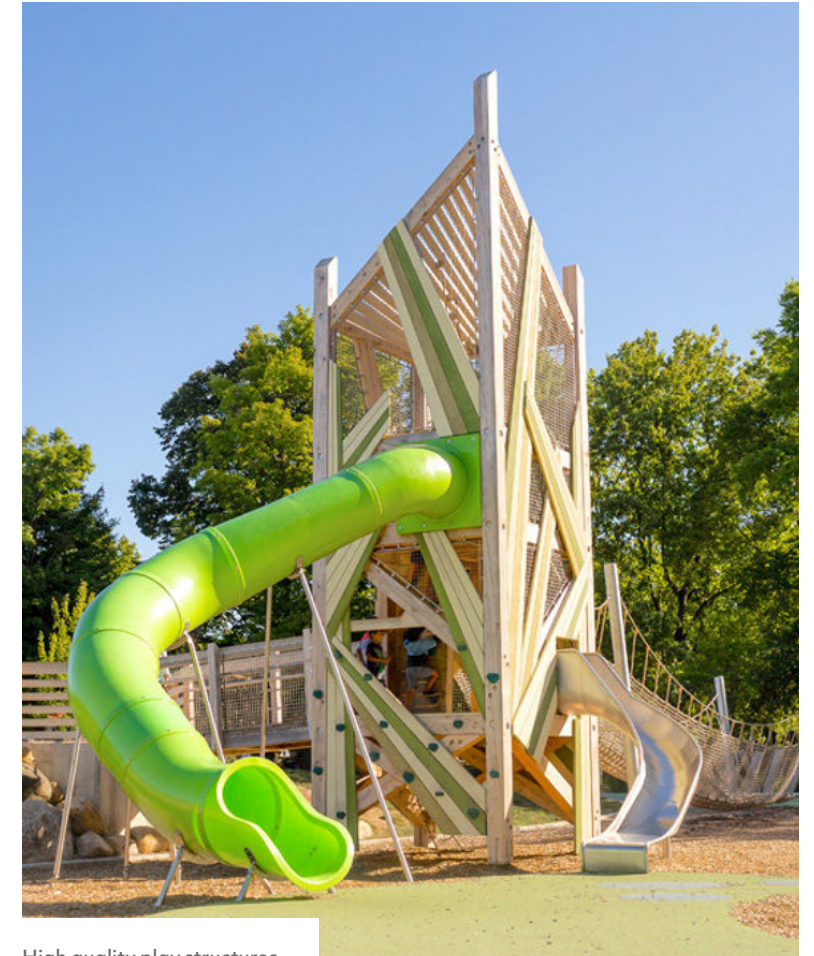
Natural elements



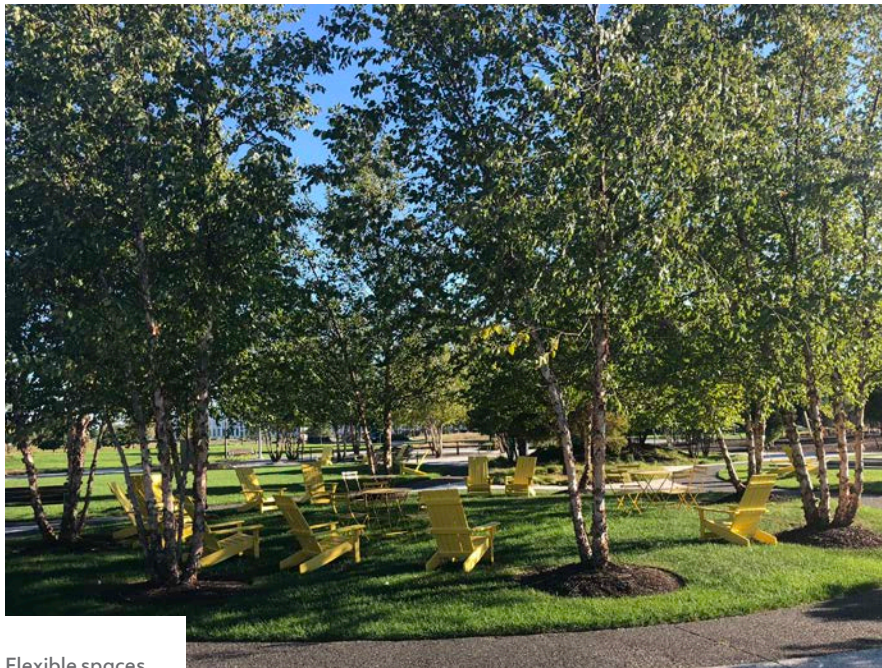
Climbing play



Topo play



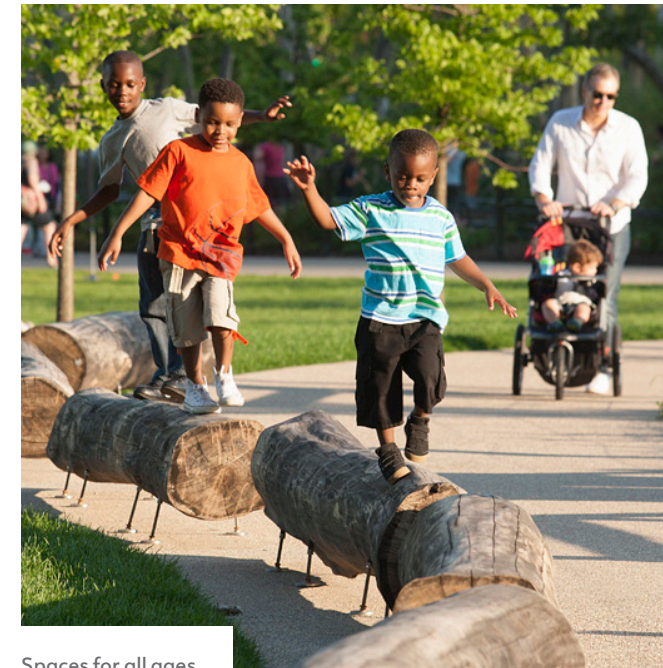
High quality play structures



Flexible spaces



Flexible sport courts



Spaces for all ages

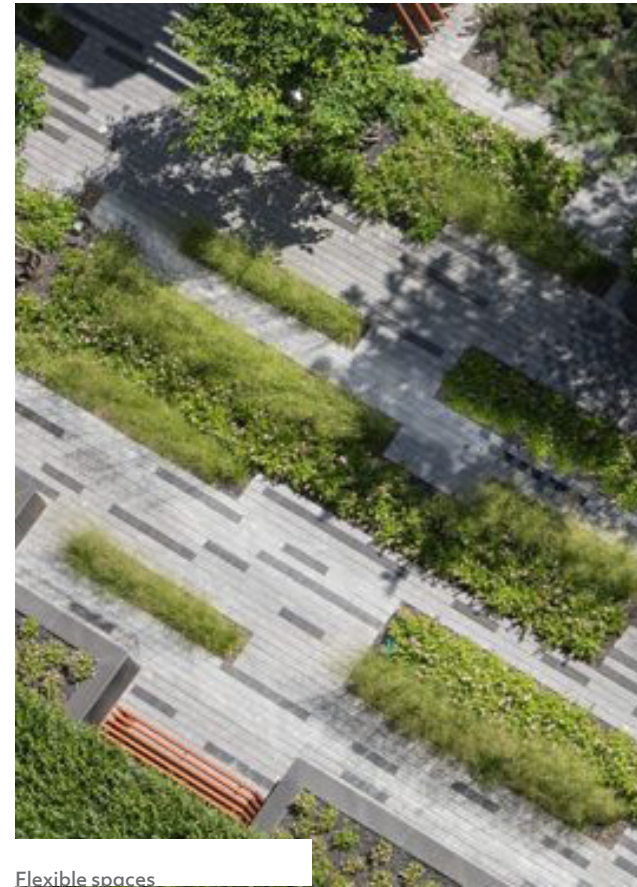


Vibrant courts

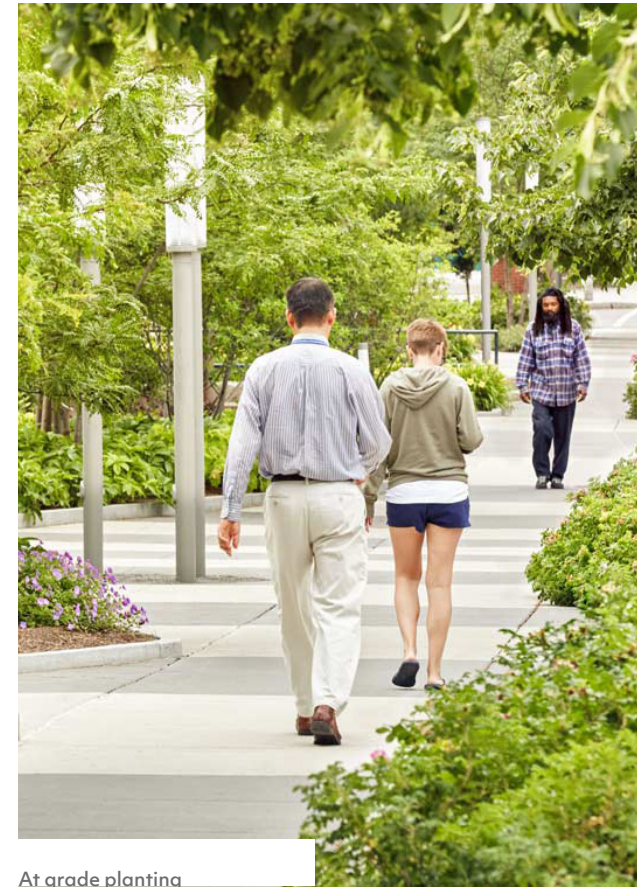
3.3 Parks and Open Space / 3.3.3 Garden Walkway & Multi-purpose Trail

Haig Garden Walkway

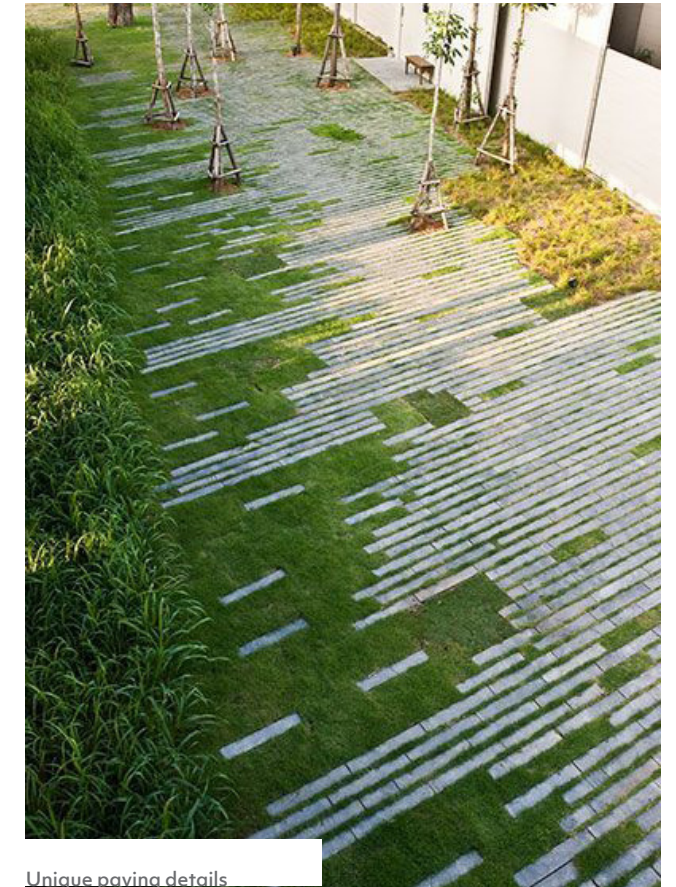
Pedestrian safety is essential for this new walkable community and is specifically considered in the re-configuration of the intersection of South Service Road and Haig Boulevard. A gateway plaza space seamlessly leads to the public garden walkway and southerly square park connecting the neighbourhood to Haig Boulevard and Lakeview. This pedestrian-focused area provides circulation space, seating, planting, and other public realm enhancements that also enhance the porosity of the Subject Site.



Flexible spaces



At grade planting



Unique paving details



Mounded buffer planting

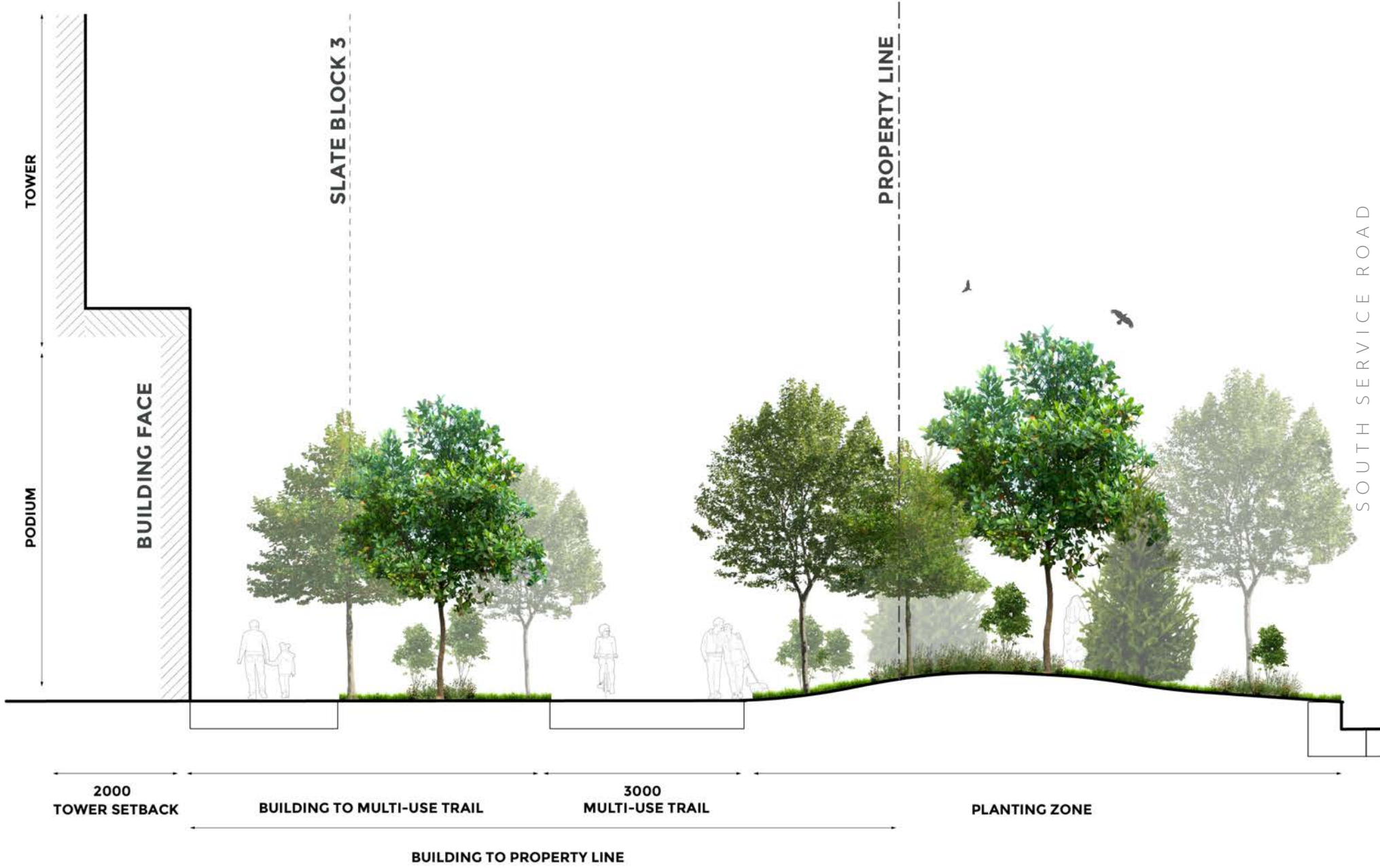


Built in seating

3.3 Parks and Open Space / 3.3.3 Landscaped Boulevard & Park Multi-purpose Trail between South Service Road and Site

Through the Ministry of Transportation improvements for the Dixie Road/ QEW interchange, changes are anticipated to the alignment of South Service Road.

In the buffer area along South Service Road, a multi-use trail can provide an alternative circulation route around the site. A 3-meter-wide path suitable for cyclists, pedestrians and those with mobility devices runs through a lushly planted buffer zone, connecting Haig Boulevard to the interior of the development.



Multi-purpose Trail:
Looking west between South Service Road and Site



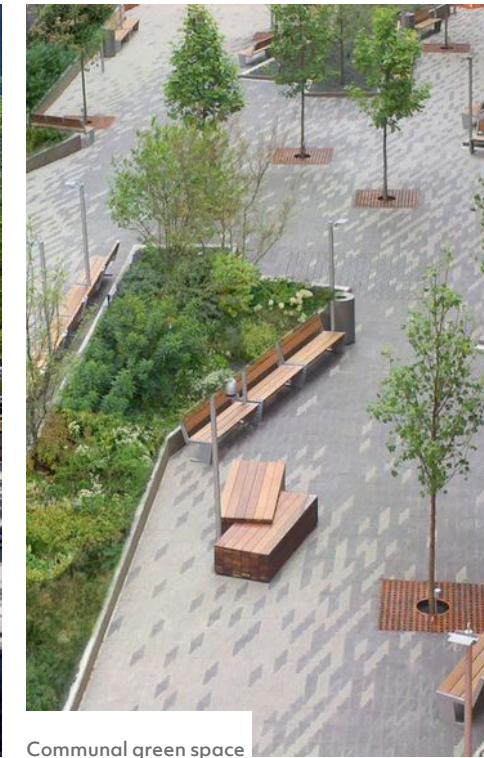
3.3 Parks and Open Space / 3.3.4 Communal Outdoor Amenity & Mews Plazas & Urban Mews

While the public parks, gardens and pedestrian connections comprise the publicly accessible open spaces within the Development Plan, the Development will also incorporate private outdoor amenity areas at grade within each residential block. Outdoor amenity areas provide an added layer to the open space and park network. Sheltered by the built-form and landscaping, these spaces create a micro-climate comfortable for all-season use. Outdoor amenity spaces are often continuous with indoor amenity areas and may include a variety of programmings such as play spaces, barbecue patios and outdoor fitness areas.

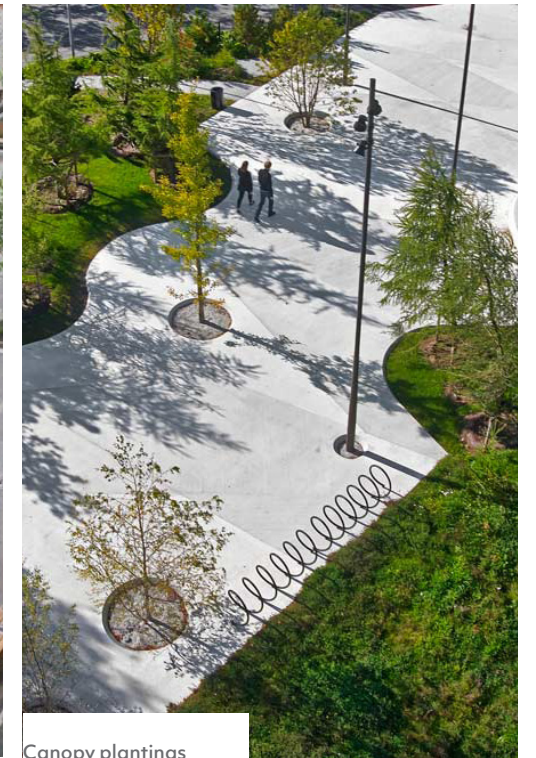
The mews space will welcome residents with a series of large, formal canopy trees and extensive seating beneath, creating a calming neighbourhood gathering spot steps from the townhouse front gardens.



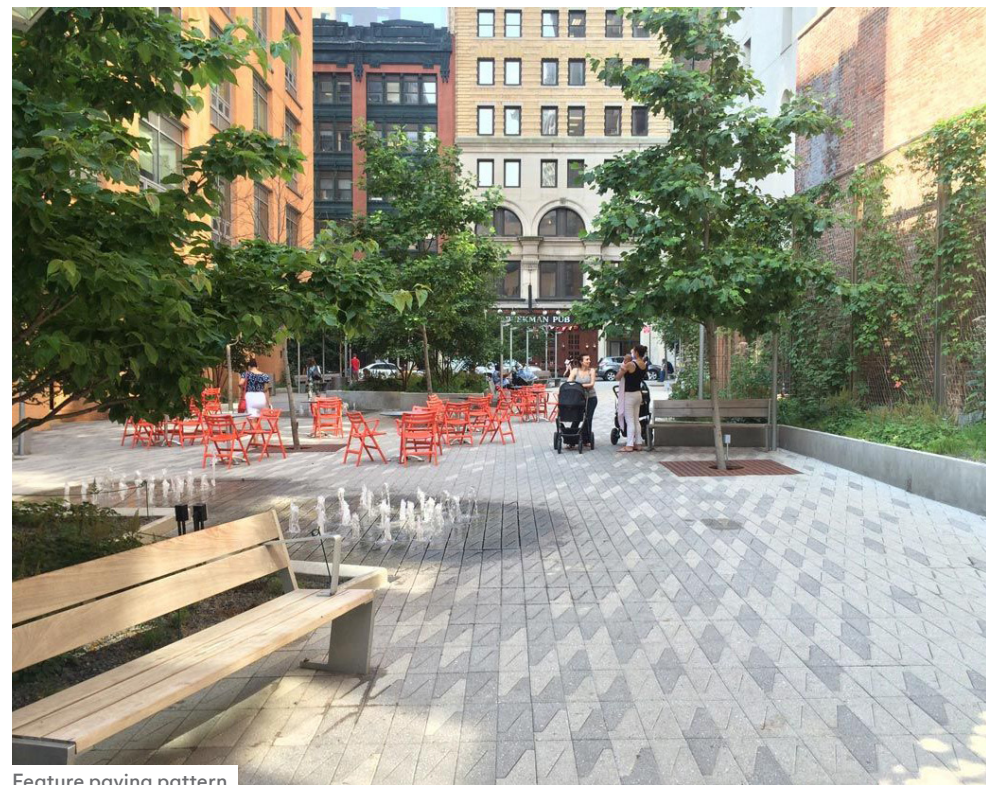
Flexible cafe-style seating



Communal green space



Canopy plantings



Feature paving pattern



Shaded gathering spaces

3.3 Parks and Open Space / 3.3.4 Communal Outdoor Amenity Rooftop Terraces



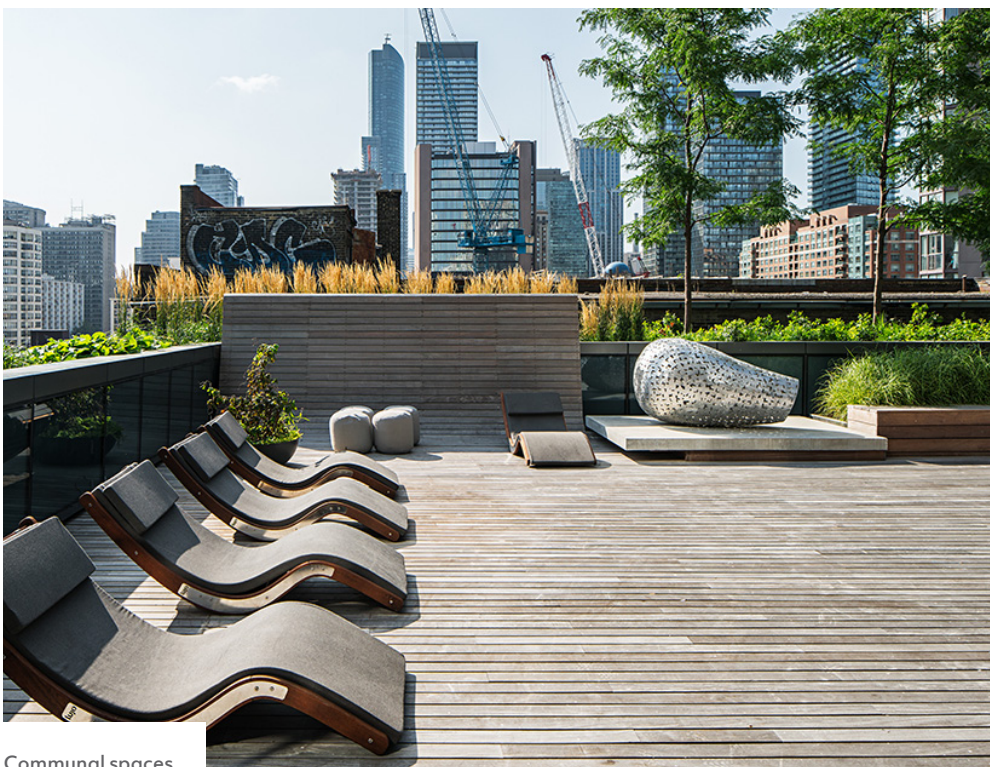
Barbeque patios



Bio-diverse planting



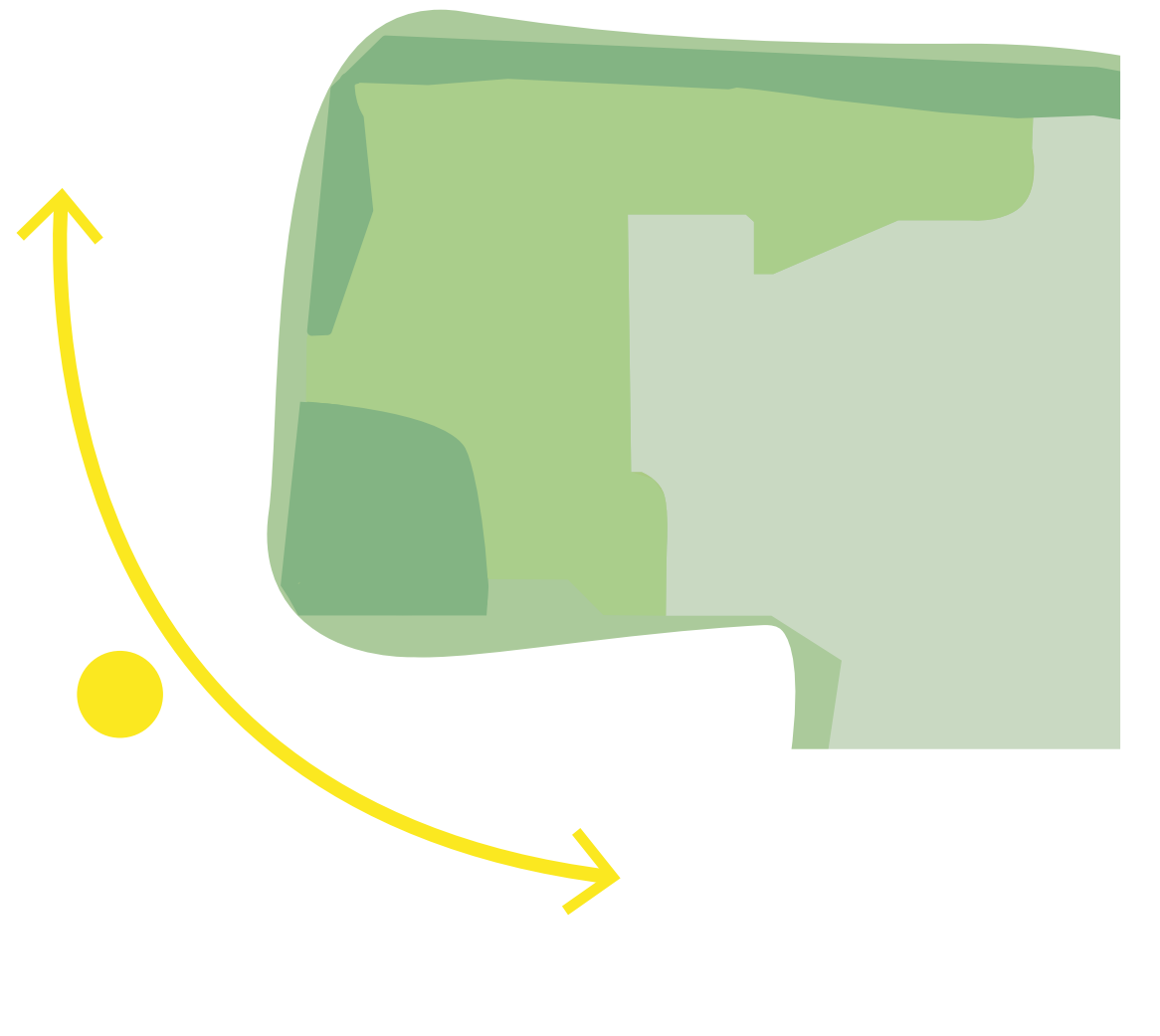
Rooftop amenity spaces



Communal spaces

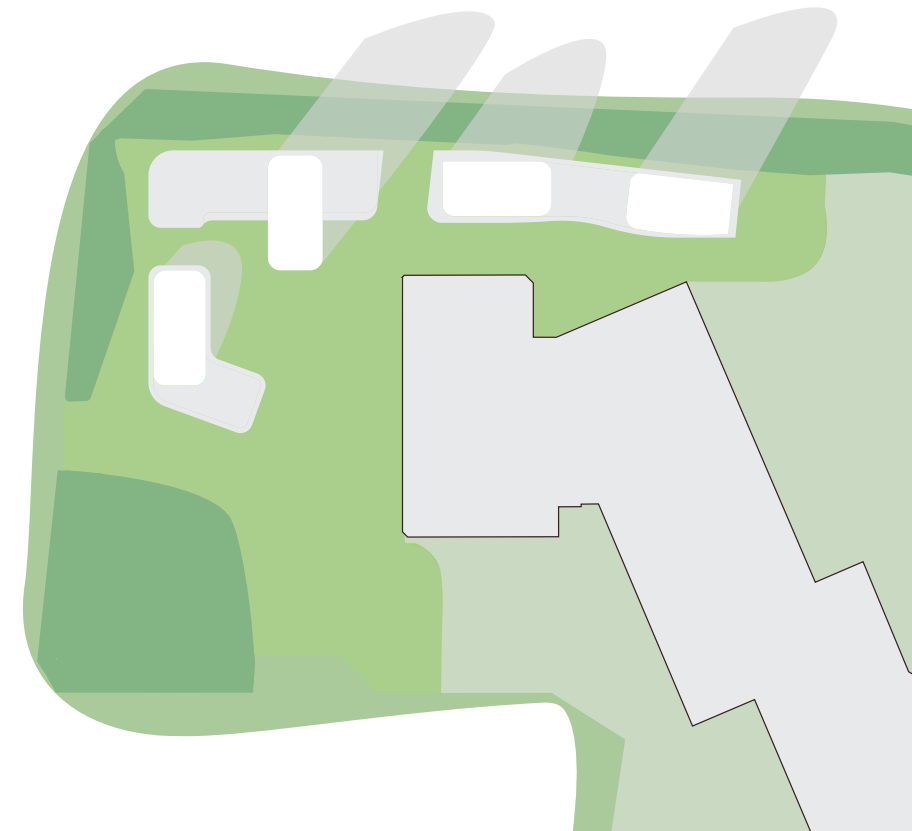
Outdoor amenity areas on podiums allow the garden experience to extend upwards. Rooftop terraces provide a variety of programming including play spaces, dog runs and barbecue patios connected to indoor amenity spaces. Careful consideration is given to wind and noise mitigation to protect these spaces from overlook and provide a sense of retreat. Strategic massing and built-form supported by detailing such as taller parapets, landscaping and vegetation create successful outdoor amenity.

3.4 Built Form / 3.4.1 Overall Built Form Strategy



Respect the Park

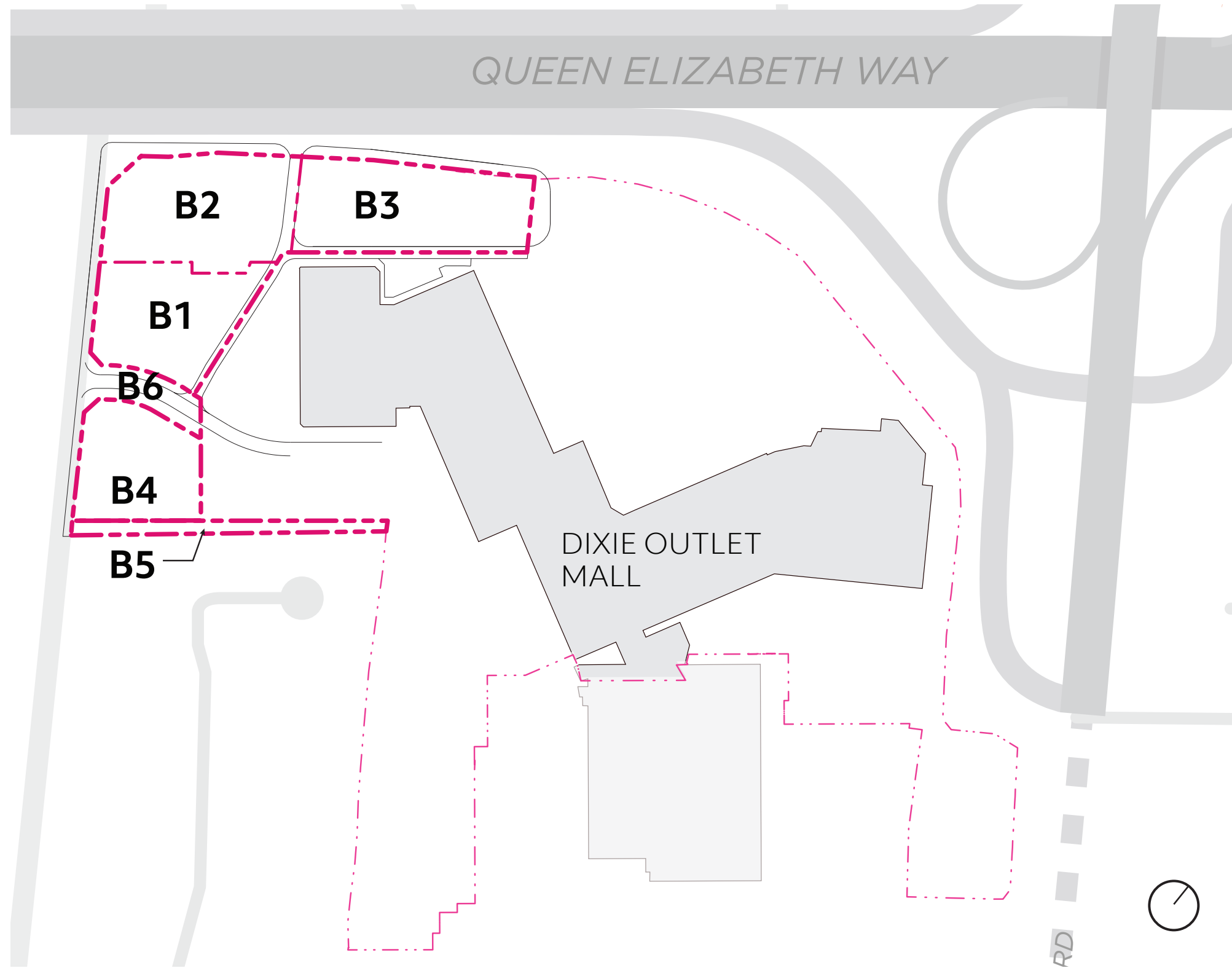
The park extends from the northwest corner of the Subject Site and embraces the natural influence of Applewood Creek.



Stepped Podiums and Tower Location

Built Form is placed to minimize shadow impact on the park and adjacent neighbourhoods.

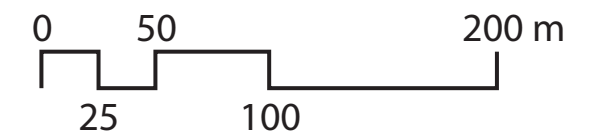
3.4 Built Form / 3.4.1 Overall Built Form Strategy Block Plan



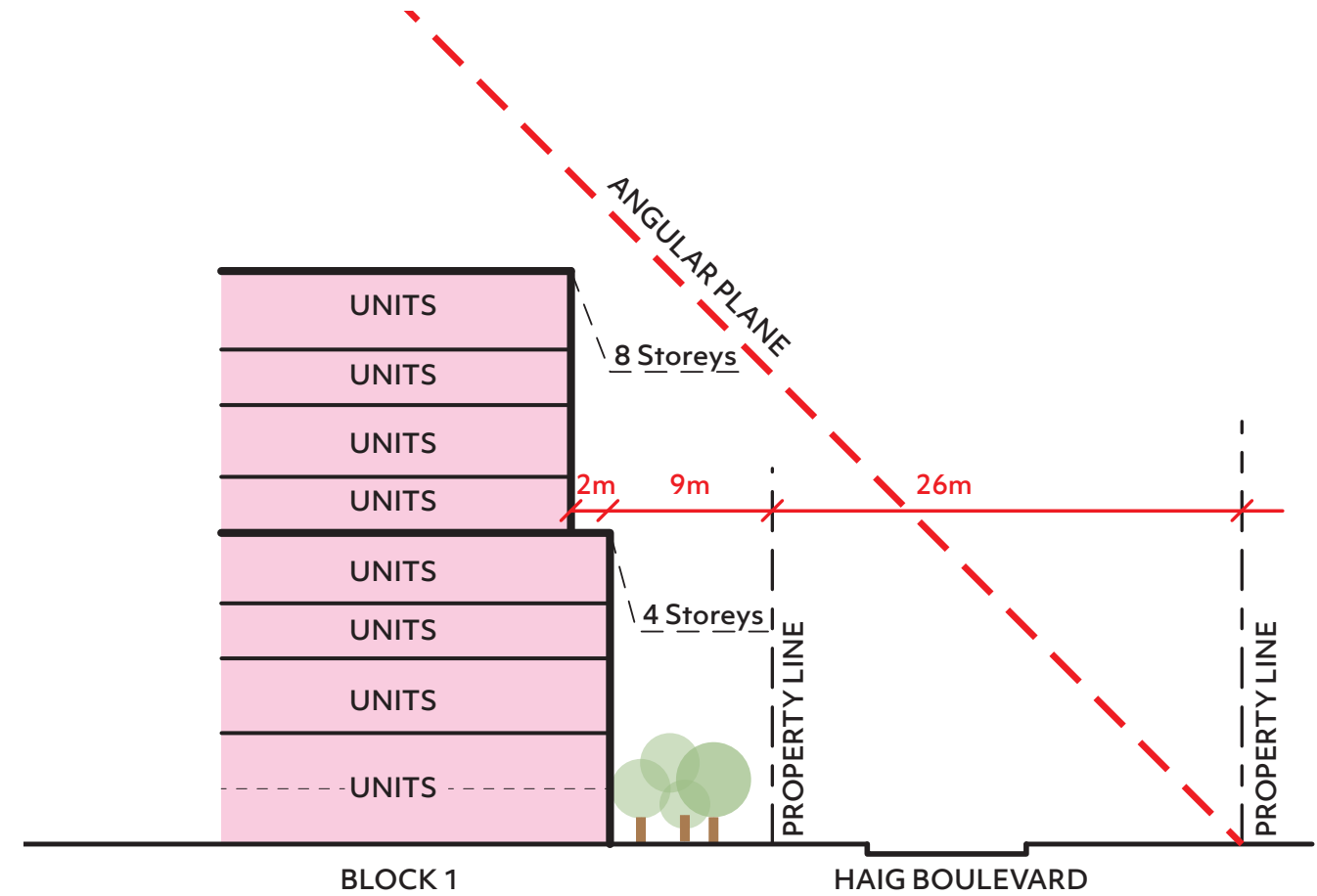
The total Subject Site is 2.7 hectares, and includes three residential blocks; a park block, a new roadway built to City standards for connection to future municipal ROW, and an easement to be transferred to the residential lots currently utilizing the easement lands along the south of the site. The Development is defined by a network of private roads and gardens and has a gross floor area of 72,067 m² and will provide 997 suites to the market.

LEGEND

- - - Block Boundaries
- · - · - Subject Site Line
- · - · - Dixie Mall Site Line



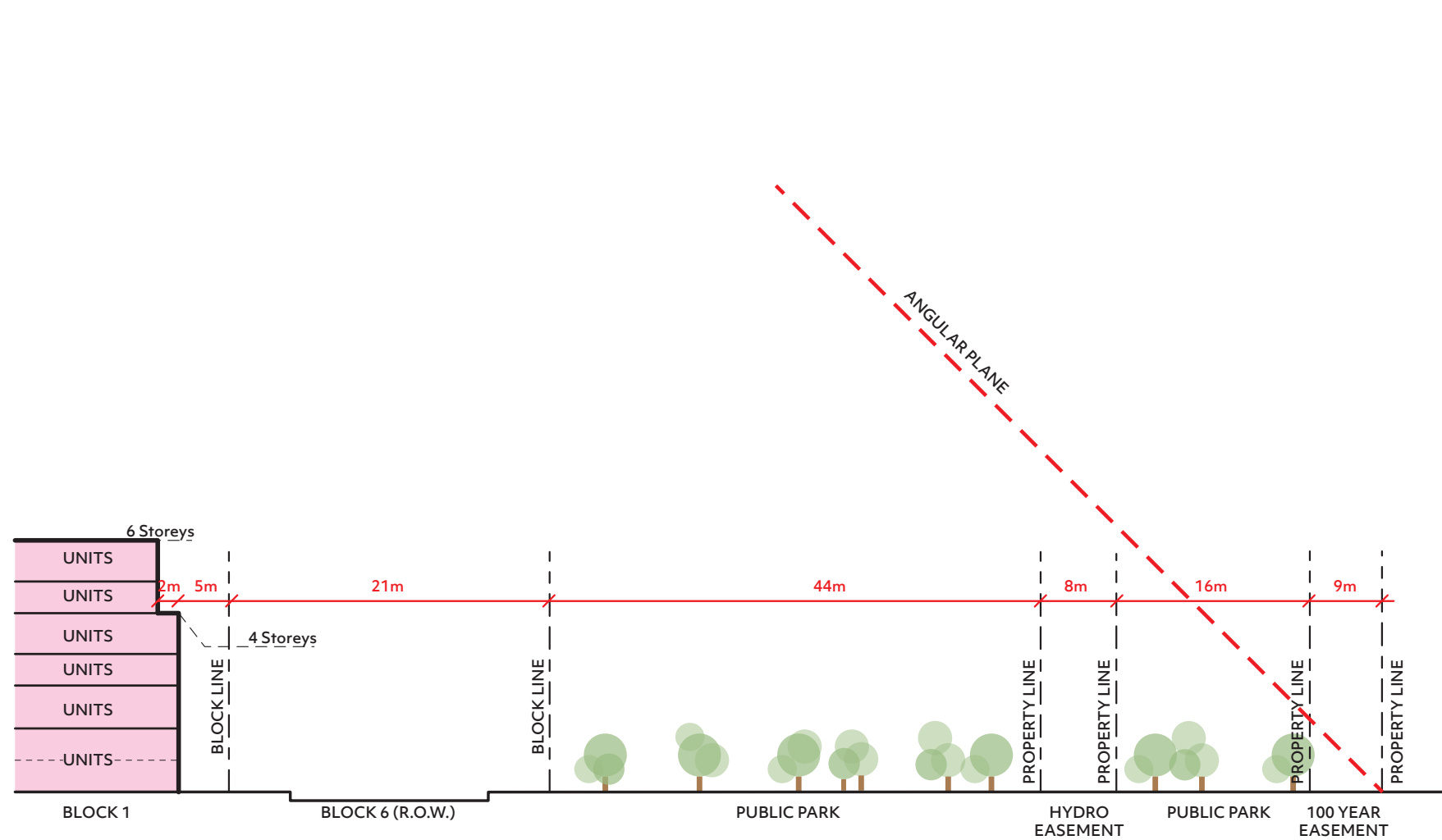
3.4 Built Form / 3.4.1 Overall Built Form Strategy



A. Haig Boulevard Park

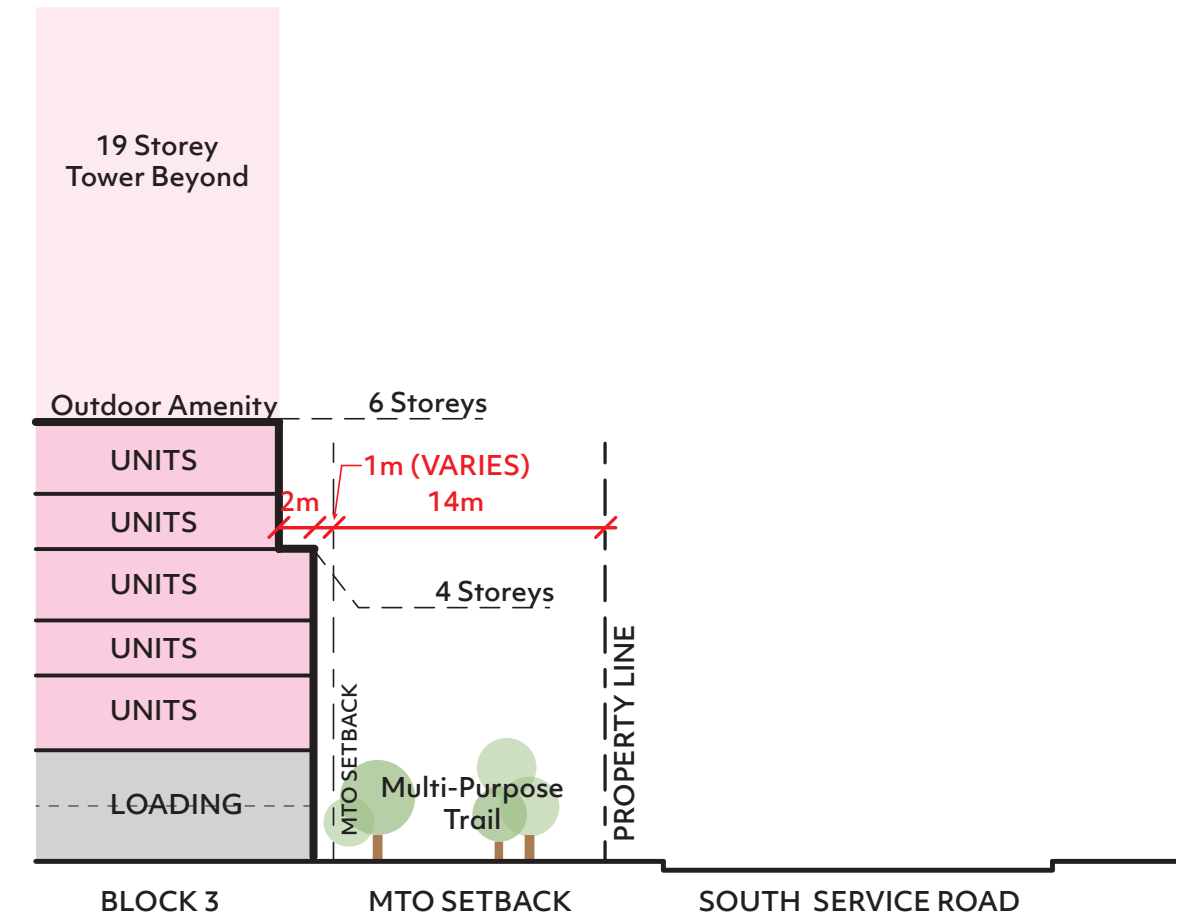
A neighbourhood-scaled public park is located along Haig Boulevard wrapping Applewood Creek. An 8-storey midrise building steps down to the park and respects a 45 degree angular plane from the adjacent neighbourhood. Units at grade have individual unit entrances with a direct connection to the public space. Upper levels of the midrise have a minimum setback of 2m above the 4-storey street wall.

3.4 Built Form / 3.4.1 Overall Built Form Strategy



B. Garden Buffer to Existing Neighbourhood

Acting as a buffer to the adjacent neighbourhood, the park defines the southern edge of the Subject Site. A 45 degree angular plane taken from the property line of the park governs the height of adjacent midrise development. A 4-storey street wall and units above overlooks the community park across the Right of Way. Units above have a minimum setback of 2m from the street wall to reduce the perceived scale of the built form.



C. Multi-Purpose Trail

A multi-purpose trail adjacent to the South Service Road and QEW acts as a buffer for the Development. Within the 14m MTO required setback the multi-purpose trail provides multi-modal connectivity across the site. Taller podiums with stepbacks of a minimum 2m above 4 stories define the northern edge of the Site. Where balconies are facing the QEW, generous shared outdoor landscape areas are provided to meet noise and wind requirements for all residents.

3.4 Built Form / 3.4.2 Height Strategy

The Dixie Mall Development sensitively addresses adjacent neighbourhoods through tower design and placement. The tallest buildings are strategically placed along the north edge of the site where the Subject Site is separated from the existing neighbourhood to the north by South Service Road and the QEW. Building height transitions down to the existing neighbourhood along Haig Boulevard and the southern edge of the Subject Site maintaining a datum height lower than 16 storeys. All buildings above 16 storeys are designed with podiums that provided a transition to sculpted towers. Tower floor plates are compact in order to protect sunlight on the parks and gardens and tower floor plate orientation ensures privacy between towers.

LEGEND

16 - 25 ST

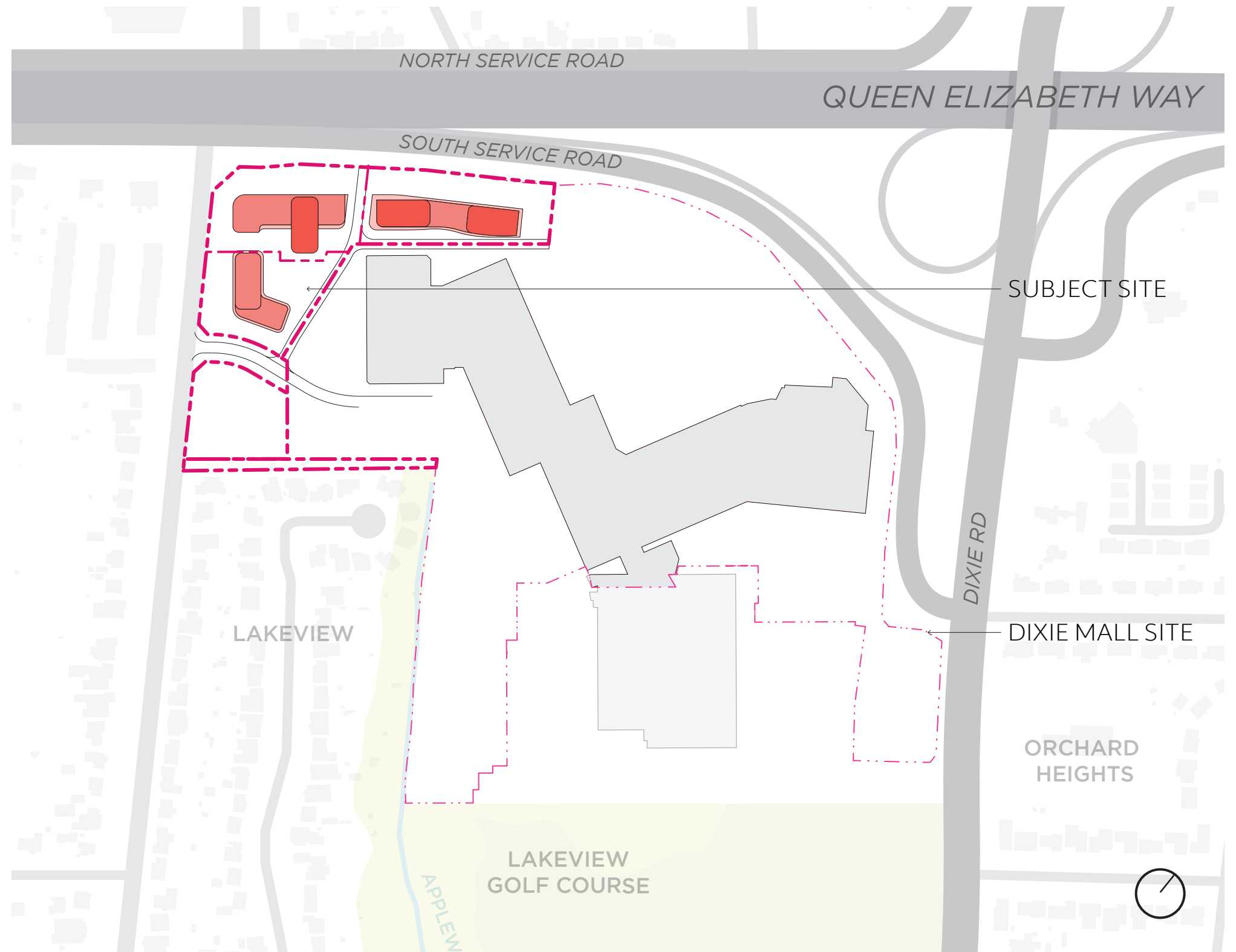
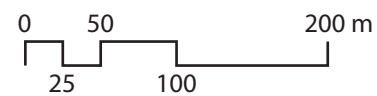
4 - 15 ST

1 - 3 ST

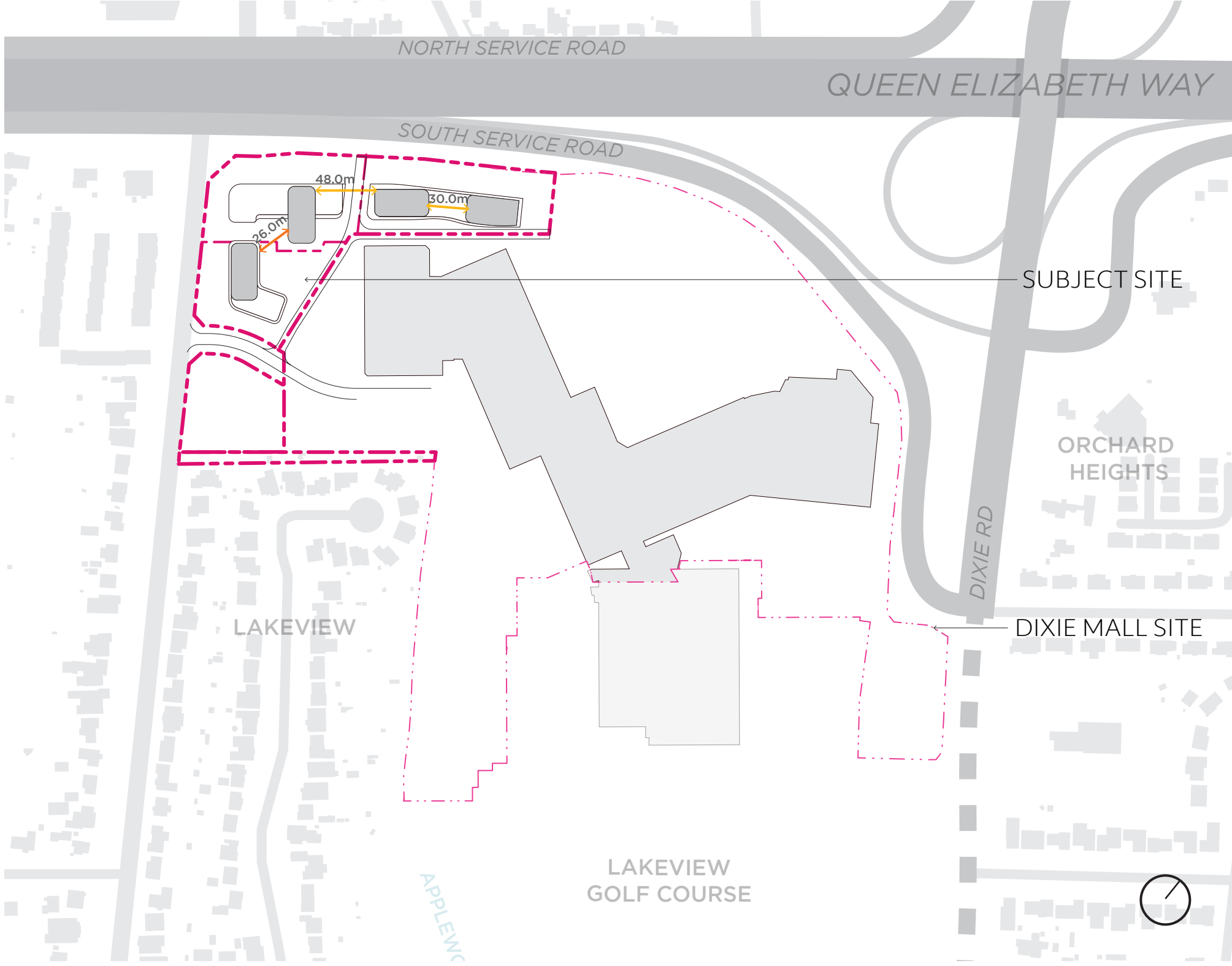
Existing Mall

Subject Site Line

Dixie Mall Site Line



3.4 Built Form / 3.4.3 Tower Separation

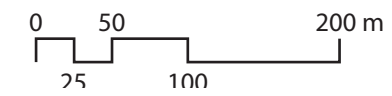


To ensure a sufficient degree of privacy, and feeling of spaciousness, the Dixie Mall Development ensures a minimum separation distance of 30 m to be maintained between building elements at or above 16 storeys. The floor plate orientation ensures that fewer units face each other, especially when separation distances between building sides are below 30m. All portions of a building above 10 storeys will be at least 14 m apart from the portions of adjacent buildings above 10 storeys. Residential floor plates will respect the following guidelines:

- A maximum floor plate of 1,500 m² for the portion of a building between 8-10 storeys;
- A maximum floor plate of 1,200 m² for the portion of a building between 11- 15 storeys; and
- A maximum floor plate of 800 m² for the portion of a building between 16-25 storeys.

LEGEND

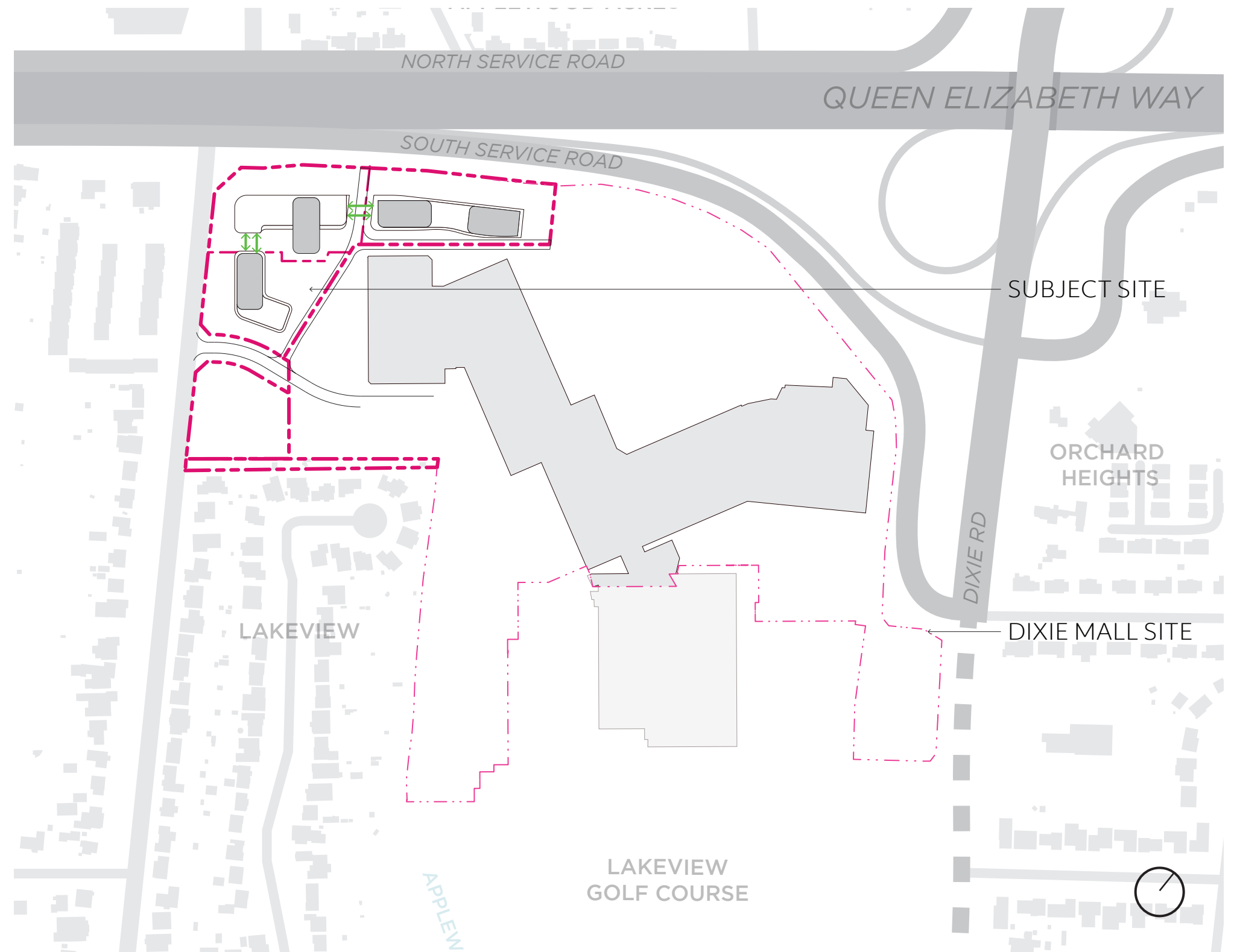
- Tower
- 30.0 - 40.0 m(+)
- 20.0 - 30.0 m
- 10.0 - 20.0 m
- Subject Site Line
- Dixie Mall Site Line



3.4 Built Form / 3.4.4 Podium Stepping

A transition of building height is achieved by stepping the massing of the mid-rise built form up from the adjacent existing neighbourhoods. Podiums remain lower than 6 storeys and step back to towers. Where possible, stepping provides opportunities for outdoor rooftop amenity extending the garden experience upwards into private gardens.

At-grade podiums support and embrace a pedestrian oriented public realm. Along the park, generous setbacks and podium transitions protect access to sunlight and skyviews. Activated facades with the opportunity for spill-out onto adjacent parks and patios provide a comfortable retail experience. Architectural and landscape elements such as awnings and pocket parks create a protected micro climate at an intimate residential scale.



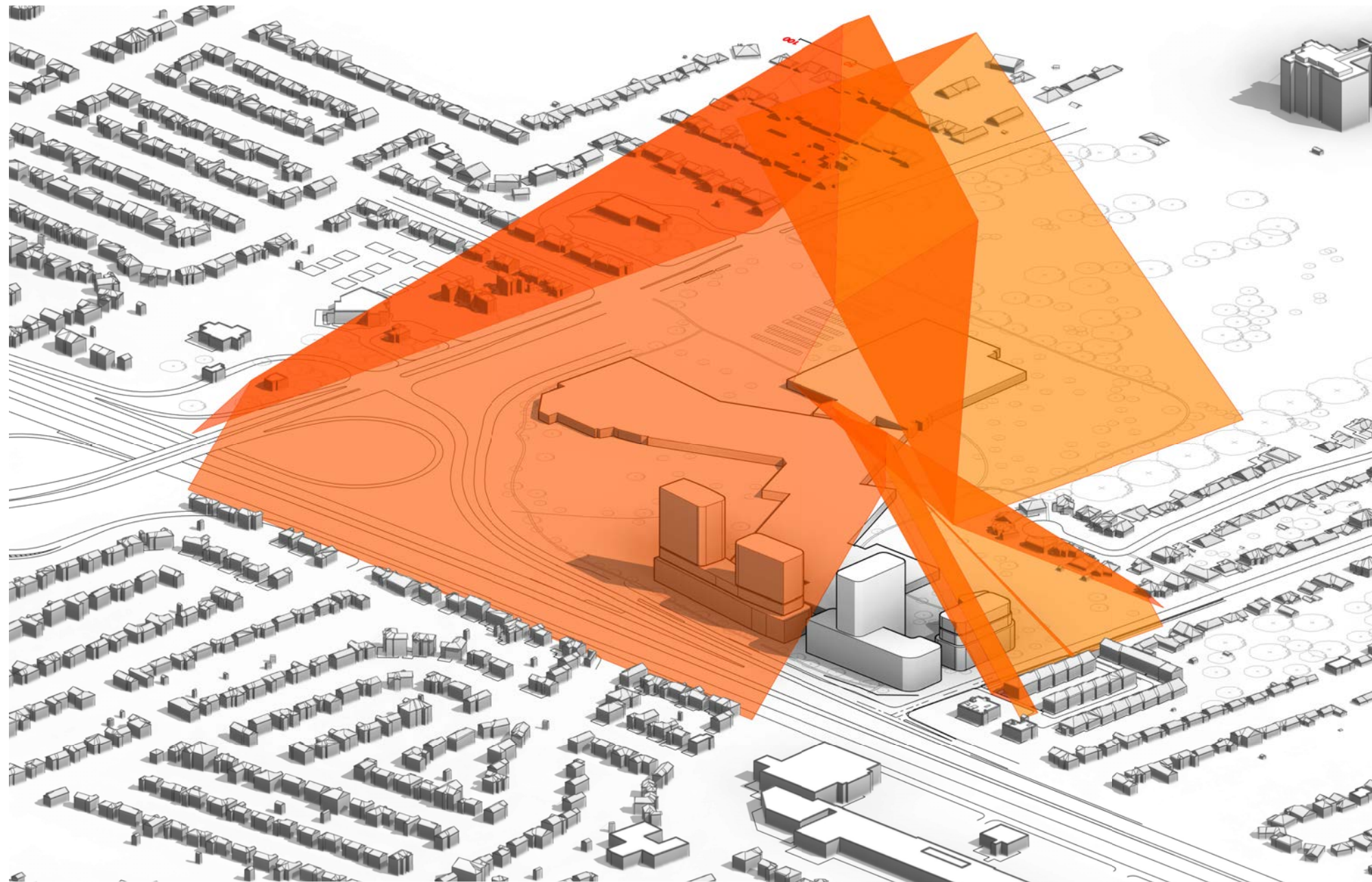
- LEGEND**
- Tower
 - 15.0 - 20.0 m
 - 20.0 - 25.0 m
 - 25.0 - 30.0 m
 - Subject Site Line
 - Dixie Mall Site Line



3.4 Built Form / 3.4.5 Angular Plane

The Dixie Mall Development strategically uses the location and massing of the built form to limit its impact on the park and adjacent residential neighbourhoods. Tower separations reduce collective shade, and stepped massing protects access to natural lighting and privacy.

The angular plane is a 45 degree line taken from the property lines adjacent to the Site per the City of Mississauga Urban Design Terms of Reference - Standards for Shadow Studies, shown in orange in the diagram to the left. All built form is sited within this angular plane. To note, the MTO improvements designed for this area require an expropriation of land surrounding the QEW. The row of homes directly north of the QEW are currently vacant. Also to note, the townhouses to the west of the Subject Site and Haig Boulevard and substantially setback from the boulevard.



* THE ANGULAR PLANE IS TAKEN FROM THE LIMITS OF RESIDENTIAL ZONES PER THE CITY OF MISSISSAUGA ONLINE PROPERTY AND ZONING INFORMATION MAP

Angular Plane

All renderings are artistic concepts intended to convey only building massing. They do not reflect final architecture or landscape design. Landscape shown for context only: final landscape to be determined during park design process.

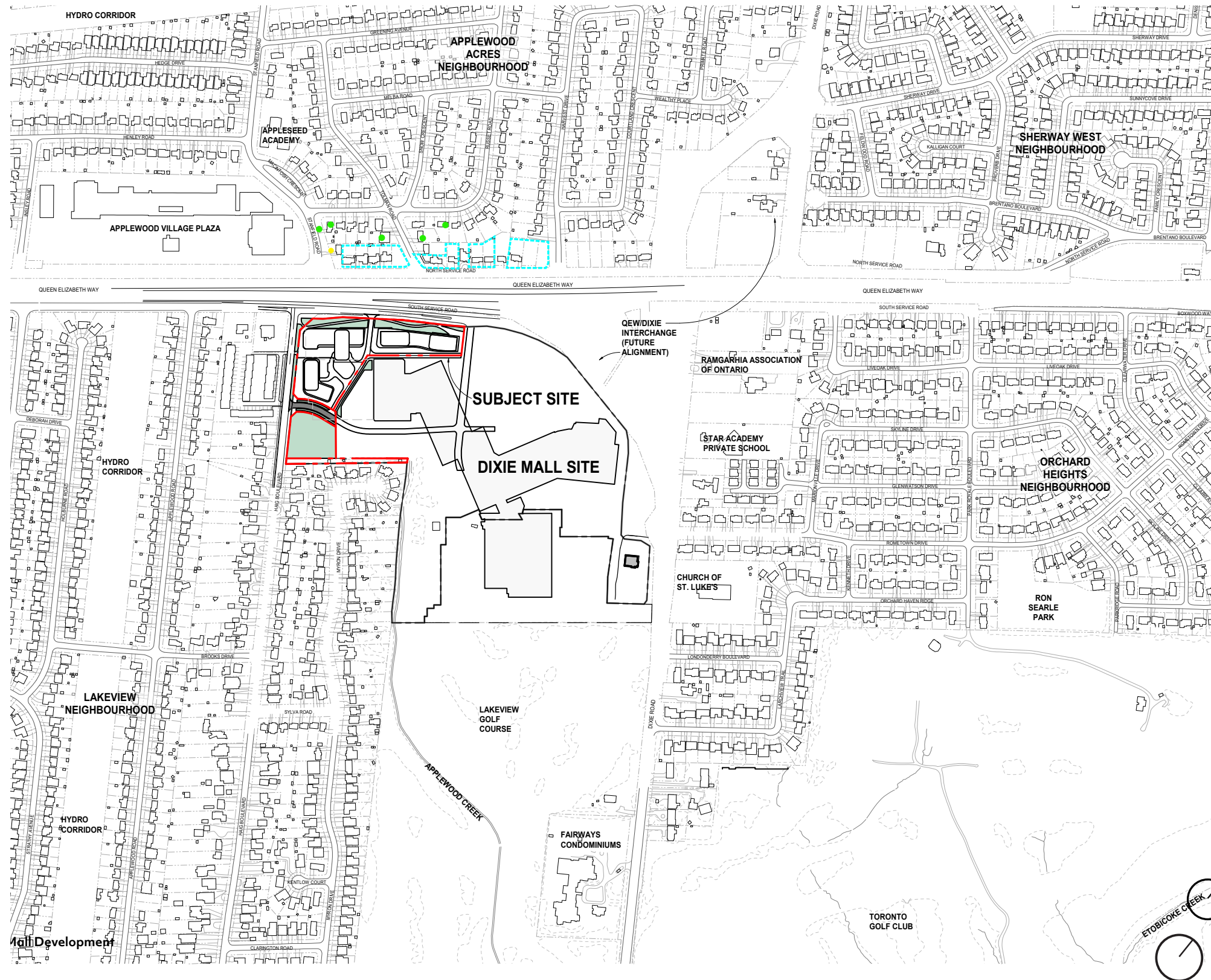


SLATE

Section 4

Site Studies

4.1 Shadow Study Summary



A shadow study was conducted for the Dixie Mall Development in accordance with the City of Mississauga Standards for Shadow Studies Urban Design Terms of Reference dated June 2014. The majority of the five criteria required by the City of Mississauga were satisfied by the proposed massing, which strategically located and shaped the development within the angular plane to protect natural lighting and privacy for the adjacent residential neighbourhoods. The findings of the shadow study analysis can be summarized as follows:

- Shadows produced by the proposed development do not impact a large majority of adjacent residential private outdoor amenity spaces.
- The Neighbourhood Park satisfies the sun access factor criterion.
- As the design progresses care will be taken and the analysis refined to ensure appropriate mitigation of shadows and access to sun exposure is provided for adjacent neighbourhoods, public parks, and within the development itself.

Please refer to the Shadow Study document prepared by Giannone Petricone Associates Inc. included in the Official Plan Amendment, Draft Plan of Subdivision, and Zoning By-Law Amendment application for further details.

4.2 Wind Impact Study Summary

Rowan Williams Davies & Irwin Ince. (RWDI) was retained to provide an assessment of the potential pedestrian level wind impact of the proposed Dixie Mall Redevelopment project in Mississauga, Ontario. The assessment was based on the local wind climate, the current design of the proposed development, the existing surrounding buildings, RWDI's experience with wind tunnel testing of similar buildings, and screening-level modeling of wind flows around buildings.

The findings for the Wind Impact Study can be summarized as follows:

- The proposed project includes buildings taller than the existing surroundings and, therefore, will cause an increase in wind speeds around the buildings.
- The building design incorporated several wind-responsive features such as low podiums, curved corners for towers and podiums and landscaping, which will moderate the potential wind impacts on the surroundings. Future buildings to the northeast through southeast will further reduce the wind activity on the site.
- In general, suitable wind conditions are expected on all sidewalks, walkways and parking lots and on most entrances and ground-level amenities in the summer.
- In the winter, the seasonal wind climate is expected to result in elevated wind speeds at several building entrances and corner areas, where wind speeds may become uncomfortable and/or exceed the wind safety limit.
- Higher-than-desired wind speeds are also expected on the potential podium terraces.
- These predicted windy conditions can be mitigated by various measures as discussed in the report. RWDI will work with the design team to develop these measures as the project progresses
- At a later stage of the design process, a wind-tunnel test is recommended to quantify the level and frequency of high wind activity, to confirm the need for wind control features, and to optimize mitigation efforts, where required.

Wind mitigation measures will be confirmed through the detailed design of each block and building during the design development of the Development and will include:

- facade stepping,
- large setbacks, and
- corner articulation
- awnings, trellises or canopies
- dense coniferous/marcescent landscaping
- wind screens, privacy fences, and tall parapets

4.2 Wind Impact Study Summary



01 Tower Stepping



03 Massing Corner Articulation



04 Awnings, Trellises or Canopies



02 Massing to Prevent Downwind



05 Dense Landscaping



06 Screens, Fences and Parapets



GROSS FSI	2.67		
<i>Total Gross Site Area</i>			
NET FSI	5.97		
<i>Total Net Site Area</i>			
TOTAL RESIDENTIAL UNITS	997		
	<i>sm</i>	<i>sf</i>	
TOTAL GROSS SITE AREA	26,972	290,326	
	<i>ha</i>	<i>ac</i>	
	2.70	6.66	
	<i>sm</i>	<i>sf</i>	
TOTAL NET SITE AREA	12,079	130,020	
<i>excl. Parkland + Easement</i>	<i>ha</i>	<i>ac</i>	
	1.21	2.98	
	<i>sm</i>	<i>sf</i>	<i>% gross site</i>
TOTAL GFA (ALL USES)	72,067	775,721	
TOTAL PUBLIC PARKLAND	5,979	64,359	22.2%
TOTAL MTO SETBACK GREENLAND	2,820	30,354	
 <i>100 YEAR EASEMENT</i>	 1,394	 15,002	
<i>SERVICE EASEMENT</i>	4,700	50,590	

Appendix A / Block Statistics Breakdown

BLOCK	BLOCK 1		BLOCK 2		BLOCK 3		BLOCK 4		BLOCK 5		BLOCK 6		TOTAL	
	<i>sm</i>	<i>sf</i>	<i>sm</i>	<i>sf</i>	<i>sm</i>	<i>sf</i>	<i>sm</i>	<i>sf</i>	<i>sm</i>	<i>sf</i>	<i>sm</i>	<i>sf</i>	<i>sm</i>	<i>sf</i>
LOT AREA	5,569	59,948	6,833	73,549	7,102	76,450	4,585	49,358	1,394	15,002	1488.38	16,021	26,972	290,326
GCA	13,193	142,004	29,597	318,582	39,182	421,754	0	0	0	0	0	0	81,972	882,339
GFA	11,688	125,805	25,698	286,724	34,681	379,579	0	0	0	0	0	0	72,067	775,721
FSI	2.10		3.76		4.88									
LOT COVERAGE	2,065	22,230	2,601	27,993	3,259	35,075							7,924	85,298
	37.1%		38.1%		45.9%								29.4%	
UNIT COUNT & MIX*														
1BD (45-65sm)	103	65.0%	220	65.0%	325	65.0%							648	65.0%
2BD (68-74sm)	32	20.0%	68	20.0%	100	20.0%							199	20.0%
3BD (80-94sm)	24	15.0%	51	15.0%	75	15.0%							150	15.0%
<i>3 bedroom counts include townhomes</i>														
TOTAL UNITS	159	100.0%	338	100.0%	500	100.0%							997	100.0%
TOTAL PROVIDED AMENITY	<i>sm</i>	<i>sf</i>	<i>sm</i>	<i>sf</i>	<i>sm</i>	<i>sf</i>							<i>sm</i>	<i>sf</i>
CONTIGUOUS AMENITY	919.85	9,901	1945.89	20,945	1607.74	17,306							4,473	48,152
OUTDOOR AMENITY AT GRADE	330	3,557	1,205	12,968	962	10,356							2,497	26,881
	152	1,633	0	0	0	0							152	1,633
HEIGHT (M)	TOWER A		TOWER B		TOWER C1	TOWER C2								
(INCLUDING MPH)	35.4		71.1		63.2	74.7								
VEHICLE PARKING (REQUIRED)														
RESIDENT (0.85)			423		425								425	
COMMERCIAL/ VISITOR (0.15)			75		75								75	
TOTAL (1.0)			498		500								998	
VEHICLE PARKING (PROVIDED)														
GF			0		0								0	
P1			202		95								297	
P2			152		204								356	
P3			152		204								356	
TOTAL			506		503								1009	

USE / UNIT TYPE	RECOMMENDED PARKING RATES (spaces / unit or 100 m ²)
Blended residential rate	0.85 spaces/unit
Commercial/Visitor	0.15 spaces/unit

*PLEASE NOTE: UNIT SIZE RANGE IS PRELIMINARY AND SUBJECT TO CHANGE WITH DESIGN DEVELOPMENT.

All renderings are artistic concepts intended to convey only building massing. They do not reflect final architecture or landscape design. Landscape shown for context only: final landscape to be determined during park design process.



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