
PLANNING JUSTIFICATION ADDENDUM

**IN SUPPORT OF AN
OFFICIAL PLAN AMENDMENT AND
ZONING BY-LAW AMENDMENT**

**(Part of) 1250 SOUTH SERVICE ROAD
CITY OF MISSISSAUGA
REGION OF PEEL**

**SCREO | Dixie Outlet Mall (Slate Asset Management)
121 King Street West, Suite 200
Toronto, Ontario
M5H 3T9**

**April 2024
GSAI File #: 1315-001
City File: "OZ/OPA 22-32 W1"**

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1.0 INTRODUCTION

Glen Schnarr & Associates Inc. is retained by SCREO I Dixie Outlet Mall LP, the registered owner of 1250 South Service Road (herein referred to as “the Owner”), and Slate Asset Management, overseeing the redevelopment project (herein referred to as “Slate”), to assist in obtaining the necessary planning approvals to permit the redevelopment of the northwest quadrant of the property.

The northwest portion of 1250 South Service Road (herein referred to as the “Subject Property” or “Site Area”), is currently occupied by Dixie Outlet Mall, and is generally bound by South Service Road and the Queen Elizabeth Way (QEW) to the north, Dixie Road to the east, and Haig Boulevard and Myron Road to the west. The lands immediately to the south are owned by Choice Properties Partnership Limited. This Planning Justification Addendum has been prepared to respond to commentary raised by the community and to comments from the City. It will be noted that the application limits have been revised to address various considerations with the subject area now being 2.7 hectares (6.86 ac). The building massing and layout, along with other site programming have also subsequently been revised. All resubmission materials support the new concept.

The proposal continues to contemplate the redevelopment of the Site Area for a high density, walkable, residential community that alongside the remaining mall property, will serve the local commercial, retail, and open space needs of existing and future residents while also contributing to other Provincial, Regional and Municipal objectives related to intensification, growth, housing mix and transit-oriented development.).

The Subject Property is designated “Mixed Use” on *Schedule 10 – Land Use Designations* in the City of Mississauga Official Plan which permits a range of commercial, retail and residential uses, with non-residential uses at grade and encourages the combination of a mix of permitted uses. The Subject Property is further described in the City’s hierarchy as a “Neighbourhood (NHD)” and along a “Corridor” in the City of Mississauga Official Plan. The Subject Property is also located within the “Central Residential Neighbourhood Precinct” and the “Serson Terrace Character Area” of the Lakeview Local Area Plan. The Subject Property is zoned “General Commercial (C3)” under Mississauga Zoning By-law 0225-007 which permits a range of retail, service, and office uses. An Official Plan Amendment (“OPA” and a Zoning By-law Amendment (“ZBA”) are required to permit the implementation of the proposed residential development. The Proposed Development and proposed amendments are consistent with, and supportive of, policy directions promoting intensification, the creation of walkable complete communities, as well as achieving housing, transit-supportive development, and open space objectives. The proposed variety of built form, densities, and mix of uses considering the proximity of the mall will be appropriate for the planned character and function of the surrounding area and will also serve surrounding neighbourhoods. Superior and thoughtful urban design strategies and architectural approaches, and emphasis of the public realm and public spaces, will contribute to the creation of a vibrant, complete community that will promote a sense of place for the local and broader community.

The revised development plans achieve appropriate intensification in the Site Area in consideration of its location along the QEW, a significant thoroughfare and prominent gateway location to the City, as well as in consideration of the proximity of Dixie Road, which is a “Regional Major Collector (Scenic Route)” and “Corridor” as per the City of Mississauga Official Plan, and access to existing public transit, including local bus service with connections to two GO Train stations (Dixie and Long Branch).

On December 16, 2022, the first Official Plan Amendment and Zoning By-law Amendment applications were uploaded to ePlans. The applications were deemed complete on January 20, 2024, and assigned City

file number: “OZ/OPA 22-32 W1”. We note that this Addendum Report is intended to be read in conjunction with the original Planning Justification Report (prepared by GSAI dated December 2022) that was submitted with the original development concept and applications and not in isolation as a standalone document.

1.1 DEVELOPMENT CONCEPT REVISIONS

The following section outlines revisions to the building and site programming, layout, and changes to proposed blocks/land uses. Many of the proposed changes result from a lack of positive feedback from either (or both) City/commentors or the public on various concept aspects. The revisions also reflect a more refined approach and efficiency to the land use, building, and connectivity for the project lands and their relationship with the balance of the mall property and adjacent uses.

1. Open Spaces: The organization of open spaces is concentrated in the southwest portion of the subject lands. The proposed park block adjacent Haig Boulevard as well as the proposed POPS element has been eliminated. The proposed nursery/transplant area located immediately west of the westerly wall of the mall limit has also been eliminated. To accommodate these revisions, residential is shifted closer to Haig Boulevard, and access around the west side of the mall edge, and associated retail parking, has also been adjusted.
2. Proposed Park Block: As noted above, the park block is now concentrated in one location. The proposed park block does not extend as far east to accommodate potential future changes for public or private roads/circulation as well as to avoid any potential infrastructure conflicts. Considerations for an expanded park block will occur during future phases of mall redevelopment when a more fulsome review can consider broader issues. The proposed park block size and shape does accommodate potential for active play programming as may be required by the City. This ability for increased programming will occur once the park block is increased with future mall redevelopment phases.
3. Residential buildings: Total building height has been reduced and separations of taller height elements to existing residential homes has been generally increased. Variation in building height continues to provide both appropriate area height as well as for variety in the built form skyline. To accommodate the new access to Haig Boulevard as requested by the City and other circulation revisions, the layout and configuration of the buildings has been revised to accommodate these revisions. The concept plan continues to provide generous landscaping and landscape buffers around the blocks.
4. Roads and circulation: To accommodate various City staff requests, a new access point (Block 6) has been proposed to Haig Boulevard. This access point, proposed as a public road, intends to provide frontage for future residential blocks, routing for servicing through a public block, and to provide the beginning of a new west/east road which is designed to be extended for future mall redevelopment. This access point also provides a connection which blends into the existing mall parking and drive aisle area. With this connection east to the mall lands, and with the new private road north from this proposed road, there are adequate circulation movements without the need for any temporary access configurations. Other access points and roads continue to be private roads which have been designed to provide circulation for the proposed residential development and to accommodate circulation around the remaining mall property. It should be noted that the proposed circulation accommodates the proposed development but also is designed to be connected with future extensions into the mall. This road network needs to accommodate various technical and on-site impediments and is intended to be functional and safe but is not necessarily going to be designed in a grid fashion. For example, to accommodate access points with South Service Road,

and the crossing of the storm easement/trunk structure under the parking lot, various intersection angles must be met which cannot facilitate a grid network.

5. Landscaping and amenities: The site is proposing a total landscape area of between 45 to 48% for the residential blocks and a combined indoor and outdoor amenity area equaling a rate of 4.4 m²/unit. To address City concerns on reducing excessive hard surfaces, a formalized POPS element has been eliminated. The private road network is also the minimum size required which balances functional needs as well as minimizing hard surfaces.
6. Technical reports: Three technical non-design reports have also been submitted in support of the development application. They are as follows:
 - a. GWA FSR and Civil package: The civil engineering team has provided new FSR and drawings to support the proposed revised development concept. The servicing plans detail stormwater being directed towards the existing stormwater infrastructure on the mall lands (associated with Applewood Creek) and the incorporation of new stormwater tanks are proposed within the design. Water and sanitary sewer servicing providing connections for the residential development along Private Street “A” with a municipal connection through Block 6 to Haig Boulevard. The FSR also describes possible LID strategies including bioretention methods, grassed swales, permeable pavers, green roofs and the use of OGS equipment. The report concludes that the project lands can be adequately serviced to meet City and Regional standards and there are no identified constraints on the existing system.
 - b. LEA revised TIS and Parking Study: The TIS justifies the new access arrangements, including the recent addition of a new access to Haig Boulevard as requested by various City departments. This report also responds to the various traffic scenarios requested by the City, Region and MTO and concludes in some timeframes, traffic increases, but on weekends, overall traffic decreases with this addition of the project redevelopment buildings. The study also explains the surveying of surrogate sites to justify the proposed parking ratio which results in all required parking for the project to be located on site. There is no longer a need to share visitor parking with adjacent retail uses.
 - c. RWDI Noise and Vibration report: A revised report has been provided which addresses various technical issues raised by staff including evaluation of stationary noise sources and site OLA’s and potential mitigation required. Modelling results may change with the inclusion of any new noise barrier along the south side of Q.E.W. since it is the dominant road here and thus any additional barriers may impact from a noise perspective. The RWDI report also noted in Section 3.2.2.1 that ambient sound levels were modelled recognizing the highest ambient levels are on the north of the development, while the highest impact from mall stationary noise sources (i.e. HVAC) occurs on the south of the development buildings. As a result, RWDI did find exceedances as noted in the range under Table 5 but only for the facades that are shielded from roadway noise but exposed to the mall.

The report concludes that the residential buildings can satisfy applicable MECP requirements with building construction techniques and appropriate warning clauses as required. The report also evaluates the proposed OLA’s and due to the site’s proximity to a provincial highway, noise barriers are required to meet MECP guidelines. RWDI’s commentary is typical of any residential development adjacent a “400 series” highway in Ontario. Again, similar to the buildings, noise barriers and warning clauses are proposed for the project lands to satisfy MECP requirements. It should also be noted GPA is not proposing any balconies facing north to address noise considerations.

2.0 PUBLIC CONSULTATION

Continuing effective public consultation is a critical component to ensuring all stakeholders are provided with an opportunity to be actively engaged in any consultation process involving development applications. Section 34 of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended, requires a Council or Planning Authority to hold at least one statutory public meeting before deciding on development applications to give the community an opportunity to make representations on the Proposed Development. The hope for this engagement is an engaged, informed, and aware broader public. To facilitate this engagement, the City held their statutory public meeting on May 8, 2023, at which time a first of two City Planning staff Information Report was presented to outline development application details.

It should be noted that during a City-led community engagement session to review the City's OPA initiative, many members of the public asked questions about the development application. Due to the public interest in the application, the City held two separate sessions on January 29, 2024, to review and discuss proposed policies for the broader mall property and in turn included opportunity for the public to speak on the application. These sessions also included City staff familiar with the development application. During these two meetings, City staff answered questions on the application while indicating the meeting was formally for the City-led OPA. It should be noted GSAI has only been contacted by one member of the public regarding the development application outside of the engagement sessions.

As City staff are aware, there were numerous community meetings and outreach initiatives at the outset of this project although this was for a broader project scope. The community was invited to attend the first Open House in-person on October 3, 2019. Given the restrictions to public gatherings due to COVID-19, the two following Open Houses were hosted virtually online from May 26 to July 30, 2020, and December 4 to January 4, 2021. The second Open House consisted of a 9-week public engagement process and the third Open House welcomed an ongoing discussion between the community and the Project team over 30 consecutive days. Throughout the three public meetings and five stakeholder meetings, it is estimated that a total of more than 3,500 people were reached.

Since the first submission in December 2022, the proposed development was presented at the City's Planning and Development Committee on May 8, 2023, to fulfil the statutory public meeting requirements of the Planning Act. Several members of the community delegated on the report and application before Committee and the following comments/questions/concerns were noted (with GSAI's response included herein):

- Inquiry about affordable housing requirements: formally, the need to provide affordable housing is driven by a site's location in the City. If a site is located in an MTSA or other identified strategic growth area, then the site is subject to inclusionary zoning which dictates requirements to fulfill the City's affordable housing requirements. If a site is outside of these areas, then there are no inclusionary zoning regulations. The subject lands are not subject to inclusionary zoning. Informally, our client Slate has indicated when the development approvals process has advanced sufficiently, they will review what affordable housing opportunities are available based on market conditions and potential City/Region/other initiatives which assist in providing affordable housing. At this time, no affordable housing contributions can be confirmed as it is too early in the development approvals process;
- Request to see/understand full master plan vision: the master plan for the broader mall lands will evolve over many years in the future. Policies regulating what requirements will be for the adjacent mall lands will be part of the City's evaluation of their land use study for the mall property. The subject application before the City is only for a small portion of the mall lands and is therefore not intended to detract from the ongoing mall operations and retail function for the broader and local

community. It should also be noted that the development application does not include any portion of the Choice lands which contain the No Frills grocery store. Therefore, the approval of the proposed application, or any modification to it does not interfere with the continued operation of the grocery store.

- Greenspace and flooding concerns: the revised concept plan has refined the provision of open spaces and better defined the public park block.
- Should office be included? Will jobs be lost? The proposed application is only proposing residential uses, albeit it could also include some limited at-grade retail permissions with a future zoning category applied to the residential buildings. At this stage, future office development could be considered on the balance of the mall lands, but it would need to consider, amongst other matters, parking supply for all uses as well as market demand for this use in the area. Our client has advised it is the intention of the mall to, wherever possible, relocate any tenant displaced by the redevelopment to vacant areas of the mall should they wish to relocate. This will only be done when necessary and a definitive timeline for this relocation is not determined at this time.
- Respect for surrounding community and transition: a key consideration for the redesign of plan elements has been responding to resident concerns regarding the surrounding community and transition. While GSAI and the project team have proven taller buildings could be built here in compliance with various policy frameworks and typical design requirements, the building heights and locations have been revised. Transition is gentler to the closest existing residential uses across Haig Boulevard and to the homes along Myron Drive. Total project height has also been lowered for the tallest building elements.
- Concerns for traffic along Dixie Road: the project team and City and Region are aware of public concerns with Dixie Road traffic and function. To address this matter, detailed technical analysis has been conducted by LEA on behalf of the owner. This report, included with this application submission has responded to various approval authority comments and their technical terms of reference. Conclusions from the analysis indicate the proposed project does not worsen the existing or future conditions on Dixie Road beyond what is anticipated from background growth from the area and future surrounding development applications. Overall, during some time periods (such as weekend), total traffic in the mall lands is expected to decrease with the proposed residential development;
- Acknowledged previous engagement: While GSAI was not part of all the previous engagement sessions held with community groups and residents, we are aware of the extensive engagement conducted by the owner and their consulting team and have taken into account all feedback provided by the community groups and residents.
- Proposed uses are a better use of land than underutilized parking lots and empty stores: GSAI agrees in that introducing residential uses here is a better use of underutilized parking areas. Further, introducing residential uses contributes to an efficient complete community. The proposed apartment built form is also a housing alternative in very low supply in this section of the Lakeview community. Additional new residents will also support any surrounding stores and uses including any retail uses in Dixie Outlet Mall.
- Concerns regarding loss of retail: the application submitted information supporting the reduction in the mall. As noted above, the intention of the mall owner is to relocate any existing tenant wishing to relocate when required and provide a “rightsized” more efficient retail offering that better serves community demand. The previous retail report by Tate indicates the market for both local and regional shoppers will not be significantly impacted by the reduction of the retail space. It should also be said again, the proposed application or its approval by the City will not impact the No Frills grocery store lands in any way.
- Questions/concerns regarding proposed density and proposed one bedroom vs bigger units: the materials submitted in support of the development application indicate support for the density

proposed. This density has been evaluated from a traffic and servicing perspective amongst other considerations. The City and other commenting bodies have also reviewed the density and not flagged any concerns resulting from the application. Analysis of future density with further mall redevelopment will likely continue to evaluate all the typical density considerations which impact available hard and soft services. As noted further on in this report under the “Housing” section, the intention of the owner is to provide a range of unit sizes based on demand. The size of units is also driven by the proposed tenure of each building which is also unconfirmed at this time. This is a matter to be determined later on during the next phase of the development approvals process.

3.0 CITY-INITIATED OPA / DIXIE OUTLET MALL POLICY REVIEW

As the City is aware, GSAI has submitted comments on behalf of our client with respect to the ongoing City-led OPA for the Dixie Outlet Mall lands. While the majority of the comments are made in reference to the broader mall lands, and impacts on ability for eventual redevelopment of the property, it is worth reiterating some of the comments made which are specific to this active concurrent development application:

1. Blanket heights and densities across the site, including the subject lands of this application do not consider other broader good planning principles which may permit varying heights and densities.
2. On-site constraints limit how any future road network can be designed. This in turn drives the private and public road network as proposed in the submitted revised development concept. Access configuration with South Service Road, crossings of the storm culvert under the mall building and parking lot, and MTO restrictions all make laying out access challenging. The proposed layout as shown with the submitted materials has been extensively studied by LEA and designed to account for existing constraints and best practices. The proposed layout allows for the eventual expansion of the road network which can satisfy City, Region and Provincial requirements.
3. Policies regarding transition should reflect a wider range of built forms. This is needed to deal with the vast size of the mall lands as well as some existing separations to existing residential which can accommodate larger/taller massing due to their separation.
4. Maximum heights should be increased for the mall lands.
5. Policies should speak to more consideration to private streets. This is critical to satisfy parking requirements underground with an evolving trend of the City’s desire to eliminate or greatly reduce surface parking from new projects.
6. As elaborated upon below, the applicability of these policies in the evaluation of this development application (i.e. they are not the in-effect policy framework at the time of application submission) needs to be considered by City staff.

4.0 DRAFT MISSISSAUGA OFFICIAL PLAN (FEBRUARY 2024)

GSAI has also submitted comments on the proposed draft Mississauga Official Plan. Similar to above, it is worth noting the following comments specific to the development application materials:

1. GSAI believes that since the active application was submitted before the City-led policy initiative, City staff may refer to the policy vision of this exercise, but the development application will be evaluated on the basis of the submitted materials in the context of current City Official Plan policy regime.

5.0 CHANGES TO THE PROPOSED DEVELOPMENT CONCEPT

5.1 Overall Vision

The subject lands, being a mall site with vast surface level parking, represents dated planning and development principles, and presents a great opportunity for redevelopment. In turn, this mall's locational advantages in terms of transportation and within the northern section of the Lakeview Neighbourhood is ideally placed for intensification with denser built forms. As mentioned, at this time, the current vision is to retain the majority of the mall (34,760.40 square metres on Slate's property) while redeveloping the underutilized surface parking for residential and open space uses. The redevelopment goal is to balance the changing retail needs, while retaining most of Dixie Outlet Mall, with new and improved sustainable, mixed-use, garden community objectives that foster health and well-being for existing and future residents. The revised proposed development continues to contemplate a walkable, mixed-use community and with convenient access to a range of land uses, housing, community amenities, nature, services, and infrastructure that facilitate healthy, active lifestyles for existing and future residents and visitors.

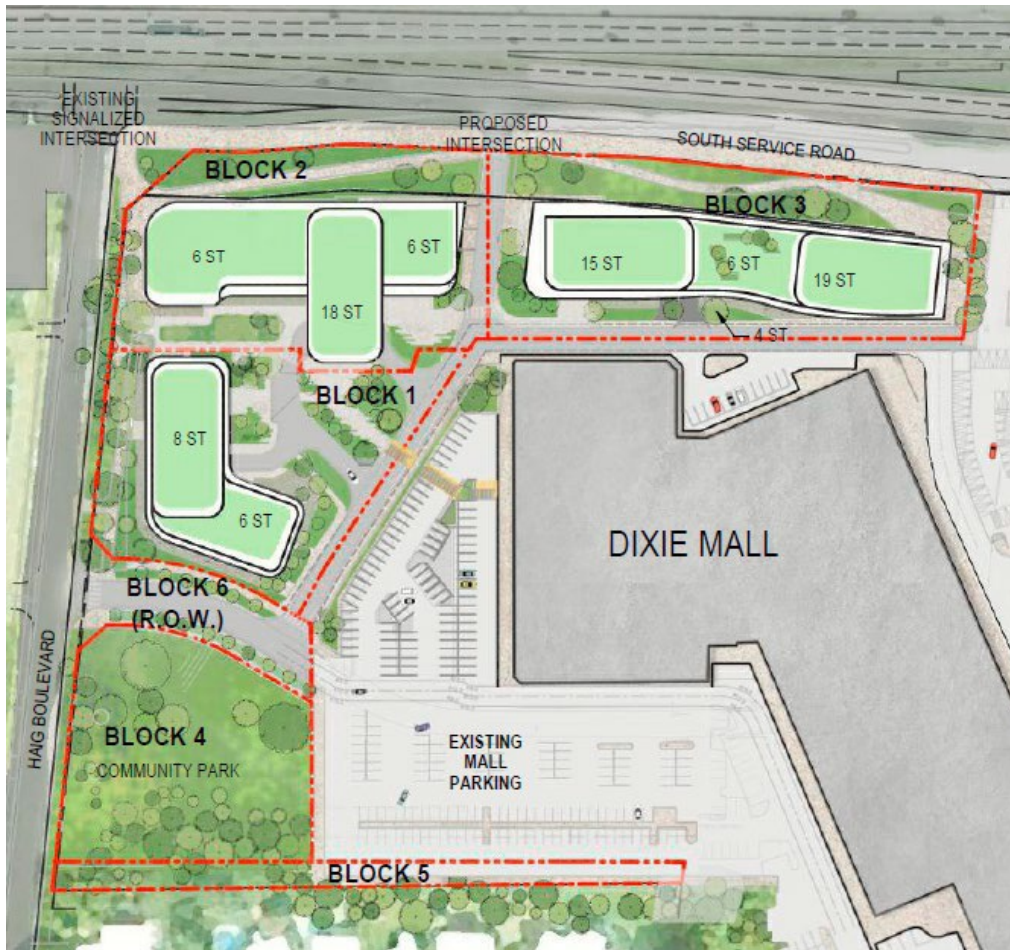
5.2 Proposed Development Details

The revised proposed development consists of six "blocks", including three blocks for proposed new residential buildings:

Proposed Development "blocks"

Block #	Land Use / Details	Area (square metres)
Block 1	Residential: Mid-Rise	0.56 ha
Block 2	Residential: Tower/podium	0.68 ha
Block 3	Residential: Tower/podium	0.71 ha
Block 4	Public open space: Park block	0.46 ha
Block 5	Residential: Future conveyance to adjacent landowners	0.14 ha
Block 6	Road (rights-of-way)	0.15 ha
TOTAL REDEVELOPMENT AREA:		2.7 ha

Proposed buildings include podiums to achieve an interesting form, design variety, and contribute to human scale public realm. This stepped built form provides for an organic transition from the lower height/density community to the proposed development. The greatest heights continue to be directed away from the low-rise neighbourhood to the west and south, and instead located along the QEW. Block 2 at the corner of South Service and Haig Boulevard, contemplates a six-storey podium with an 18-storey tower (reduced from the previous 22 storeys). Block 3 located at the northeast corner of the site, contemplates a six-storey podium with two point towers, 15 and 19 storeys in height, reduced from their previous proposed heights of 18 and 25 storeys. Block 1 contemplates a six-storey podium and an eight-storey mid-rise building (podium height increased, tower decreased in height). Block 4 in the revised scheme is the former Block 1 park, but now has two street frontages, deemed desirable by the City as this creates greater visibility and porosity to an open space. A new Block 6 is proposed which has been added to the revised development in accordance with comments from the City. This revised layout is shown on below.



Concept Plan prepared by GPAIA dated March 26, 2024.

The revised concept for the subject lands includes a new public park, along the west and south of the lands, creating an open-space transition interfacing the neighbourhood to the west and south. This public park will offer a range of recreational opportunities and open space settings as well as permeability throughout the Subject Lands and beyond. The site also has other “soft” entry points to the site including the large northern portions of Blocks 2 and 3 (the MTO setback) as well as the urban mews condition located on Block 2, just north of Block 1.

The revised proposed development will be designed to accommodate a well-functioning multi-modal transportation network. The proposed internal road network will consist of private streets, sidewalks and multi-use trail connections that will ensure the safe, accessible, and convenient mobility of all users. The Proposed Development will have one vehicular access onto South Service Road, which connects to Dixie Road, as well as additional access via the mall parking lot which can be secured legally through other means. Additional pedestrian connections are provided throughout the development, including throughout the park and to Haig Boulevard to the west. All active transportation routes will link with other existing and planned active transportation infrastructure along Dixie Road.

Parking has been provided to meet the needs of residents and visitors while also balancing the desire to support alternative, sustainable modes of transportation including transit, walking, and cycling. The

The majority of parking is proposed to be accommodated below grade. In comparison to previous plans, the development concept is now self-sufficient for parking and does not need to have shared visitor parking with adjacent retail parking areas.

The following Table provides an overall summary of key elements and statistics with respect to the revised proposed development:

Proposed Development Statistics

Site	
Total Subject Property (entirety of 1250 South Service Road)	14.37 hectares
Redevelopment Area / "Site Area"	2.7 hectares
Proposed Development	
Residential GFA	72,067 square metres
Public Parkland Area	4,600 square metres
Block 5	1,434 square metres
Total Units	997
Total parking (residential and visitor)	1,009
Total FSI (Gross)	2.67
Amenity Area	
Total Provided Amenity Area	4,474 square metres
Apartment Unit Bedroom Distribution Target (%)	
(1-bedroom) 45-65 m ²	65
(2-bedroom) 68-74 m ²	20
(3-bedroom) 80-94 m ²	15
TOTAL	100
Bicycle Parking Provided	
Short term (Visitor)	50 spaces
Long term (Resident)	598 spaces
TOTAL	648 spaces

**PLEASE NOTE: The above project statistics are subject to change with the anticipated evolution of the Proposed Development plan. It is further noted that the GFA (Gross Floor Area) calculations are SCREO I Dixie Outlet Mall (Slate Asset Management) - Planning Justification Report (Part of) 1250 South Service Road*

conceptual and based on gross building sizes.

6.0 URBAN DESIGN CONSIDERATIONS

The following section has been prepared to address City Urban Design commentary.

1. More information needs to be provided in the overall site master plan:
 - a. Our client and team have been meeting with both City development and policy staff to review master plan information to both consider mall redevelopment options, but also to inform the final design attributes of the revised development concept plan. Sufficient information has been advanced to consider the proposed development application.
 - b. The revised master plan, and development concept provide details on block layout, and public and private roads. Specific to the application, and in accordance with City Official Plan policies, a fine-grained street pattern has been started with the creation of the connection to Haig Boulevard. While today this serves as a new access point to the subject site, it will be the commencement of a new road providing circulation for all modes of transportation through the broader mall property. The future roads are conceptual at this time but can be designed to accommodate an adequate pedestrian and bicycle network. The future network will also need to adapt “real” site conditions which necessitate an adjustment to a grid-like network which the City prefers. All future layouts and designs also need to accommodate existing and future MiWay needs.
 - c. Similar to considerations on future roads, the parkland system has also been considered. Our team believes anchoring the project with this first park block along Haig Boulevard is the start to a ribbon of open space opportunities which eventually could connect with larger park blocks as well as to the Applewood Creek hazard portion of the site. Today’s parkland contribution by way of a block, and any future parkland creation will be considered in light of statutory requirements for parkland dedication.
 - d. GSAI and our client have indicated our belief that the broader mall lands are appropriate for even taller height beyond what is proposed but that this will be evolve and be determined with both the City-led policy initiative as well as with future development applications.
 - e. Phasing considerations are very volatile due to many unknowns in both retail and residential market conditions. Similar to height considerations, future phasing issues can be determined with the City’s policy initiative and with private development applications.
2. Overall height and density need to be reduced:
 - a. The proposed height for the towers have been reduced on each tower. This has been done to address City concerns. It is still the team’s belief that the towers could be taller due to the large distances from surrounding homes to the north and east of the site. The lowest heights are nearest homes to the west and south, with the most gradual transitions in height also within this area. It should be pointed out that the 18-storey tower is closest to lands along South Service Road which are zoned for commercial purposes (former gas station/repair facility and further west, car wash). The townhouses along Haig Boulevard are across the street from a proposed moderate 8-storey building on a podium element. It is our opinion this is not excessive and satisfies any technical criteria for compatibility with the surrounding residential areas. Further commentary is provided below with regards to the City’s height hierarchy and recent OLT decisions in this regard.
 - b. The proposed density is not excessive and does not need to reflect the surrounding area to be compatible with the surrounding area. The project lands are of more than an adequate

size for density and with the careful placement and positioning of massing, the density does not impact the character of the surrounding lands. As has been noted in previous planning reporting, and in the current GPA UDS, the heights provide adequate separation to existing residential areas, and do not impact any broader City height hierarchy. As has been noted, from a planning perspective, this mall property is central to the larger Lakeview community and is well-positioned to provide greater density residential development in a part of the City with very little to no apartment development exists. This satisfies broader community goals of a complete community with having housing opportunities which are both new, and of a built form different than nearly anything else in this northern section of Lakeview. Our submission to the City on the mall's location along the Q.E.W. is also appropriate for broader place-making in the City in consideration of a gateway. This locational advantage should be treated appropriately with massing and density that suits this locational attribute.

3. Development should provide appropriate built form transition to the existing low-rise residential to the west and protect existing neighbourhood character:

At this time, the revised development concept is showing an apartment built form with a mid-rise element of only 8 storeys. Similar to other building heights, it has been reduced. This height, and distance to existing townhouses does respect homes on the other side of Haig Boulevard. Within approximately 50 m of the property edge, the maximum proposed building height is no taller than eight storeys and is predominantly six storeys. The 18-storey tower element is beyond 50 m from the property line (approximately over 85 m away from proximate front yards of homes along Haig Boulevard) and is more than adequately spaced away to provide acceptable transition. It should also be noted that through the draft implementing documents, provisions have been made to permit various forms of townhouses. Should there be reasons in the future to modify the concept plan, a townhouse built form may be considered in parts of the development application lands. Location of these blocks would also consider transitional requirements for the broader redevelopment site.

4. Concerns with building separation distance:

The previous development plan showed a 15 m separation between Tower A1 and A2. In the revised development concept, the closest tower separation is over 26m between Tower A and Tower B as demonstrated in the most recent GPA architectural plans (sheet A100). This separation, while under the City guideline in the Lakeview Local Area plan, is from a building corner to a building corner, and with one building being a mid-rise of eight storeys. With very little to no building overlap, this separation is considered acceptable and does meet the intent of generous building separation. Other tower separations on site range between approximately 30 and 48 m.

5. Taller buildings should have smaller floor plates:

As noted by the City, the Lakeview Local Area Plan Appendix 1 under policy 2.2.5.3 has guidelines with respect to tower floor plates between 7 and 14 storeys. The proposed building towers are pre-dominantly mid-rise in form and are all designed with a maximum floor plate size of 1,000 m² in compliance with the City guideline. The team believes the extra floors on the three buildings beyond the fourteen storeys referenced by the City are appropriately sized with the same floor plate as other tower levels and are justified due to a combination of building orientation, spatial separation to closest residential, and that the buildings maintain the sky views. The tallest building closest to existing residential that is visible (Block 2) is more than 50 m away from the townhouse built form along Haig

Boulevard. This block is also diagonal to the townhomes in this area as the closest adjacent block is actually the former gas station/car repair land along South Service Road. This area is somewhat blocked by the proposed building shown for Block 1. Other buildings proposed in Block 3 that are above 14 storeys are either very far from existing residential or are partially blocked by sight lines (i.e. future noise wall along Q.E.W. for North Service Road). On this basis, the team believes the proposed tower floor plates can be justified based on the predominantly mid-rise built form, and distance to various existing residential areas.

As noted, the proposed floor plate designs for the mid-rise towers are all under 1,000 m². Due to their size and based on the City's zoning requirements per Table 4.15.1, row 6, an amendment to the base provisions will not be pursued as the designs can comply with the "RA5" zone regulation.

6. Mississauga Urban Design Advisory Panel (MUDAP):
It is our understanding that this development application will no longer need to go to MUDAP.
7. Transition in built form, height density that relates to the existing built form within the adjacent neighbourhood to the west.
This matter has been addressed in sections 2 to 5, and 9 and 10.
8. The City Official Plan and Lakeview Local Area Plan requires that infill development on commercial sites within neighbourhoods respect and relate to the existing building stock.
Similarly, this issue has been addressed in other sections of this report. However, it should be noted the Official Plan also speaks to commercial sites being appropriate for modest infilling. The proposed density and height are modest in light of their proximity to existing residential as well as in consideration of site layout characteristics. Policy 10.1.3.1 is based on outdated thinking that mimicking height of surrounding areas makes for appropriate intensification. This only permits new housing without an amendment to the Official Plan that is low to moderate density housing. However, appropriate infill needs to evaluate other broader policies including providing needed housing in parts of the City that require housing diversity. Policy 10.3.6, while intended for commercial development, does speak to heights up to eight storeys on commercial lands in proximity to residential which is what the proposed development reflects. It should be noted some of these policy references are policies under appeal.
9. The overall height of the proposal should reflect the site's location in the City Structure - Urban Hierarchy in MOP:
 - a. Overall height of all buildings has been reduced in the revised development concept. Most of this project should be considered mid-rise and not tall in the broader context of other infill or City-wide project building heights.
 - b. GSAI will not reiterate previous commentary with regards to the height regime in the Official Plan as expressed in the City Structure – Urban Hierarchy. It has been noted the numbers are arbitrary and dated and no longer reflect the reality of the disparaging height differences between the City Centre and Downtown areas, other strategic growth areas, and the vast majority of Mississauga that has stable low-height residential areas. There is a significant policy gap between unlimited height in City Centre, major nodes with a 25-storey height, and other parts of the City with no opportunity for height based on the current hierarchy. The City comments are misplaced as our project heights are very appropriate for both this neighbourhood in the context of the large site size, the large separations to existing

residential, and the missing height policy framework appropriate for a commercial site such as this. Further as noted above, this project site warrants special height attention with the opportunity for consideration as a City gateway. Even if this is not formalized, the site's location on a major provincial highway near the entrance of the City affords placemaking opportunities and in this case the site is well-anchored with appropriate height for this purpose.

- c. The City is aware of the recent resolution of a part of OPA 115. This is the “Re-imagining the Mall” item for the City and while the subject mall property was not subject of this City-led policy initiative, the City did note the property was or could be under consideration as a candidate site. This is important as contextually, the subject mall has similar characteristics to the other selected mall/node lands, albeit Dixie Outlet Mall may actually be larger than some of these other mall properties. The issue of height as per OPA 115 was before the OLT and as part of the resolution, proposed policy 14.1.7.2 (Height and Density) was created. The policy notes a maximum building height of eighteen storeys is applicable. The policy also goes on to note heights in excess of eighteen storeys can also be considered with the submission of an Official Plan Amendment and with demonstrating compliance with the included policies. The revised development concept before the City adheres to this policy framework applicable in other parts of the City and is appropriate in consideration of contextual similarities. Only one building is one storey taller but remains appropriate for the redevelopment site.

10. Proposed Official Plan Amendment use of “Mixed Use”:

The revised draft implementing Official Plan Amendment is proposing “Residential High Density” for the residential blocks. The other proposed uses have appropriate designations to suit.

11. Park configuration:

- a. The previous proposal was not supported by staff due to the site configuration adjacent Haig Boulevard. As noted previously, the park layout has been rationalized with a square shape allowing for greater programming opportunities. It is noted City staff are concerned with infrastructure encumbrances, but the existing equipment cannot feasibly be removed from the site. Even with this infrastructure remaining, opportunities exist for recreational purposes on this block similar to other parkland with encumbrances. See the rendered plan below showing programming opportunities for various recreational ages/activities.



Excerpt from Janet Rosenberg & Studio Inc. Parks and Open Space Rendered Plan (also see GPA UDS section 3.3.2)

7.0 HOUSING COMMENTS

GSAI has chosen to respond to City comments with regards to housing as included in the City's ePlans PSR within this document. This commentary is meant to be read, as applicable, in conjunction with the previously submitted Housing Report dated December 2022.

It should be noted the owner is always reviewing options, government funding opportunities, and potential partners in thinking about affordable housing options. Options may include various tenures including units affordable to moderate income households, rental housing, or third-party funded ownership unit models of ownership. That said, it is premature to provide any kind of commitment to possible affordable housing that the owner may wish to provide. However, as the City is aware, the subject property is not in a part of the City subject to inclusionary zoning. The City has confirmed in public forums that the subject owner is not obliged to provide affordable housing in compliance with the City's inclusionary zoning regulations. Therefore, any affordable housing initiative would be voluntary and at the sole discretion of the owner.

City staff have noted the previous report did not provide enough information on the range of housing options. At this time, the information for housing details is still limited in this early stage of the development

process. The development application concept shows various apartment buildings while the draft implementing documents also protect for permissions to allow various forms of townhouses. This will ensure any variability in market conditions or technical issues which may prohibit apartment development can easily be accommodated with a change in housing built form. Based on the plans provided, the apartment buildings have various unit sizes as detailed above in the Proposed Development Statistics table on page

While detailed pricing is not available at this early time, it is presumed it is more than likely the proposed units will offer a greater variety of price points and smaller household sizes than most of the surrounding neighbourhood homes. Considering the composition of the surrounding Lakeview community, this provides a superior range of housing options over what exists today. Based on census data, the Lakeview neighbourhood has had essentially no change since 2016. This indicates that without significant reduction in population, there is very limited opportunity for new residents wishing to live in this part of Lakeview. This is further compounded with very little to no new housing in close proximity to the subject site. On this basis, increasing the housing supply contributes to housing options for both existing and new residents. Census data also reveals Lakeview is generally older than typical Mississauga age cohorts which means there is potential for less additional children in the area. This difference may partly contribute to some area pupil yields. Providing new housing creates the opportunity to increase both population and new residents unable to find affordable housing within their budget targets in a neighbourhood with various school opportunities with existing homes. The variety of units with approximately 15% of units targeted with three-bedroom layouts allows for opportunities for larger families to also consider this new development. This opportunity also applies for area families or typical “empty nesters” wishing to downsize but remain in the community with a unit that is large enough to have flexibility for family or non-family visitors.

8.0 PROPOSED IMPLEMENTING DOCUMENTS: OFFICIAL PLAN AMENDMENT AND ZONING BY-LAW AMENDMENT

To permit the Proposed Development, an Official Plan Amendment and a Zoning By-law Amendment application are required. The following discussion outlines the proposed Official Plan designation and Zoning By-law regulations/provisions. These documents provide the framework to implement the proposed development concept.

8.1 Proposed Official Plan Amendment (OPA)

An Official Plan Amendment (OPA) to the Mississauga Official Plan is required to implement the proposed development vision as shown in the architect’s concepts. The revised draft OPA is provided in *Appendix I* of this Report.

The Subject Lands are currently designated “Mixed Use”. The revised OPA is proposing to designate the residential component of the project “Residential High Density”. As noted in City comments on the application, this early phase of mall redevelopment has dedicated residential buildings, albeit they would permit potential at-grade non-residential uses. It is more appropriate to have a residential designation for this first phase and use “Mixed Use” designations in future phases with greater non-residential uses in future buildings.

The revised draft OPA also includes revisions to the Lakeview Local Area Plan (LLAP) only as needed to reflect the proposed development, and to rectify any conflicts with statements in the LLAP. This judicious

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(Part of) 1250 South Service Road

review of the City’s Official Plan seems prudent and does not detract from the intent of the balance of specific Lakeview neighbourhood policies as they may apply to other parts of the neighbourhood. As staff will note, the OPA is now simplified with the use of the “Residential High Density” designation along with other revisions proposed.

The revised draft OPA also includes new designations recognizing the addition of a proposed public open space block as well as for the lands being zoned to match the Myron Place homes adjacent the subject site.

The OPA also permits various townhouse built forms to provide flexibility for future site development. It is presumed the City will view this positively as to allow this without further public review and planning process lets the owner flex to market demands and technical needs allowing for homes to come to the market faster. In turn, the reduced mass of any townhouse block or units would likely be a smaller mass/bulk than any of the proposed apartment buildings. To simplify the extent of any new policies proposed in the OPA, a new special site policy (Special Site 14) section for the Subject Lands is proposed.

8.2 Proposed Zoning By-law Amendment (ZBL)

The following section provides further detail on the specifics of the draft implementing Zoning By-law materials (Draft ZBLA) provided in *Appendix II* of this Report. As previously noted, the subject lands are currently zoned as “General Commercial (C3)” under Mississauga Zoning By-law 0225-007.

Revisions to the proposed regulations for the residential use have been made to reflect changes with heights, setbacks, and other site programming considerations. Similar to the OPA, the draft ZBL also permits various forms of townhouses that must comply with standard base Zoning By-law regulations. The City will also note various provisions permitting changes for non-residential uses. As previously indicated, at this time early in the process, final building programming is unknown, but the owner presumes the buildings will be dedicated residential spaces. However, to accommodate potential at-grade building programming which can flex for non-residential uses such as retail and service uses beyond the standard City regulations through section 4 in the Zoning By-law, the regulations have been appropriately expanded. This measure permits for “futureproofing” of the proposed development blocks if required.

The draft implementing zoning by-law also proposes zones for the park block and the sliver of land for the Myron Drive homes. The regulations have also been written to consider existing conditions including the hydro infrastructure running west/east in the southerly portion of the site, as well as to consider phased removal of parking from Dixie Outlet Mall. This latter regulation ensures that while the lands may be zoned for residential permissions, the current conditions can continue until such time as a block is removed from the parking supply or the block redevelopment impacts the mall building. As noted previously, it is anticipated that this document will be revised as the development plan is finalized with City input and associated design and technical information is received. Should there be any major revisions to the future submission documents, GSAI will continue to provide an amended draft ZBL chart and/or schedule outlining revisions to match the design elements and to fulfill project requirements.

The implementing zoning by-law chart has been organized with each column representing a proposed zone for the Subject Lands. Each row provides details on the specifics for the proposed zones: the design of the chart is meant to provide high-level zoning considerations at the top (i.e. uses) with the details at the bottom (i.e. parking standards) similar to how the final implementing zoning by-law would be drafted. GSAI would note the following information:

GENERAL COMMENTS

- The specific zoning prefixes were based on the appropriateness of their permissions and what the GPA drawings envision for the lands. For the developable lands, RA5 zoning was selected for the lands envisioned as primarily residential while OS1 was selected as the applicable block contains a proposed public park.
- The height limit noted in the residential zone is prepared to match the GPA concept/drawing design details.
- Parking rates proposed for the residential development reflect both existing and future transit network availability as well as results from City-approved surrogate sites for surveying, as indicated in the LEA TIS/Parking Study. Particularly, MiWay service adjacent to the subject lands is good and overall neighbourhood service will be excellent in the future and in turn, the project will support area transit service with the concentration of new residents. The project is proposing a parking rate of 0.85 spaces/unit for residential parking, and 0.15 spaces/unit for visitor parking for a total of 1.0 spaces/unit for all parking needs. The total parking supply slightly exceeds this proposed parking rate. It should be noted that bicycle parking and electric-vehicle ready parking requirements will be met for the project at this time.
- To accommodate potential phasing of the subject lands in context of the existing Dixie Outlet Mall, the implementing zoning chart allows for continuation of the retail use. This now protects for permission of the retail mall within the RA5 special section lands through partial redevelopment/construction.

SPECIFIC ZONES

The accompanying materials from GSAI indicate the proposed Draft ZBLA seeks to rezone the Subject Lands from “C3 – General Commercial” to various zone categories as described below:

1. “RA5-XX” (Residential Apartment – Exception) permits various residential built forms in compliance with the RA5 provisions with specific development regulations for the design elements of the built form. The zone reflects permission in consideration of a private road system (i.e. permits underground parking under private roads) and includes considerations for access and determining frontage with the blocks as proposed. The proposed provisions also include permission for roof-top amenity areas for certain portions of the buildings should the architect program the building in this fashion. The regulations are proposing 4.4 m²/unit for amenity area. This is based on the GPA provided plans indicating available area for both indoor and outdoor amenity area possibilities. This standard may be adjusted in future plan iterations if applicable based on finalized mitigation considerations including noise, wind, and site and building programming constraints. While this proposed regulation is a slight reduction from the City standard set in table 4.15.1, row 15.4, the residential blocks have a range of between 45-48% landscape areas. This excess in landscape open space beyond a typical City zoning requirement accommodates for various forms of informal play and site programming outside of the formal amenity areas without infringing upon formalized planting areas. This, along with a proposed proximate park block, supports a reduced amenity area standard. Setbacks and landscape buffer provisions are based on the conceptual pinch-points as shown but with plan evolution can be customized to reflect some of the other larger areas on the plan. The setbacks along South Service Road are based on expected MTO requirements and are not proposed to be amended as per standard City

Zoning requirements.

2. “OS1-XX” (Open Space – Exception) is to apply to the public park block. Regulations have been added to allow for potential structures within this park block as part of future park master plan development. The proposed zone also includes permissions reflecting electrical infrastructure currently within these lands. As noted in our original submission, through discussions with Alectra, our client has been made aware that none of this infrastructure can be relocated and in turn, the land needs to be designed to protect for functional permanent access to the infrastructure.
3. “R3-75” permits detached dwellings and mimics the zoning permission on lands immediately to the south of the subject lands. Zoning for this block as proposed will facilitate anticipated/potential future real estate transactions between our client and the adjacent landowners. Essentially, completing this transaction will give existing homes legal permissions for their homes and some accessory structures, some of which are currently on the owner’s property. City staff should confirm whether applying the R3-75 zone will suffice to protect for the existing structures or whether an additional provision is needed in which case the R3-75 zone will need to become a new R3-special section.

9.0 CONCLUSION

We maintain the opinion that the proposed development, and as revised, represents a desirable form of intensification on a currently underutilized site. It is our opinion that the proposed Official Plan Amendment and Zoning By-law Amendment are justified and represent good planning for the following reasons:

- 1) The proposed development and supporting OPA and ZBLA are consistent with the policies of the Provincial Policy Statement as it supports an appropriate mix of uses and densities that will facilitate intensification and the optimized use of land, servicing infrastructure and transit as well as contribute to the creation of a healthy, livable and sustainable community;
- 2) The proposed development and supporting OPA and ZBA conform to the policies and direction of the Growth Plan and Region of Peel Official Plan as it will promote a compact built form and appropriate mix of uses and densities that will support the efficient use of transit, active transportation and other public infrastructure and services and will support the creation of complete and transit-oriented communities;
- 3) The proposed development and implementing OPA and ZBA will support the creation of complete communities through the proposed transit-supportive densities, an appropriate mix of land uses with convenient access between residential areas, provision of adequate and appropriate commercial services and open spaces, a well connected and safe pedestrian and cycling network as well as generating sense of place;
- 4) The proposed development presents an efficient use of land and cost-effective development patterns, fully embraces planned and existing public infrastructure and services, which is consistent with the policies of the Mississauga Official Plan;
- 5) The proposed development and implementing OPA and ZBA will supporting the creation of a sustainable community that prioritizes the use of public transit and active transportation. The

proposed development is pedestrian friendly and transit-supportive and will increase transit ridership over time by utilizing existing and planned transit. The project as proposed has the potential to support significant transit improvements, thereby improving transit access and convenience for the broader Lakeview community. It is also pedestrian friendly; walkways and the proposed street network provide unimpeded pedestrian access to transit stops, parks, commercial services and other amenities in the surrounding area;

- 6) The proposed development is compatible with the surrounding land uses. Building heights are proposed to exceed maximum heights established for Neighbourhood areas, however an appropriate transition in land use and built form has been achieved in particular through strategically locating heights and ensuring appropriate separation distances with surrounding low-density neighbourhoods in keeping with Official Plan and Local Area policies;
- 7) The proposed development and supporting draft implementing documents provide opportunities for a diverse range of residential housing types, sizes and potential tenure which will accommodate a range of life-stages, housing needs and incomes. This housing mix will support the broader objectives of housing affordability and aging in place for the Lakeview Neighbourhood and broader community;
- 8) The proposed development and supporting draft implementing documents are supported by technical analysis prepared by various subject matter experts. The general conclusions of this analysis confirm that the revised proposed development is supportable and does not impose unacceptable conditions on the existing community that cannot be mitigated;
- 9) The proposed redevelopment of the subject lands will contribute positively to the community by transforming a suburban retail site and surface parking lot into a mixed use community, improved streetscape, new public green/open space destinations, greater housing options for new and existing area residents and improved pedestrian and cycling experience; and,
- 10) As part of the “More Homes Built Faster Act”, the Provincial Government has set a goal of having 1.5 million homes built over the next 10 years to address the current housing crisis. The proposed development is aligned with and contributes towards the implementation of Provincial housing objectives.

It is our opinion that the objectives of the Provincial Policy Statement, Growth Plan, Region of Peel Official Plan, City of Mississauga Official Plan, and the Lakeview Local Area Plan will be met and enhanced through the advancement of the proposed development and the associated Official Plan Amendment and Zoning By-law Amendment. The revised development proposal will achieve good planning and will contribute to the creation of complete communities through introducing residential and park uses to a commercial site and existing parking lot, creating a more inclusive mixed-use approach and associated intensification.

Respectfully submitted,

GLEN SCHNARR & ASSOCIATES INC.

A handwritten signature in blue ink, appearing to read "M. Luchich", with a stylized flourish extending to the right.

Maurice Luchich, MCIP, RPP
Senior Associate

APPENDICES

APPENDIX I:

Amendment No. #

to

Mississauga Official Plan

By-law No. _____

A by-law to Adopt Mississauga Official Plan Amendment No. #

WHEREAS in accordance with the provisions of sections 17 or 21 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, ("*Planning Act*") Council may adopt an Official Plan or an amendment thereto;

AND WHEREAS, pursuant to subsection 17(10) of the *Planning Act*, the Ministry of Municipal Affairs and Housing authorized the Regional Municipality of Peel ("Region" or "Regional"), an approval authority, to exempt from its approval any or all proposed Local Municipal Official Plan Amendments;

AND WHEREAS, Regional Council passed By-law Number 1-2000 which exempted all Local Municipal Official Plan Amendments adopted by local councils in the Region after March 1, 2000, provided that they conform with the Regional Official Plan and comply with conditions of exemption;

AND WHEREAS, the Commissioner of Public Works for the Region has advised that, with regard to Amendment No. #, in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding policy changes/mapping modifications within the Lakeview Neighbourhood Character Area;

NOW THEREFORE the Council of The Corporation of the City of Mississauga ENACTS as follows:

1. The document attached hereto, constituting Amendment No. # to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this _____ day of _____, 2024.

Signed _____
MAYOR

Signed _____
CLERK

Amendment No. #
to
Mississauga Official Plan

The following text and Maps ("A", "B", and "C") attached constitute Amendment No. XX.

Also attached but not constituting part of the Amendment are Appendices I and II.

Appendix I is a description of the Public Meeting held in connection with this Amendment.

Appendix II is a copy of the Planning and Building Department report dated XXX 2024 pertaining to this Amendment.

PURPOSE

The purpose of this Amendment is to amend the Lakeview Local Area Plan to include the subject lands as a Special Site to accommodate proposed residential development.

LOCATION

The lands affected by this Amendment are located at the southwest quadrant of the Queen Elizabeth Way and Dixie Road, and specifically at the southeast corner of Haig Boulevard and South Service Road. The subject lands, currently part of a portion of Dixie Outlet Mall, are located in the Lakeview Neighbourhood Character Area, as identified in the Mississauga Official Plan.

BASIS

Mississauga Official Plan (MOP) came into effect on August 4, 2022, save and except for the outstanding site-specific appeals to the Local Planning Appeal Tribunal. LPAT appeals specific to the subject lands are sine die pending outcome of this application.

The subject lands are designated Mixed Use which permits various retail and service commercial uses, overnight accommodation, secondary office, and residential in combination with other uses.

The proposed development includes revisions to the land use designation to Residential – High Density, Public Open Space, and retaining Mixed Use for the balance of the Dixie Outlet Mall lands. Additional amendments to the general land use regulations as well as the Lakeview Local Area Plan are required resulting from the proposed development.

The proposed Amendment is acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposal is consistent with the Provincial Policy Statement (2020) and conforms with and does not conflict with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). In addition, the Proposed Development will bring the Region of Peel Official Plan (2022), City of Mississauga Official Plan (2022) and Lakeview Local Area Plan into consistency with the Provincial Policy Statement and into conformity with the Growth Plan. The proposal is aligned with and contributes towards the implementation of Provincial and City housing objectives and targets.
2. The proposal meets the intent, goals, and objectives of Mississauga Official Plan.
3. The proposal represents the reinvestment and intensification of an underutilized site. Streetscape and pedestrian connectivity and experience will be vastly improved by the development proposal. This will not only benefit residents of the future development but also current residents in neighbourhood areas.
4. The site is adequately served and connected to a variety of public transportation options, community services and schools, as well as institutional, retail commercial, and open spaces. The proposed development optimizes current and future investments currently under construction occurring with the QEW and South Service Road as well as planned and potential transit upgrades. The proposed development can utilize existing servicing in an efficient manner.
5. The lands are suitable for the proposed uses and are compatible with existing and potential future uses. The main land use while currently permitting residential, is proposed to be revised with a residential designation to allow primarily residential built form on the site at higher densities.
6. The proposal seeks to diversify the Lakeview housing stock by introducing apartment units, which this area of the City is severely lacking. Furthermore, unit sizes will range in size (and therefore subsequently cost) to appeal to different household sizes and income levels. Introducing a new and more diverse population to the Lakeview community will allow many households including families to enjoy and make use of the amenities the Lakeview community has to offer.
7. The Proposed Development has regard for the surrounding neighbourhoods and context by including appropriate buffers, setbacks, stepping of building heights, and considering shadow impacts. An appropriate transition in heights that respects the surrounding existing residential context will be achieved, through the construction of buildings with a maximum proposed height of nineteen storeys.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

Mapping Amendments

The Mississauga Official Plan is hereby amended as follows:

1. Schedule 10, Land Use Designations, of Mississauga Official Plan, is hereby amended by replacing portions of the 'Mixed Use' designation with 'Residential – High Density' and 'Public Open Space' as shown on Map "A" of this Amendment.

The Lakeview Local Area Plan, of Mississauga Official Plan, is hereby amended as follows:

2. Map 3, Lakeview Local Area Plan Height Limits is hereby amended by adding a new subject lands sub-parcel within the broader Dixie Outlet Mall parcel and including a '3-19' storey height limit as shown on Map "B" of this Amendment.
3. Section 13.1 Special Site Policies is hereby amended by adding a new key map for the subject lands as shown on Map "C" of this Amendment.

Text Amendments to the Lakeview Local Area Plan, of Mississauga Official Plan

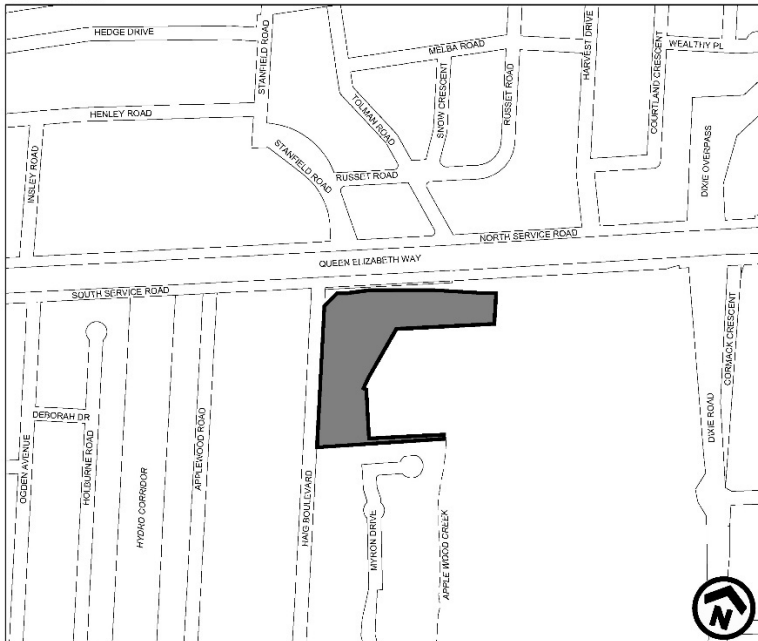
1. Section 5.2.2 Neighbourhoods
 - a. Revise the first sentence under this section from “Infill and redevelopment in Neighbourhoods will be facilitated and be encouraged in a manner consistent with existing land uses in the surrounding area.” to “Infill and redevelopment in Neighbourhoods, which may include higher density built forms, will be facilitated and be encouraged in a manner to be compatible with existing land uses in the surrounding area.”
 - b. Revise the third paragraph to include the following additional sentence: “The former Dixie Outlet Mall lands in Serson Terrace comprise apartment built forms in various heights and are part of a mixed use community.”
2. Section 10.1
 - a. Add a new section 10.1.2 as follows: “Redevelopment of commercial plazas will increase residential and non-residential building heights considering appropriate transition to adjacent residential and open space uses.”
3. Section 10.1.3 Central Residential Neighbourhood Precinct (Cawthra Village, Orchard Heights, Serson Terrace)
 - a. Revise the first sentence of 10.1.3.1 from “The existing commercial site at South Service Road and Dixie Road represents a site for potential intensification, to a maximum height of 4 storeys.” To “The existing commercial site at South Service Road and Dixie Road represents a site for potential intensification.”
 - b. Delete 10.1.3.1 b. in its entirety.
 - c. Renumber policy 10.1.3.1.c. to 10.1.3.1.b.
4. Section 10.3 Built Form Types
 - a. Include a new section 10.3.5 d., 10.3.5 e., and 10.3.5 f. indicating:
 - i. “10.3.5. d. on sites with multiple buildings including multiple uses, development will provide appropriate pedestrian connectivity including dedicated pedestrian walkways to building entrances, and to public roads and transit routes, where appropriate; and
 - ii. 10.3.5 e. on sites with multiple buildings including multiple uses, a coordinated character through the use of precinct design considerations will be required;
 - iii. 10.3.5 f. The policies under 10.3.3 will also apply when applicable to the lands identified under 13.1.14, Special Site 14.”

5. Section 13.1 Special Site Policies

- a. Include a new Special Site #14 referenced as 13.1.14 with location map as shown on Map "C" of this Amendment, and including the following site-specific policies:

Site 14

KEY MAP



- i. 13.1.14 Site 14
- ii. 13.1.14.1 The lands identified as Special Site 14 are located at the southwest quadrant of Dixie Road and the Queen Elizabeth Way, and specifically along South Service Road and Dixie Road.
- iii. 13.1.14.2 Policy 11.2.3.7 shall not apply.
- iv. 13.1.14.3 Notwithstanding the policies of this Plan, the existing retail centre will be permitted wholly or in sections as part of future phased development.
- v. 13.1.14.4 Notwithstanding the policies of this Plan, the following additional policies will apply:
1. Existing and future infrastructure shall be permitted in the Greenlands and Public Open Space designations;
 2. The permissions under 11.2.5.5 shall apply to the subject lands.
- vi. 13.1.14.5 Notwithstanding the maximum height provisions, a maximum height of nineteen storeys will be permitted.
- vii. 13.1.14.6 The street network will be comprised of public and private streets that are satisfactory to the City.

6. Section 2.2.5.1 of the Lakeview Built Form Standards requires an exception for 13.1.14, Special Site 14.

7. Section 2.2.6 of the Lakeview Built Form Standards:

- a. Revise the introductory section to remove reference to Dixie Outlet Mall.

IMPLEMENTATION

Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, Mississauga Official Plan will be amended in accordance with this Amendment.

The lands will be rezoned to implement this Amendment.

This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan August 4, 2022.

INTERPRETATION

The provisions of Mississauga Official Plan, as amended from time to time regarding the interpretation of that Plan, will apply in regard to this Amendment. This Amendment supplements the intent and policies of Mississauga Official Plan.

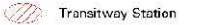
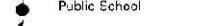
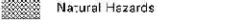
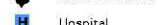

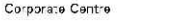
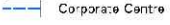
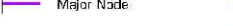
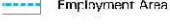

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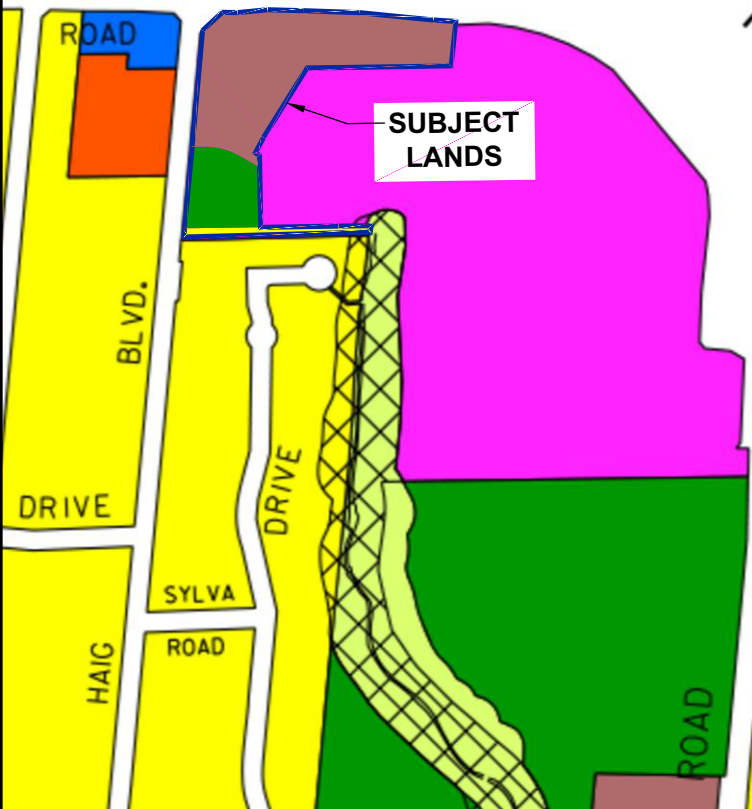
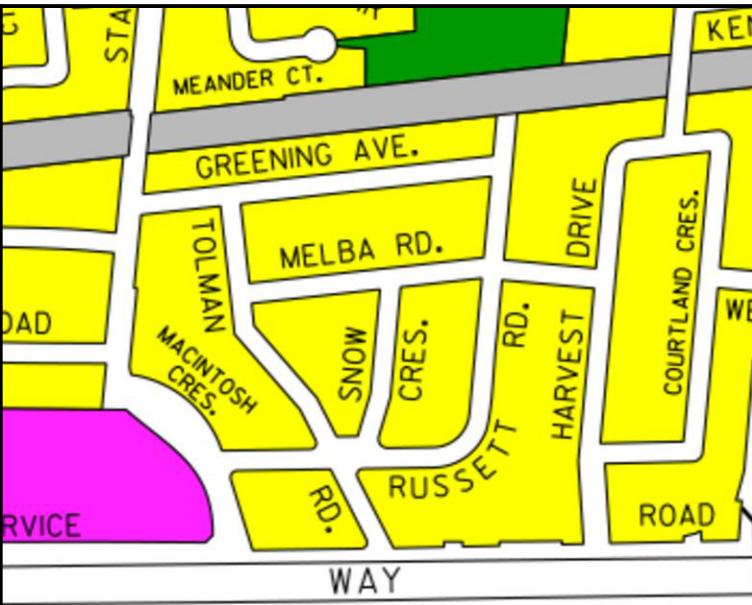
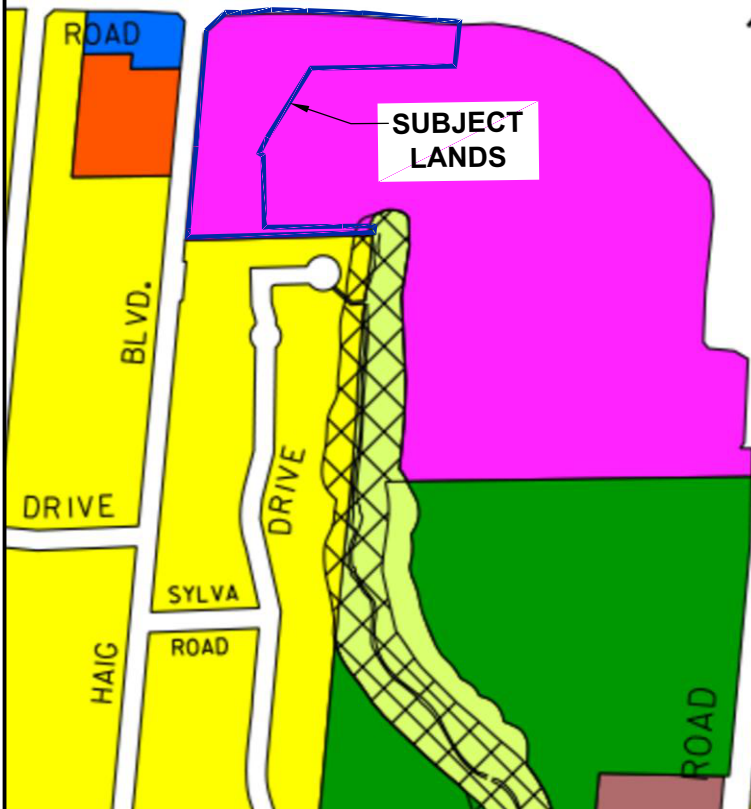
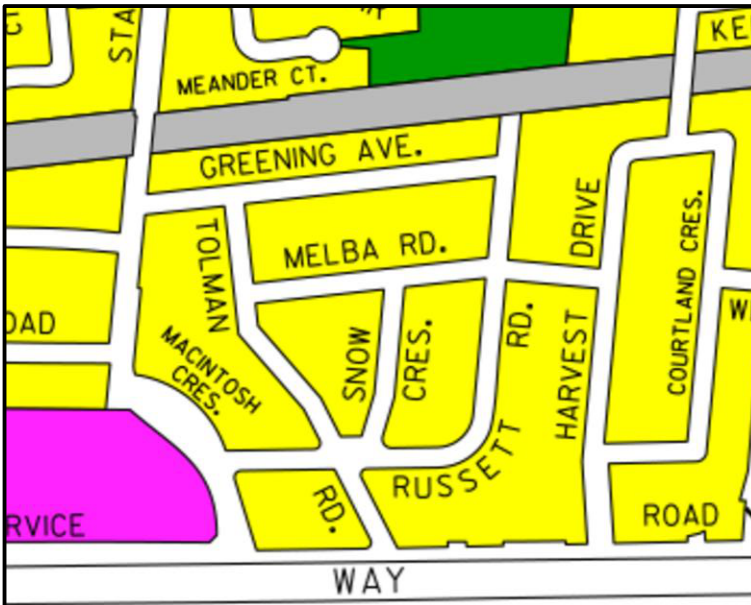
MAP 'A' - PART OF Schedule 10 Land Use Designations

LAND USE DESIGNATIONS

- | | |
|--|---|
|  Residential Low Density I |  Business Employment |
|  Residential Low Density II |  Industrial |
|  Residential Medium Density |  Airport |
|  Residential High Density |  Institutional |
|  Mixed Use |  Public Open Space |
|  Downtown Mixed Use |  Private Open Space |
|  Downtown Core Mixed Use |  Greenlands |
|  Convenience Commercial |  Parkway Belt West |
|  Motor Vehicle Commercial |  Utility |
|  Office | |

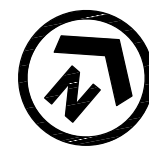
BASE MAP INFORMATION

- | | |
|---|--|
|  Heritage Conservation District |  Civic Centre (City Hall) |
|  1996 NEP/2000 NEF Composite Noise Contours |  City Centre Transit Terminal |
|  LBPIA Operating Area Boundary See Aircraft Noise Policies |  GO Rail Transit Station |
|  Area Exempt on from LBPIA Operating Area |  Transitway Station |
|  Natural Hazards |  Public School |
| |  Catholic School |
| |  Hospital |
| |  Community Facilities |
-
- ### City Structure
- | | |
|--|--|
|  Downtown |  Corporate Centre |
|  Major Node |  Employment Area |
|  Community Node |  Special Purpose Area |
|  Neighbourhood | |



EXISTING LAND USE DESIGNATIONS





PROPOSED LAND USE DESIGNATIONS

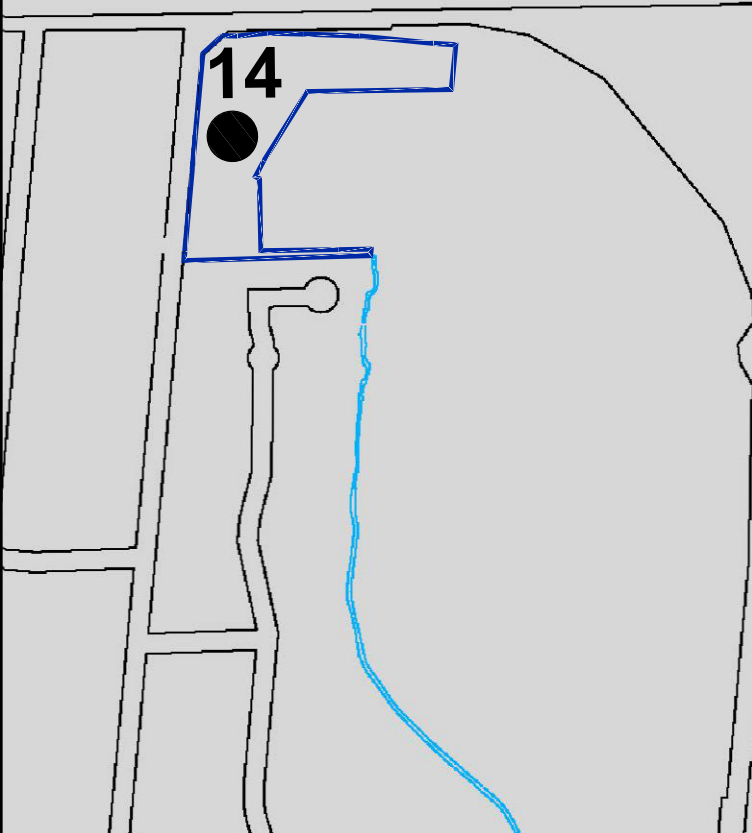
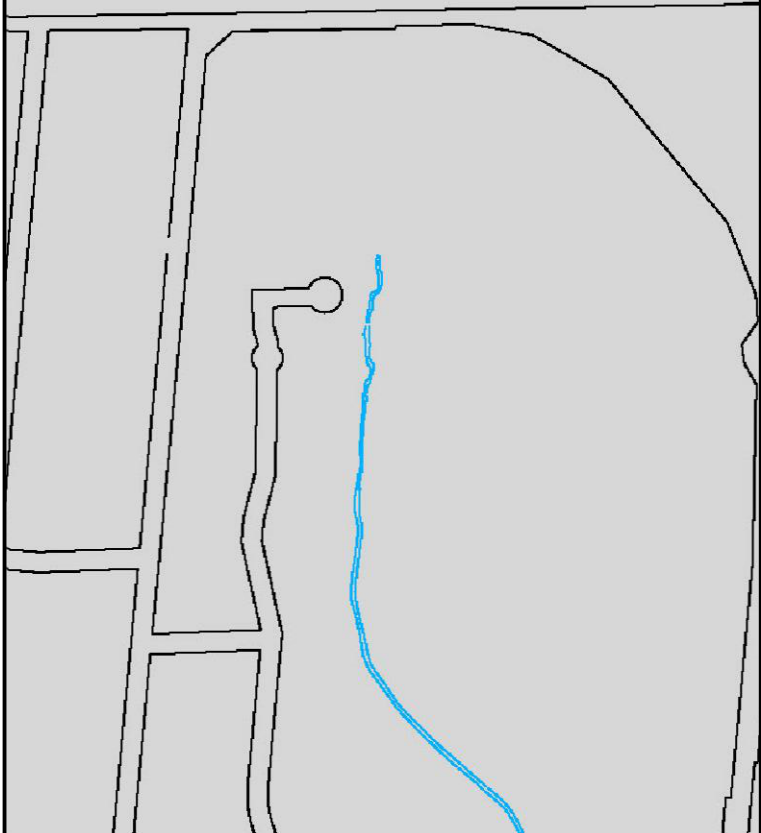
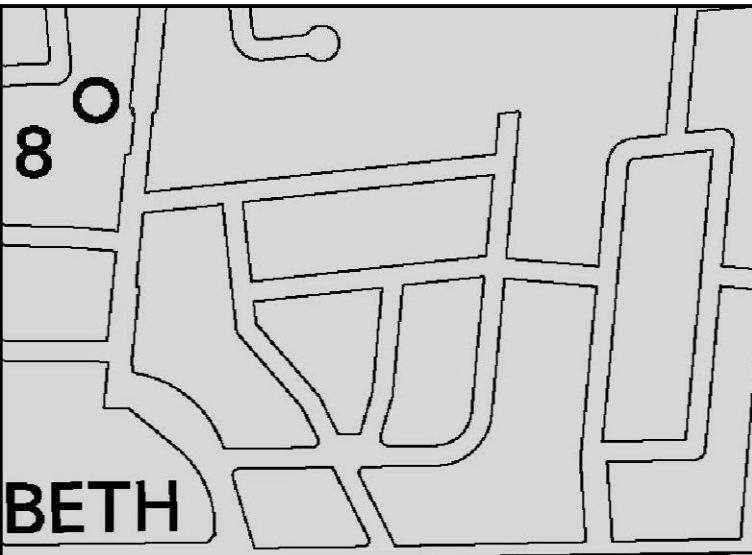
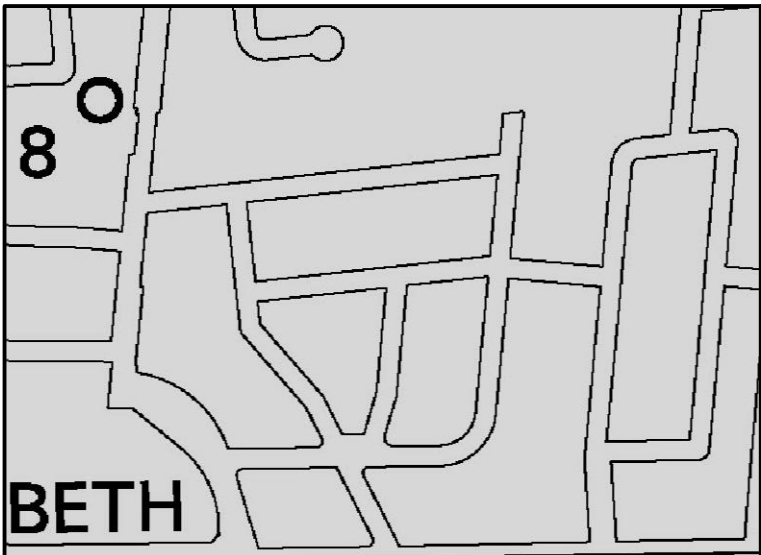


SCALE 1:7500
APRIL 8, 2024

MAP 'B' - PART OF Lakeview Local Area Plan

LEGEND:

-  AREA OF AMENDMENT
-  Subject Area
-  Special Site
-  Exempt Site

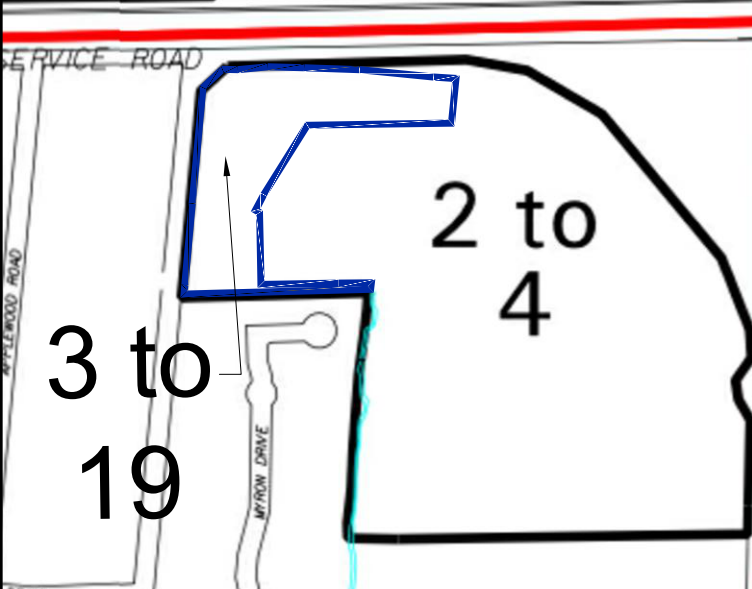
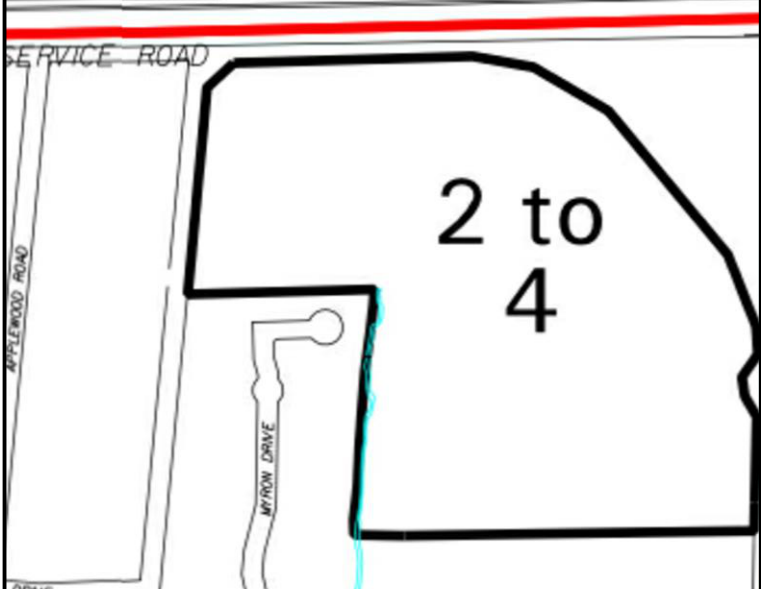


**EXISTING LAKEVIEW LOCAL
AREA PLAN**

**PROPOSED LAKEVIEW LOCAL
AREA PLAN**







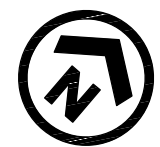
SCALE 1:7500
APRIL 8, 2024



MAP 'C' - PART OF Lakeview Local Area Plan Height Limits

LEGEND:

-  AREA OF AMENDMENT
-  Sub-Area Boundary
-  To Be Determined
-  Local Area Plan Boundary



SCALE 1:7500
APRIL 8, 2024

**EXISTING LAKEVIEW LOCAL
AREA PLAN HEIGHT LIMITS**

**PROPOSED LAKEVIEW LOCAL
AREA PLAN HEIGHT LIMITS**



APPENDIX I
PUBLIC MEETING

All property owners within a radius of 120 m of the subject lands were invited to attend a Public Meeting of the Planning and Development Committee held on XXX 2023 in connection with this proposed Amendment.

APPENDIX II

City Planning and Development Committee Report – Dated XXX, 2024

A by-law to Adopt Mississauga Official Plan Amendment No. #

WHEREAS in accordance with the provisions of sections 17 or 21 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, ("*Planning Act*") Council may adopt an Official Plan or an amendment thereto;

AND WHEREAS, pursuant to subsection 17(10) of the *Planning Act*, the Ministry of Municipal Affairs and Housing authorized the Regional Municipality of Peel, ("Region" or "Regional") an approval authority, to exempt from its approval any or all proposed Local Municipal Official Plan Amendments;

AND WHEREAS, Regional Council passed By-law Number 1-2000 which exempted all Local Municipal Official Plan Amendments adopted by local councils in the Region after March 1, 2000, provided that they conform with the Regional Official Plan and comply with conditions of exemption;

AND WHEREAS, the Commissioner of Public Works for the Region has advised that, with regard to Amendment No. #, in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding policy changes/mapping modifications within the Lakeview Local Area Plan;

NOW THEREFORE the Council of The Corporation of the City of Mississauga ENACTS as follows:

1. The document attached hereto, constituting Amendment No. # to Mississauga Official Plan, is hereby adopted.

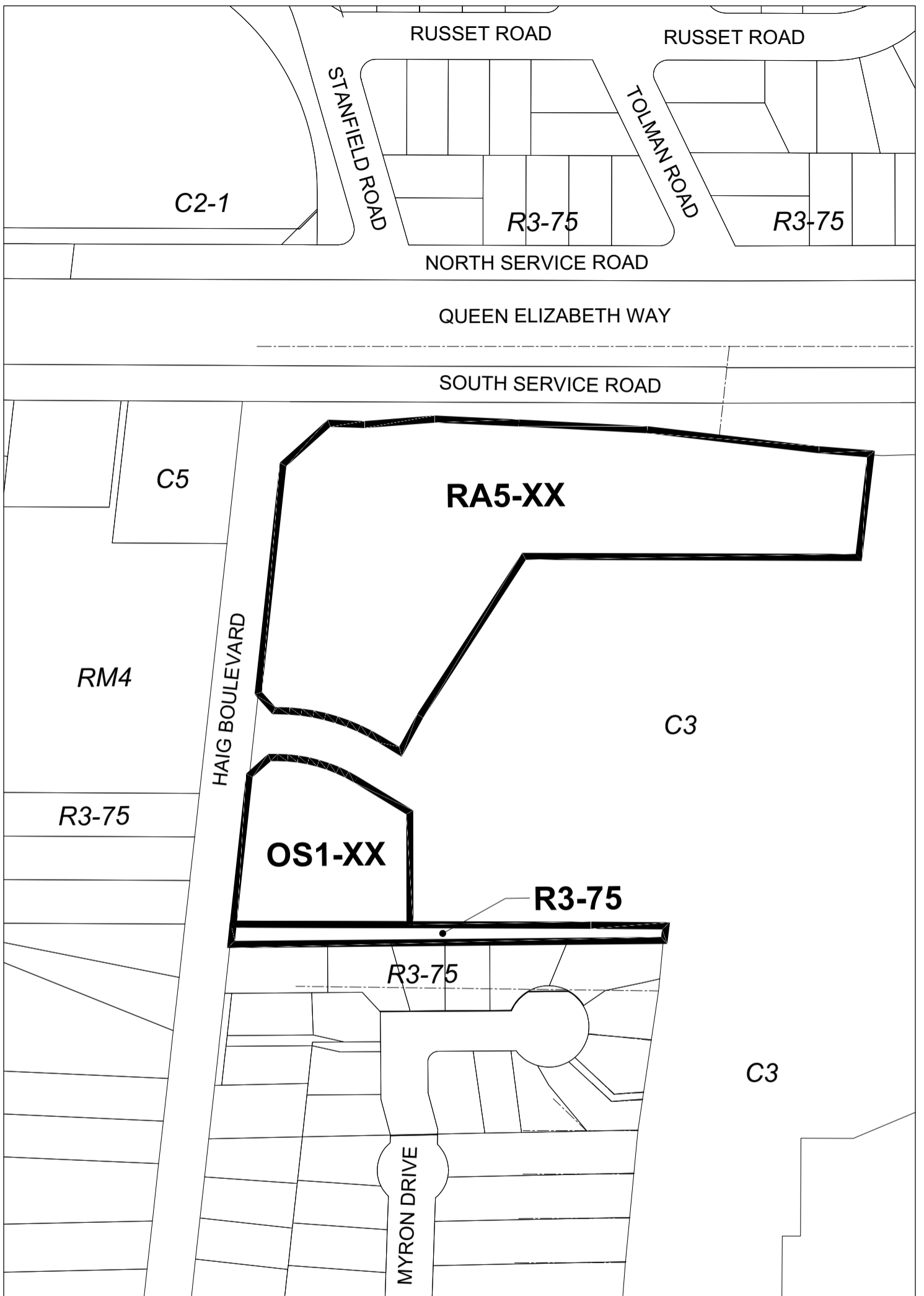
ENACTED and PASSED this _____ day of _____, 2024.

MAYOR

CLERK

APPENDIX II:
Proposed Implementing Zoning By-law regulations (Revised April 2024)
SCREO (Slate Asset Management)

ZBL amendment request	RA5 - XX (Block 1, 2, and 3)	OS1 - XX (Block 4)	R3 - 75 (Block 5)	Proposed road (Block 6) No regulations proposed
General overall ZBL provisions excluded	Utilities complying with setbacks: 2.1.1.3 (stormwater works) Centreline setback: 2.1.14			
General specific zone provisions excluded	Table 4.15.1 Min. FSI (Row 4.0) Max. FSI (Row 5.0) Max. floorplate size (Row 6.0) Max. Height (Row 7.0) Min. Front and Ex. Side yards (Rows 8.1 - 8.4) Min. Int. Side yards (Rows 9.1-9.6) Min. Rear Yards (Rows 10.1-10.6) Max. Encroachment on first storey (Row 11.2) Max. Balcony Projection (Row 11.3) Min. above grade building separation (Rows 12.1-12.4) Min. setback of underground structures (Row 13.5) Min. Landscape Area (Row 15.1) Min. landscape buffer (Row 15.2-15.3) Min. amenity area at grade (Row 15.6)			
New Provisions: Uses	Retail centre use legally existing on the date of passing of this By-law (to permit and maintain portion of Dixie Outlet Mall where residential blocks may be built before partial demolition of Dixie Outlet Mall as shown on plan). Building/Underground Rear Yard/Ex. Side Yard: 14.0 m (MTO setback as applicable) Notwithstanding any other provisions of this By-law, the calculation of height for apartment, long-term care and retirement buildings shall be exclusive of indoor amenity areas, mechanical or architectural appurtenances such as mechanical equipment, mechanical penthouse, elevator machine rooms, telecommunication equipment and enclosures, parapets, turrets, cupolas, and elevator and stair enclosures, located on the roof of a dwelling provided that the maximum height of the top of such elements is no higher than 6.0 m above the height limit otherwise applicable, and is no higher than 8.5 m for indoor amenity areas no higher than the seventh storey above the height limit otherwise applicable. Permissions for various townhouse built forms in accordance with standard RM8, RM9, RM10, RM11 and RM12	Shade Structure / Pergola / etc.. Above-ground and below-ground structures used for electric power transmission use legally existing on the date of passing of this By-law	All existing structures at time of passage of this zoning by-law (for existing accessory structures/etc...)	
New Provisions: Regulations (yards, etc..)	New provision under 2.1.3.2 (7) permitting blocks with frontage on a new private road Maximum Height: 19 storeys (65.0 m) Maximum FSI: (Gross: 2.6) For the purposes of calculating FSI, private roads may be included in total lot area Minimum Front or Side Yard: 1.0 m (for one pinch point in Block 2 to jog in area of proposed Urban Mews) Maximum balcony projection: 3.0 m Amenity Areas: 4.4 m ² /unit Amenity Areas: Outdoor areas may be permitted above-grade or at grade Minimum percentage of total required amenity area to be provided in one contiguous area (25%) Encroachment/Projections: Awnings may project beyond the buildable area a maximum of 0.60 m into any landscaped area Maximum encroachment into a required yard of a porch, balcony located on the first storey, staircase, landing or awning, provided that each shall have a maximum width of 20.0 m (2.5 m) 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 (3.0 m) Building/Underground Rear Yard/Ex. Side Yard: 14.0 m (MTO setback as applicable) Min. setback from an A/G or U/G parking structure inclusive of external A/G access stairwells to lot line (0.0 m) Notwithstanding row 13.4, min. U/G setback to a property line abutting an RA5-XX zone (0.0 m) Walkway/Sidewalk/Trail permitted in landscaped buffer Minimum depth of a landscaped buffer abutting a lot line that is a street line (2.0 m) No minimum landscaped buffer depth shall apply when abutting lands zoned RA5-XX Stairs, walkways, planters and ventilation shafts are permitted to encroach into a required landscaped area Underground structures shall be permitted under private roads Driveways/aisles and visitor parking may be shared with abutting lands zoned RA5-XX and C3 Access to lands zoned RA5-XX may be provided through abutting lands zoned C3 All lands zoned RA5-XX considered one lot			
New Provisions: Parking	Apartment Resident (per unit): 0.85 Apartment Visitor (per unit): 0.15 Tandem parking permission with maximum 15% tandem parking			



1250 SOUTH SERVICE ROAD
 PART OF BLOCKS A AND B,
 REGISTERED PLAN 305, AND
 PART OF LOT 6, CONCESSION 2, S.D.S.
 (GEOGRAPHIC TOWNSHIP OF TORONTO)
 CITY OF MISSISSAUGA
 REGIONAL MUNICIPALITY OF PEEL

THIS IS SCHEDULE "A" TO
 BY-LAW _____
 PASSED BY COUNCIL
