

30 QUEEN STREET EAST | MARCH 2022





Sajecki Planning Inc.



TABLE OF CONTENTS

1.0 Introduction and Description of the Proposal	4
2.0 Relevant Planning Process and Other Related Applications	10
3.0 Identification of Additional Considerations	13
4.0 Planning Rationale	15
4.1 Provincial Policy Statement	16
4.2 A Place to Grow: Growth Plan for the Greater Golden Horseshoe	18
4.3 Region of Peel Official Plan	20
4.4 Peel Housing and Homelessness Plan	22
4.5 City of Mississauga Official Plan	23
4.6 Mississauga Housing Strategy	25
4.7 Port Credit Local Area Plan	27
5.0 Analysis and Opinion	29
6.0 Summary and Conclusions	31

1.0

INTRODUCTION AND DESCRIPTION OF THE PROPOSAL

Sajecki Planning Inc. has been retained by Edenshaw Queen Developments Limited to provide planning assistance in support of the redevelopment of the site municipally known as 30 Queen Street East in the City of Mississauga (the “subject site”).

This Housing Report has been prepared in support of applications to amend the City of Mississauga Official Plan and the City of Mississauga Zoning By-law 0225-2007 to permit a mixed-use high-density development. The development proposal includes a 40-storey building with five townhouse units and commercial uses at grade (Tower A) and a 42-storey building with commercial uses at grade and the second level (Tower B).

The subject site is located between the under-construction LRT station with Hurontario Street beyond to the east, Ann Street to the west, Park Street to the south, and the CN railway corridor to the north. The subject site is immediately adjacent to the under-construction Light Rail Transit (“LRT”) station and the Port Credit GO Station.

The purpose of this Housing Report is to:

- Provide a description of the proposal;
- Identify the relevant planning process;

- Identify when in the development approvals process affordable housing will be reviewed;
- Provide a planning rationale based on the Provincial, Regional, and Municipal housing policies and objectives; and
- Provide analysis and opinion regarding how the housing proposal represents good planning and addresses the housing targets and objectives of the City of Mississauga and Region of Peel.

Edenshaw Queen Developments Limited proposes developing the subject site with two mixed-use residential buildings, Tower A and Tower B, consisting of 40- and 42-storeys, respectively (Figure 1).

A total gross floor area (“GFA”) of 73,540 m² (791,580 ft²) is proposed, comprised of a residential GFA of 71,775 m² (772,580 ft²) and a non-residential GFA of 1,765 m² (19,000 ft²); the proposal would result in a total FSI of 12.38. Commercial space is located at grade, with frontage towards a mid-block connection between the LRT Station and Ann Street, and facing Ann Street. Five townhouse units are proposed as part of Tower A, with frontage on Park Street East. A total of 1,580 m² (16,899.34 ft²) of outdoor amenity space and 1,925 m² (20,720.53 ft²) of indoor amenity space are proposed on

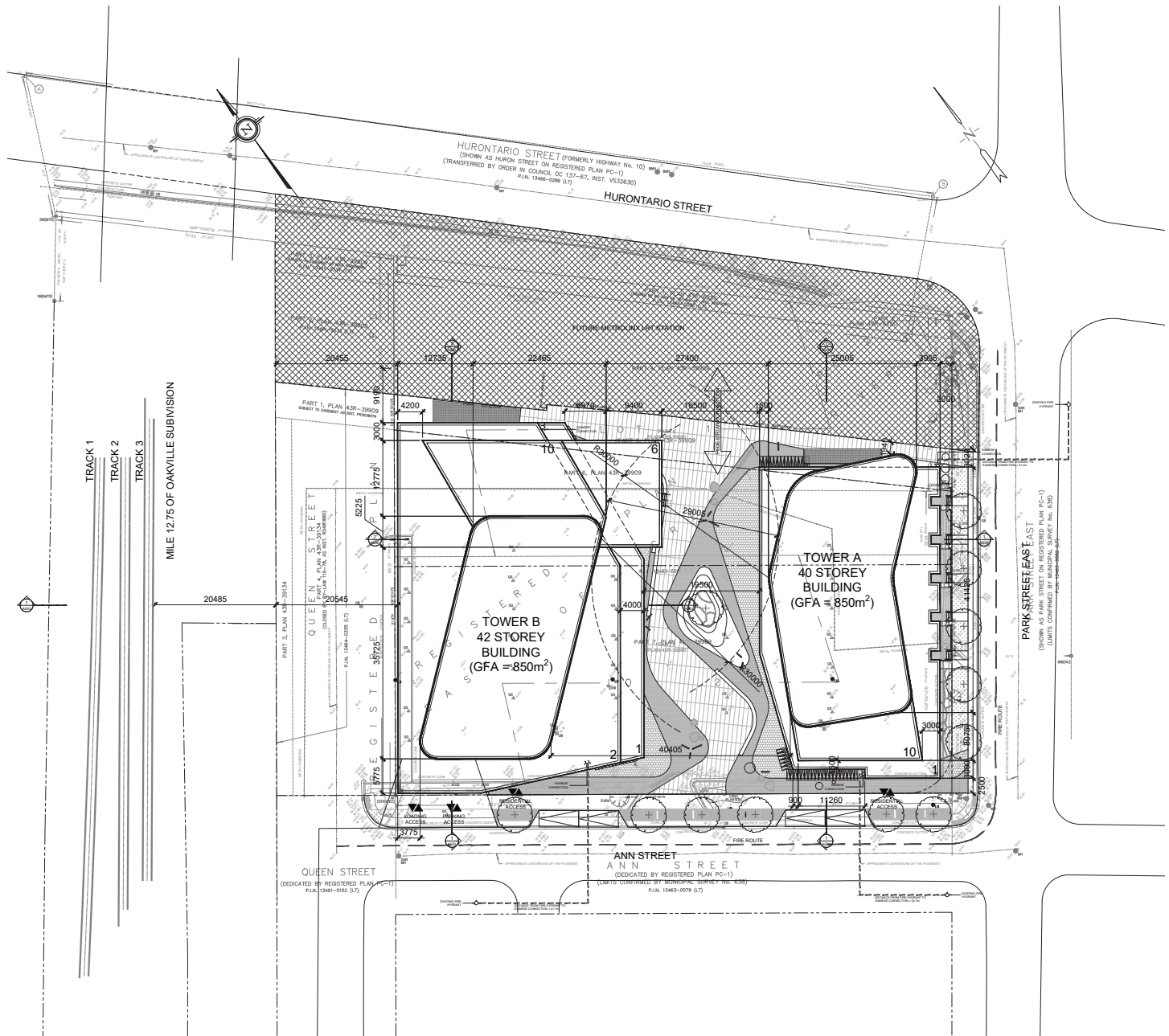


Figure 1 - Proposed Site Plan

the site; a total of 3,505 m² (37,619.87 ft²). The outdoor amenity includes 852 m² of Privately Owned Publicly Accessible Space (“POPS”) located in the mid-block connection between the two buildings. The POPS will create a high-quality public realm, which provides a public amenity and facilitates an attractive and natural connection between the LRT and GO Stations.

Four levels of underground parking with 474 parking spaces are proposed, including 360 residential spaces and 114 shared visitor and retail spaces. 10% of all parking spaces will be electric vehicle charger-ready spaces. 740 bicycle spaces are proposed for residents, including 683 long-term parking spaces and 57 short-term spaces; 7 spaces will be provided for commercial uses. The total number of residential

units proposed is 1,139. Of these units, 41% (463) are proposed to be one-bedroom, 31% (350) are one-bedroom plus den, 17% of units (199) are two-bedroom, and 11% of units (127) are two-bedroom plus den (Table 1). Units will range between 500 ft² to 1,100 ft². The five grade-related townhouse units are proposed to be two storeys in height with slightly larger floor areas (approximately 1,100 ft²). Table 2 outlines the housing breakdown of all residential units.

The final number and breakdown of residential units may be subject to change at later stages of the development approvals process. At the appropriate time of the approvals process, when the final number and breakdown of units have been decided, Table 2 will be completed accordingly.

	Total Number of Units	Percentage
One Bedroom	463	41%
One Bedroom + Den	350	31%
Two Bedroom	199	17%
Two Bedroom + Den	127	11%

Table 1 - Proposed Unit Breakdown

Table 2 - Housing Breakdown

Proposed Development – Housing Breakdown (All Units)		
Purpose Built Rental Units*		
1 bedroom	Proposed Rents in 2022 Dollars (excluding parking and utilities)	Qty. of Units
	Less than \$1233/month rent	0
	Between \$1233 and \$1541/month rent	0
	Between \$1541 and \$1850/month rent	0
	Between \$1850 and \$2158/month rent	0
	More than \$2158/month rent	0
1 bedroom + den	Proposed Rents in 2022 Dollars (excluding parking and utilities)	Qty. of Units
	Less than \$1233/month rent	0
	Between \$1233 and \$1541/month rent	0
	Between \$1541 and \$1850/month rent	0
	Between \$1850 and \$2158/month rent	0
	More than \$2158/month rent	0
2 bedroom	Proposed Rents in 2022 Dollars (excluding parking and utilities)	Qty. of Units
	Less than \$1396/month rent	0
	Between \$1396 and \$1745/month rent	0
	Between \$1745 and \$2094/month rent	0
	Between \$2094 and \$2443/month rent	0
	More than \$2443/month rent	0
2 bedroom + den	Proposed Rents in 2022 Dollars (excluding parking and utilities)	Qty. of Units
	Less than \$1396/month rent	0
	Between \$1396 and \$1745/month rent	0
	Between \$1745 and \$2094/month rent	0
	Between \$2094 and \$2443/month rent	0
	More than \$2443/month rent	0

Proposed Development – Housing Breakdown (All Units)		
Ownership Units		
Ownership Units to be Sold at Market Prices		Qty. of Units
1 bedroom		TBD
1 bedroom + den		TBD
2 bedroom		TBD
2 bedroom + den		TBD
Ownership Units to be Sold as Affordable	Proposed Affordable Sale Price of Unit	Qty. of Units
1 bedroom	\$TBD	TBD
1 bedroom + den	\$TBD	TBD
2 bedroom	\$TBD	TBD
2 bedroom + den	\$TBD	TBD
Unit Transfer		
Ownership Units to be Dedicated to City/Region	Market Value of Unit	Qty. of Units
1 bedroom	\$0	0
1 bedroom + den	\$0	0
2 bedroom	\$0	0
2 bedroom + den	\$0	0
Secondary Suites		
Private Ownership Secondary Suites		Qty. of Units
1 bedroom		0
1 bedroom + den		0
2 bedroom		0
2 bedroom + den		0
Land		
Land Dedicated to City/Region	Market Value of Land Per Acre	Acres
	\$0	0
Financial Contribution to Affordable Housing Offsite		
	Amount	
	\$0	

2.0

RELEVANT PLANNING
PROCESS AND
OTHER RELATED
APPLICATIONS

Official Plan and Zoning By-law Amendments are required to permit the proposed development.

Official Plan Amendment

The subject site is located within the Port Credit Community Node, an Intensification Corridor, and Port Credit Major Transit Station Area as per Schedule 2 of the City of Mississauga Official Plan ("MOP"). The MOP designates the subject site as "Mixed Use," which permits residential uses in conjunction with non-residential uses, such as offices, retail stores, restaurants, and other commercial uses. Development on Mixed Use designated lands should incorporate a variety of uses to support surrounding residents and businesses (Policy 11.2.6.2). The proposal complies with the relevant policies related to a Mixed-use development in an intensification area.

The subject site is subject to the Port Credit Local Area Plan ("PCLAP"), within the Port Credit Community Node Character Area and Central Residential Precinct. The PCLAP provides site-specific performance standards for the subject property (Policy 13.1.12), and Schedule 2B of the PCLAP limits height on the subject site to 22-storeys.

An Official Plan Amendment is required to permit the proposed mixed-use buildings of 40- and 42-storeys in height. The Official Plan Amendment

will also amend specific performance standards, including policies related to properties fronting Hurontario Street, floor plate areas, and locating dwelling units on the ground floor of a mixed-use building.

The subject site is located immediately adjacent to the Port Credit GO Station and under construction LRT Station. It is within the Port Credit Community Node, an Intensification Corridor, and Port Credit Major Transit Station Area. The proposed development is consistent with MOP policies aimed at creating a multi-modal, walkable, and transit-supportive city with high-quality urban design and public realm. However, the maximum building standards permitted on the subject site as outlined in the PCLAP are not reflective of built form and densities that adequately implement recent provincial and regional policy.

The proposal is consistent with the Provincial Policy Statement and conforms to the Growth Plan. The site is within a strategic growth area and makes efficient use of existing and planned infrastructure serving the subject site. The proposal also conforms to the Regional Official Plan ("ROP") as it directs development to a vacant greyfield site within the built-up area, where future growth is directed through regional policies. Thorough policy analysis is provided in the Planning Justification Report.

Zoning By-law Amendment

The City of Mississauga Zoning By-law 0225-2007 zones the subject property D (Development) according to Index Map 08. The D zone recognizes vacant lands not yet developed and permits any uses that legally existed on the date of passing of the Zoning By-law, until the lands are rezoned in conformity with the MOP.

A Zoning By-law Amendment is required to permit redevelopment of the subject site. A Zoning By-law Amendment will permit the proposed residential and non-residential uses, height, density, and other performance standards, including setbacks and parking ratios. The proposed zone is RA5 (Residential Apartment) with site-specific exceptions in conformance with the MOP. The existing Provincial, Regional and Municipal policy frameworks encourage higher densities in proximity to existing transit services, developing densities that will support transit, and making efficient use of existing infrastructure.

The subject site is ideally located between the Port Credit GO Station and LRT station. Given this access to transit, the proposed zoning allows for the site's full potential to be reached. The proposed development will incorporate 71,775 m² (772,580 ft²) residential space

within 1,139 units and 1,765 m² (19,000 ft²) of commercial space connected to a higher-order transit network. Reduced parking requirements will minimize the reliance on private automobiles and encourage a multi-modal transportation system.

The proposed increase in density supports providing a range of housing options through a range of unit sizes that will accommodate a variety of household incomes and sizes. In addition, the proposal contributes to achieving density targets outlined for Mississauga by the Province and Region and will make efficient use of existing infrastructure.

Other Related Applications

At the appropriate time of the development approval process, Site Plan Approval and Draft Plan of Condominium applications will be required to facilitate the proposed development.

3.0

IDENTIFICATION
OF ADDITIONAL
CONSIDERATIONS

The City of Mississauga is requesting affordable middle-income housing units at a minimum rate of 10%; this rate is not applied to the first 50 units of a building. Considerations for the incorporation of affordable housing to meet this objective includes:

- inclusion of supportive housing;
- financial or land contributions towards affordable housing;
- innovative rent-to-own models;
- site constraints; and
- proposed demolition or conversion of existing rental units.

The subject site currently contains surface parking that serves the existing Port Credit GO Station; therefore, the proposal does not include the demolition or conversion of any existing rental units. The proposal is intended to add an additional 1,139 residential units at a major transit node, with access to GO Transit and Hurontario LRT. The high-density built form will contribute to the mix and range of housing options in one of the most desirable places to live in Mississauga.

Affordable housing provisions will be decided once tenure of the proposed development is determined and discussions have occurred with the appropriate authority having jurisdictions. The building design may evolve through the application process, and therefore specific numbers and sizes of units may be subject to change. As the proposed development evolves, the provision of affordable units will be discussed with the appropriate authorities having jurisdictions.

The following sections outline applicable Provincial, Regional and Municipal policies concerning housing and how the proposal is consistent with and conforms to these policies.

4.0

PLANNING
RATIONALE

4.1 Provincial Policy Statement

The Provincial Policy Statement (2020) (“PPS”) was issued under Section 3 of the Planning Act and came into effect on May 1, 2020, replacing the PPS issued April 30, 2014. The PPS sets the foundation for regulating the development and use of land by providing policy direction on matters of provincial interest. All planning decisions in Ontario must be consistent with the PPS, per Section 3(5) of the Planning Act.

Section 1.0 of the PPS outlines policies for building strong, healthy communities. It states that healthy, liveable, and safe communities are sustained by promoting efficient development and land use patterns, accommodating an appropriate range and mix of residential uses, and affordable housing that utilizes existing land and infrastructure supported by existing public service facilities (Policy 1.1.1).

Section 1.4 provides policy guidance concerning housing and requires a range and mix of housing types and densities to meet the requirements of current and future residents (Policy 1.4.1). This includes maintaining the ability to accommodate residential growth for a minimum of fifteen (15) years through residential intensification and redevelopment and servicing capacity sufficient to provide at least a three-year supply of residential units (Policy 1.4.1).

Policy 1.4.3 states:

“Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:

a. establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;

b. permitting and facilitating:

1. all forms of housing required to meet the social, health and well-being requirements of current and future residents, including special needs requirements; and

2. all forms of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;

c. directing the development of new housing towards locations where appropriate levels

of infrastructure and public service facilities are or will be available to support current and projected needs;

d. promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;

e. requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and

f. establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.”

The City has identified a minimum target for the provision of affordable housing as outlined in the Housing Report Terms of Reference and DARC comments. The City of Mississauga Housing Strategy (further outlined in Section 4.6) identifies that at a municipal level, the focus is to provide affordable housing for the middle-income bracket.

Summary

The proposal implements the PPS by contributing to the range and mix of residential unit types in the surrounding area. It works towards accommodating fifteen years of residential growth and has access to existing municipal services to support the proposal, therefore also supporting the goal of maintaining a minimum three years’ supply of residential units with servicing capacity.

The proposal is consistent with the criteria outlined in Policy 1.4.3 as it provides a mix of residential units to meet the needs of current and future residents. As the building form evolves through the development approvals process, the exact provision of affordable housing will be determined.

The subject property is located in Port Credit, which features a variety of building types, including low-rise townhouses and single detached dwellings, mid-rise and high-rise buildings. The proposal contributes to a variety of housing forms that together meet the needs of current and future residents. The proposed development will accommodate many dwelling units at the intersection of two major regional transit systems within the Port Credit Community Node and Mobility Hub. High-density housing provides a suitable alternative for households that do not require larger low-rise units with numerous bedrooms. The proposed

buildings incorporate indoor and outdoor amenity spaces serving multiple purposes for dedicated and shared access of residents, community members, and commuters.

As outlined in the Planning Justification Report, the subject site is well served by existing infrastructure and public service facilities. The subject site, located at the intersection of existing public regional and local transportation routes, plays an integral role in facilitating connections for residents to other parts of the City and broader region. The Port Credit GO Station and LRT Station are steps from the site and will provide excellent rapid and regional transit service to downtown Mississauga, Toronto and Hamilton, amongst other municipalities.

The proposed density and other performance standards such as parking ratios support public and active transportation use, minimize the cost of development, and facilitate a compact, transit-oriented built form. For these reasons, it is our opinion that the proposed development is consistent with the policies of the PPS pertaining to housing.

4.2 A Place to Grow: Growth Plan for the Greater Golden Horseshoe

A Place to Grow: Growth Plan for the Greater Golden Horseshoe ("Growth Plan") was issued

under Section 7 of the Places to Grow Act and came into effect in May 2019. The Growth Plan builds on the PPS and provides a regional framework that supports the growth of complete communities, a thriving economy, a clean and



healthy environment, and social equity.

Planning decisions must conform to or not conflict with the Growth Plan, according to Section 3(5) of the Planning Act. Policies of the Growth Plan take precedence over the policies of the PPS to the extent of any conflict, except

where the relevant legislation provides otherwise.

According to Section 1.2.1, one of the Guiding Principles of the Growth Plan is to:

“Support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households.”

In the case of ownership housing, the Growth Plan defines affordable as the least expensive of:

- i. housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low and moderate-income households; or
- ii. housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area,” (Section 7.0)

Low and moderate-income households mean “households with incomes in the lowest 60 percent of the income distribution for the regional market area” and regional market area means “an area, generally broader than a lower-tier municipality that has a high degree of social and economic interaction. In the GGH, the upper- or single-tier municipality will normally serve as the regional market area” (Section 7.0).

Section 2.2.6 provides policy guidance related to

Housing. Policy 2.2.6.1 outlines the use of land use planning tools such as intensification, density targets, and official plan policies and zoning by-laws to implement support for housing choices and establish targets for affordable housing.

The achievement of complete communities is supported through a diverse range and mix of housing options. These include additional residential units and affordable housing to accommodate all stages of life and the needs of all household sizes and incomes (Policy 2.2.1.4 c). Municipalities are directed to support the development of complete communities by planning to accommodate forecasted growth, achieving minimum intensification and density targets, considering a range and mix of housing options and densities, and diversifying the housing stock (Policy 2.2.6.2).

According to Policy 2.2.6.3, municipalities are required to implement tools for multi-unit residential developments that encourage a mix of unit sizes that accommodate a diverse range of household sizes and incomes.

Where development occurs, municipalities are to maintain land with servicing capacity sufficient to provide at least a three-year supply of residential units. This supply includes lands suitable for intensification and redevelopment (Policy 2.2.6.4).

Summary

The proposed development contributes to the housing choices in Port Credit. A range and mix of housing is essential to achieving a complete community that meets the needs of all household sizes and incomes and people at all stages of life.

The proposal includes a range of unit sizes: one-bedroom, one-bedroom plus den, two-bedroom, and two-bedroom plus den. Five grade-related townhouse units feature larger-sized units and separate entrances onto Park Street East to give the feel of a typical street townhouse but with access to the internal amenities provided in a condominium building. The townhouses assist with integrating the proposed development into the neighbourhood, where there are existing street townhouses.

With access to higher-order transportation routes, including GO transit and the Hurontario LRT, and other community amenities, including Lake Ontario, Waterfront Trail, numerous public parks, and commercial plazas, this property supports the achievement of a complete community.

The proposal places a variety of new residential units in one of the most desirable neighbourhoods in Mississauga and within walking distance to various public and private amenities. The site is also accessible to downtown Mississauga and adjacent municipalities through local and

regional public transit routes. The proposal can also be accommodated through existing servicing capacity.

For the reasons outlined above, it is our opinion that the proposed development conforms to the policies of the Growth Plan concerning housing.

4.3 Region of Peel Official Plan

The ROP outlines a long-term policy framework for the Region's decision-making. It sets the regional context for more detailed planning by protecting the environment, managing resources, and directing growth and forms the basis for providing services efficiently and effectively.

Table 3 outlines Population, Household, and Employment Forecasts for the Region of Peel and identifies a population of 805,000 and 270,000 households projected for the City of Mississauga by 2031. The ROP maintains the same definition for Affordable Housing as the Growth Plan (see Section 4.2 of this report).

Section 5.8 of the ROP provides policy guidance concerning Housing in Peel. The Region is committed to achieving a supply of housing that ranges in type, size, density, and tenure to meet the existing and projected demographic and housing market requirements for current and future residents. This supply will include affordable, accessible, adequate, and appropriate housing units.

Consistent with the PPS and Growth Plan, the ROP aims to maintain the ability to accommodate residential growth for a minimum of fifteen years through intensification and redevelopment and land with sufficient servicing capacity to provide at least a three-year supply of residential units (Policy 5.8.2.1). Area municipalities are encouraged to support residential development in areas with sufficient existing or planned infrastructure, cost-effective development standards, and a range of densities and forms of housing affordability to ensure residents can remain in their communities (Policy 5.8.2.2 and 5.8.2.3).

An objective of the ROP is to increase the supply of affordable rental and ownership housing and to explore with and encourage area municipalities to implement incentives (waivers, deferrals, or grants in-lieu of development charges or other fees and charges) or develop alternative development and design standards, such as reduced setbacks, narrower lot sizes, and reduced parking standards, to encourage affordable housing (Policy 5.8.3.2.1 and 5.8.3.2.3).

Section 5.8.5 outlines policies related to energy-efficient housing; the objective is to promote energy conservation and technologies that will lead to energy-efficient housing. These policies include encouraging municipalities to offer incentives through planning approvals to

implement additional green standards to make homes more energy efficient (Policy 5.8.5.2.3).

Policies related to barriers to housing access are outlined in Section 5.8.7; one of these barriers identified is transportation. New development is encouraged in close proximity to transportation options with improved access to services and amenities.

Section 7.7. outlines Regional planning initiatives, including supporting cost-effective development standards for new residential development or redevelopment (Policy 7.7.2.18).

Summary

The subject site has access to existing servicing infrastructure with available capacity to accommodate the proposed development. Located steps from the GO Station and LRT Station, it is also extremely well-served by public transportation routes that allow for connections to the surrounding area, adjacent municipalities, and numerous community services and facilities. Additionally, Port Credit is a walkable neighbourhood, with numerous public and private amenities within a walkable distance, promoting active transportation options. The proposal will increase the range and mix of housing in the surrounding area, providing additional options for current and future residents.

The proposed parking ratio promotes cost-

effective development standards and encourages residents to use public and active modes of transportation rather than relying on private automobiles. LEED certification will be pursued, which supports the policies concerning energy-efficient housing. The proposed development will also comply with the requirements of the Ontario Building Code for Energy modeling. Of the proposed parking spaces, 10% will be electric vehicle charger ready. Further, green roofs on lower roof levels and a high-efficiency (drip) irrigation system are being considered as part of the proposal.

For these reasons, it is our opinion that the proposed development conforms to the policies of the ROP related to housing.

4.4 Peel Housing and Homelessness Plan

The Home For All: The Region of Peel's Housing and Homelessness Plan (2018-2028) sets the direction for the Region of Peel and its partners over the next ten years to make affordable housing available and prevent homelessness for all Peel residents. Making progress on the goals in this Plan involves coordination from many stakeholders, including local municipalities, other levels of government, private developers, non-profit housing providers, community agencies, and residents.

Reviewing the affordable housing needs in Peel Region, it was identified that 70% of low-income households (making \$59,156 or less per year) and 29% of middle-income households (making \$59,156 to \$106,002 per year) were living in housing that is not affordable (i.e. housing costs more than 30% of their income).

Only 50% of the demand for supportive housing was being met. Annual housing targets for the City of Mississauga include 400 low-income units, 520 middle-income units, and 2,860 middle-income or greater units per year.

Five Complete Solutions were identified that align with the Region's Official Plan, including:

- Ensure efficient use of existing infrastructure;
- Create densities that support transit and affordable housing;
- Minimize financial impact to residents and businesses;
- Protect environmental and agricultural resources; and
- Develop a long-term employment strategy.

Strategies identified to meet short-term outcomes of the Plan include increasing capacity for affordable housing development, reducing costs of development, and encouraging the market to produce purpose-built rental and affordable homeownership through a program of incentives and tools.

Summary

The proposed development for 30 Queen Street East works towards achieving the first two complete solutions outlined in the Plan based on the existing infrastructure with available capacity and the proposed density adjacent to two higher-order regional transit systems.

At this time tenure for the proposal has not been determined.

4.5 City of Mississauga Official Plan

City Council adopted the City of Mississauga Official Plan ("MOP") on September 29, 2010, and partially approved by the Region of Peel on September 22, 2011. Numerous appeals to the Ontario Municipal Board (now the Ontario Land Tribunal) have been filed. This Section refers to the April 8, 2021 office consolidation, which includes appeal decisions and Council-approved amendments to date.

The Planning Act requires that the Official Plans of lower-tier municipalities (i.e., City of Mississauga) conform to the Official Plans of their respective upper-tier municipalities (i.e., Region of Peel). The MOP provides a policy framework to guide development to the year 2031 and direct growth to benefit the urban form, support a strong public transportation system, and address the City's long-term sustainability

goals. The City is completing an Official Plan Review that will outline the next phase of growth until 2051, incorporate new provincial legislation and regulations, policy initiatives, and plans, and consider recent trends and ideas and policy implications.

This Section outlines chapters of the MOP that contain policies relevant to housing in the city.

Chapter 4- Vision

Section 4.4 outlines the Guiding Principles for the MOP, which includes:

"Mississauga will plan for a wide range of housing, jobs and community infrastructure resources so that they are available to meet the daily needs of the community through all stages of life."

Chapter 7- Complete Communities

Policy guidance related to housing is outlined in Section 7.2 of the MOP. Much of the housing built in the last three to four decades has been geared to the needs of families, and as these households mature, these dwellings and neighbourhoods may no longer meet their needs. There is a need for opportunities to aging-in-place or alternative housing within the community that will assist households as individuals move through the lifecycle.

The City anticipates that most future housing supply will be of higher density forms (particularly apartments). The creation of new housing is encouraged in the Downtown, Major Nodes, and Community Nodes to meet the needs of a diverse population. New housing must maximize the use of community infrastructure and engineering services (Policy 7.2.1), and housing that meets the needs of young adults, older adults, and families is encouraged in Community Nodes (Policy 7.2.9).

Opportunities for developing a range of housing types, affordable dwelling types, and housing for those with special needs are encouraged in the City of Mississauga (Policy 7.2.2).

For planning decisions, housing should fully implement the intent of provincial and regional policies. It is the responsibility of the applicant to address these requirements (Policy 7.2.3 and 7.2.5).

The following policies outline the City of Mississauga's intents for encouraging the provisions of affordable housing:

- 7.2.6 Mississauga will consider the contribution that can be made to current housing needs by housing programs of other levels of government and will seek to maximize the use of those programs that meet the City's housing objectives.

- 7.2.10 Mississauga will encourage the Region to provide social housing in appropriate locations to meet the needs of the local population.
- 7.2.11 Mississauga will work with the Region to develop a housing strategy that will establish and implement affordable housing targets.

Summary

The proposed development conforms to the guiding principle in Chapter 4 of the MOP, identifying a wide range of housing. A range of housing forms surrounds the subject site, including mid- and high-rise buildings and numerous low-rise properties, including townhouses, semi-detached, and single detached dwellings. The proposed development will be an appropriate addition to the mix of housing options in the neighbourhood. The subject site is located within the Port Credit Community Node, which is an area encouraged for new housing that meets the needs of a diverse population.

The MOP identifies that much of the anticipated future development within the city will be in higher-density formats, such as apartment buildings. The proposed built form is efficient and will meet the daily need of young adults, older adults, and families due to the existing and planned transportation routes servicing the site. The proposed POPS and at-grade retail units will

serve the residents, commuters, and broader community, in addition to private indoor and outdoor amenity areas dedicated for resident use.

The proposal provides 1,139 new residential units within the Port Credit Community Node, an Intensification Corridor, and Port Credit Major Transit Station Area. These designated areas are intended to provide mixed-use, transit-oriented growth and can accommodate the level of density proposed.

4.6 Mississauga Housing Strategy

The City's Housing Strategy, *Making Room for the Middle: A Housing Strategy for Mississauga* ("Housing Strategy") includes goals and actions aimed at providing housing that is affordable for all. Actions of the Housing Strategy include retaining middle-income households, protecting existing, good quality rental stock, reconsidering existing funding, and providing new sources.

Housing is considered affordable when it costs less than 30% of the annual gross household income. Middle-income households are those that earn between \$55,000 and \$100,000 per year. The goals of the Making Room Strategy are to remove barriers, close the missing middle gap, champion systems reform, and be accountable.

A goal of the housing strategy is to remove



barriers to affordable housing. Strategies include a more streamlined process to reduce risk, establish clear requirements, and therefore reduce developers' costs, passing these savings on to tenants and homeowners. Some methods of achieving this goal include:

- Amend Official Plan policies supporting affordable homeownership, rental housing, and the development of family size units;
- Review development standards (e.g., parking standards and Section 37 contributions);
- Implement tools such as pre-zoning, inclusionary zoning, and a development permit system at appropriate locations to allow built form and densities needed to

produce affordable housing; and

- Review zoning of region-owner lands for development opportunities.

The second goal is to close the missing middle gap. These households earn above what is required to qualify for subsidized housing and have limited housing choices. Methods of achieving this goal include:

- Deferral of Regional development charges on a portion of affordable units;
- Property tax deferral program; and
- Incentives for inclusionary zoning.

Championing system reform is a third goal of the City's housing strategy. System reform includes changes at all levels and creating an environment for developers to provide affordable housing across the continuum, focusing on middle-income households. Options to be considered to achieve this goal include:

- Secure additional financial sources;
- Affordable housing reserve using Section 37 and other municipal revenues to finance affordable housing and purpose-built rental housing incentives;
- Explore tax credits and exemptions for

affordable housing; income tax credit for second unit owners, land transfer tax exemptions, land value capture tools;

- Senior levels of government to provide financial backing / insurance to affordable housing developers; and
- Making surplus land available for affordable housing.

The fourth and final goal is to be accountable, measuring progress and maintaining a focus on affordable housing by:

- Establishing interim and long-term targets;
- Monitoring and reporting; and
- Continuing to engage with housing development stakeholders.

The City needs more diversity in the housing supply, particularly with dwelling types often referred to as the missing middle. The City's housing targets are expected to be achieved through a greater supply of family-size units, developments that provide indoor and outdoor amenity space that support a variety of age groups and activities, units with alternative mortgage funding, new second units, and redevelopment of vacant public lands that can accommodate middle-income households.

Summary

The proposal team is supportive of the goals and actions outlined in the City's Housing Strategy.

There may be changes to the proposed development that affect the number and breakdown of different unit types through later stages of the development approvals process. The proposal team will work with the City through the approvals process and discuss the potential for provision of affordable housing within the proposed development. The proposed development will assist the City in achieving the Housing Strategy goals by providing units that will accommodate a range of residents at different stages of life. The proposed development includes a range of unit sizes and a combination of indoor and outdoor amenity spaces that can accommodate a range of activities.

Second units are not feasible within a condominium dwelling, and the property does not represent vacant public lands. Although the property does not represent vacant public lands, it is currently underutilized; redevelopment of a surface parking lot to provide a significant amount of new housing works towards achieving the goals of the Housing Strategy.

It is our opinion that the proposal is supportive of the City's Housing Strategy and will achieve many of the goals outlined above.

4.7 Port Credit Local Area Plan

The Port Credit Local Area Plan ("PCLAP") provides a vision for directing growth, protecting the environment, creating complete communities, supporting a multi-modal city, building desirable urban form, and maintaining a strong economy in the Port Credit area. Guiding principles identified in the Plan include promoting a healthy and complete community by providing access to transportation, housing, employment, the environment, and recreational, educational, community, and cultural infrastructure that can assist in meeting the day-to-day needs of residents (Policy 5.1.6).

Section 8 of the Local Area Plan outlines policies for establishing a complete community within Port Credit. The Community Node should provide a range of housing choices with a range in type, tenure, and price (Policy 8.1.1). Achieving a complete community includes maintaining affordable housing (Policy 8.1.2), particularly for young adults, older adults, and families in the Community Node (Policy 8.1.4). The PCLAP encourages development character to reflect the vision of an urban waterfront village (Policy 8.4.1) and improve the public realm through planning and design (Policy 8.4.4).

Summary

The development proposal supports the guiding principles identified in the PCLAP to maintain a complete community in Port Credit. The proposed development includes a variety of unit types close to a mix of uses, public amenities, and existing and planned public and active transportation routes, allowing residents to fulfill their daily needs conveniently. The subject site's location in a walkable community with excellent access to transit combined with reduced parking rates will provide an option for new residents to forgo vehicle ownership. The proposal further enhances the commuter experience by providing a safe and attractive pedestrian realm and strengthening the link between the GO Station and future LRT Station, two key regional transit systems.

5.0

ANALYSIS AND
OPINION

It is our opinion that the proposed development represents good planning as it relates to housing policy at the provincial, regional and municipal levels for the following reasons:

- It will provide new housing supply through the redevelopment of an underutilized, greyfield site by replacing a surface parking lot with a compact, mixed-use, and transit-oriented development;
- It will add 1,139 residential units to the housing supply and will contribute to the range of housing options in the City of Mississauga and the Port Credit Community Node and neighbourhood;
- The new housing supply will be appropriately serviced by existing infrastructure, including existing and planned public and active transportation routes;
- The proposed development will work towards maintaining a complete community that is supportive of public health and safety;
- The proposed building represents an upgraded built form with energy-efficient design standards; and
- Residential units will be supported through proposed indoor and outdoor amenity spaces as well as the existing community infrastructure.

6.0

SUMMARY AND CONCLUSIONS

The proposed development appropriately addresses the relevant housing policies outlined in the PPS, Growth Plan, ROP, and MOP. The proposal directs new residential growth within an area identified for residential intensification that is serviced by existing infrastructure and community amenities. The subject site is located with the Port Credit Community Node, an Intensification Corridor, and Port Credit Major Transit Station Area, ideal for high-density mixed-use development.

The proposed built form is compact, mixed-use, and transit-supportive and contributes to the range and mix of housing in the surrounding area. For these reasons, our opinion is that the proposal also represents good planning.

Our team is committed to working with the City of Mississauga through the development approvals process. A revised Housing Report will confirm the potential for provision of affordable housing when the building form, unit numbers and breakdown are further refined and discussions have occurred with the appropriate authority having jurisdictions and stakeholders.

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