
HOUSING REPORT

42 TO 46 PARK STREET E AND 23 ELIZABETH STREET N
MISSISSAUGA

MAY 2025





Sajecki Planning Inc.

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1.0 INTRODUCTION AND DESCRIPTION OF THE PROPOSAL

Sajecki Planning Inc. has been retained by Edenshaw Elizabeth Developments Ltd. (the owner) to assist in securing planning approvals for the development of the site municipally known as 42 to 46 Park Street E and 23 Elizabeth Street North (the “subject site” or “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 30-storey residential building. The site’s existing building and structures, including four, two-storey single detached dwellings and two one-storey detached garages, will be demolished.

The subject property is located in Ward 1 at the northeast corner of Park Street East and Elizabeth Street North. It is located within the Port Credit neighbourhood of Mississauga, which is roughly bound by the railway corridor to the north, Mississauga Road and John Street to the west, Lake Ontario to the south and Elmwood Avenue and Rosewood Avenue to the east. The Port Credit GO Station is located nearby with a station entrance approximately 150 m north of the site. The Hazel McCallion LRT stop along Hurontario Street is also in close proximity. Overall, Port Credit is regarded as a vibrant, walkable, neighbourhood with many community amenities, services and local businesses.

The purpose of this Housing Report is to:

- Provide a description of the proposal;
- Identify the relevant planning process;
- Identify the proposed affordable housing strategy to be incorporated into the development;
- 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.

1.1 Description of the Proposal

The development proposal includes a 30-storey residential building atop a seven-storey podium (*Figure 2*). The proposed development includes a total Gross Floor Area (GFA) of 20,951.39 m² (225,519 ft²), resulting in a site Floor Space Index (FSI) of 11.76. The proposed dwelling units will be supported by indoor and outdoor amenity space at a rate of 4.0 m² per dwelling unit.

The proposal will offer 1,513.17 m² of amenity area, resulting in an amenity area ratio of 4.0 m² / unit. This includes 940.5 m² of indoor amenities (on the first and second levels) and 572.67 m² of outdoor amenities (on first and second levels and the rooftop mechanical penthouse level) providing ample recreational and community spaces for residents.

The proposal includes four levels of underground parking, accommodating a total of 123 parking spaces, at a combined parking rate of 0.33. Additionally, 269 bicycle parking spaces are proposed including 250 long-term and 19 short-term spaces.

A total of 378 residential units are proposed. This includes 6 (1.6%) studio units, 125 (33.1%) one-bedroom units, 128 (33.9%) one-bedroom plus den units, 117 (31.0%) two-bedroom units and 2 (0.5%) two-bedroom plus den units. The tenure has not yet been determined.



Figure 1 - Conceptual render (Source: Kirkor)

[illegible]

True North Project North

Table 1: Proposed development - housing breakdown (all units)

Purpose Built Rental Units		
Bachelor	Proposed Rents in 2019 Dollars (excluding parking and utilities)	Qty. of Units
	Less than \$922/month rent	TBD
	Between \$922 and \$1153/month rent	TBD
	Between \$1153 and \$1383/month rent	TBD
	Between \$1383 and \$1614/month rent	TBD
	More than \$1614/month rent	TBD
1 bedroom	Proposed Rents in 2019 Dollars (excluding parking and utilities)	Qty. of Units
	Less than \$1233/month rent	TBD
	Between \$1233 and \$1541/month rent	TBD
	Between \$1541 and \$1850/month rent	TBD
	Between \$1850 and \$2158/month rent	TBD
	More than \$2158/month rent	TBD
2 bedroom	Proposed Rents in 2019 Dollars (excluding parking and utilities)	Qty. of Units
	Less than \$1396/month rent	TBD
	Between \$1396 and \$1745/month rent	TBD
	Between \$1745 and \$2094/month rent	TBD
	Between \$2094 and \$2443/month rent	TBD
	More than \$2443/month rent	TBD
3+ bedroom	Proposed Rents in 2019 Dollars (excluding parking and utilities)	Qty. of Units
	Less than \$1590/month rent	TBD
	Between \$1590 and \$1988/month rent	TBD
	Between \$1988 and \$2385/month rent	TBD
	Between \$2385 and \$2783/month rent	TBD
	More than \$2783/month rent	TBD
Ownership Units		
Ownership Units to be Sold at Market Prices		Qty. of Units
Bachelor		TBD
1 bedroom		TBD
2 bedroom		TBD
3+ bedroom		TBD
Ownership Units to be Sold as Affordable	Proposed Affordable Sale Price of Unit	Qty. of Units
Bachelor	TBD	TBD
1 bedroom	TBD	TBD
2 bedroom	TBD	TBD
3+ bedroom	TBD	TBD

Unit Transfer		
Ownership Units to be Dedicated to City/ Region	Market Value of Unit	Qty. of Units
Bachelor	TBD	TBD
1 bedroom	TBD	TBD
2 bedroom	TBD	TBD
3+ bedroom	TBD	TBD
Secondary Suites		
Private Ownership Secondary Suites		Qty. of Units
Bachelor		TBD
1 bedroom		TBD
2 bedroom		TBD
3+ bedroom		TBD
Land		
Land Dedicated to City/Region	Market Value of Land Per Acre	Acres
	TBD	TBD
Financial Contribution to Affordable Housing Offsite		
	Amount	
	TBD	

As the site is in a PMTSA, it is subject to Inclusionary Zoning. For more information, please refer to Section 3.4 of this report).

The finalized unit types and tenure will be confirmed at a later stage, subject to further discussion with City staff, at which point, the above table will be updated accordingly.

2.0 RELEVANT PLANNING PROCESS AND OTHER RELATED APPLICATIONS

An Official Plan Amendment (OPA) and Zoning By-law Amendments (ZBA) are required to permit the proposed development, which are further detailed below.

Official Plan Amendment

The subject site is located within the Port Credit Community Node as per Schedule 9 of the City of Mississauga Official Plan (MOP). The MOP designates the site as Residential High Density, which permits residential uses. The site is located within a Community Node and Intensification Corridor as per Schedule 1 of the MOP and within the Port Credit Community Node which is subjected to Local Area Plan as per Schedule 9. Furthermore, Figure 10 of the Port Credit Built Form Guide identifies the site as having a height range of 2 to 15 storeys. An Official Plan Amendment will be required to permit the proposed 30-storey residential building and a FSI of 11.76 times the area of the lot.

The site is well-served by transit with the Port Credit GO Station, Hurontario LRT Station (under-construction) and MiWay bus routes. The proposal is consistent with MOP policies that aim to direct appropriate context-sensitive intensification to areas located within the PMTSA and promote the creation of a walkable, transit-supportive city with high-quality urban design. The proposal contributes to creating an engaging public realm along Park Street East and Elizabeth Street North.

Overall, the proposal is consistent with the Provincial Planning Statement 2024 as it will positively contribute toward the Province's goals of increasing housing options in an existing, built-up area next to higher-order transit. Further, the proposal conforms to the Region of Peel Official Plan as it promotes the development of an underutilized site within the built-up area. A comprehensive policy analysis can be

found in Section 4 of the Planning Rationale Report prepared by Sajecki Planning Inc.

Zoning By-law Amendment

The City of Mississauga Zoning By-law 0225-2007 zones the subject site "RA2-48" which permits residential uses and allows for a maximum height of 26 m and 8 storeys. A ZBA is required for height, FSI, setbacks, and parking, among other requirements.

The proposed zone is RA5 (Residential Apartment) with site-specific exceptions in conformity with the MOP. The proposed ZBA aims to facilitate desirable development in an area that is well-served by transit - promoting multi-modal options. The redevelopment of the site also contributes to a vibrant public realm along Part Street East and Elizabeth Street North. The proposed increase in height and density creates new housing units of different sizes and layouts.

Other Related Applications

A Site Plan Approval (SPA) application will also be submitted along with OPA / ZBA application. Depending on the final decision on tenure, a Plan of Condominium application may be required.

3.0 PLANNING RATIONALE

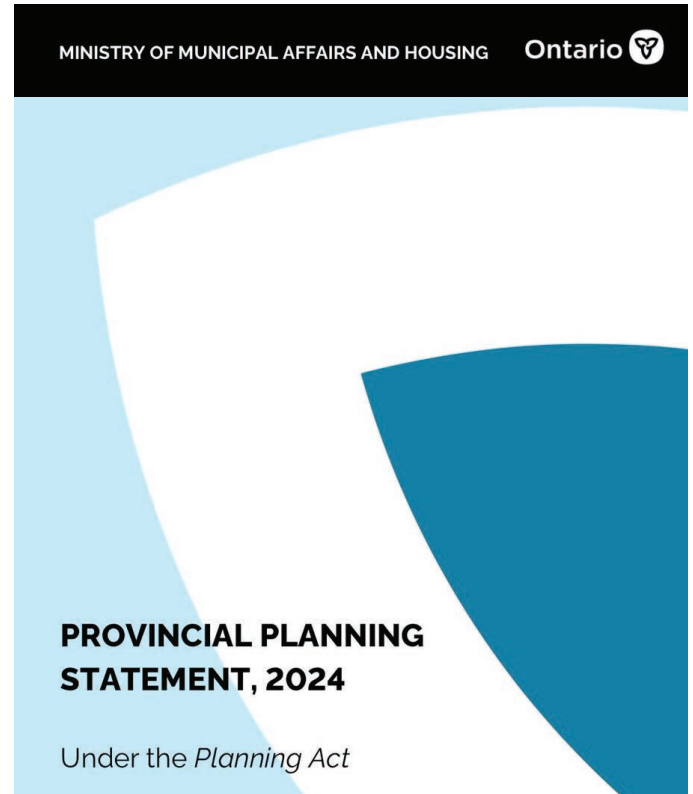
A review of provincial and municipal planning policies is provided below, with a focus on key relevant housing policies. For a more comprehensive policy analysis, please refer to the Planning Rationale Report.

3.1 Provincial Planning Statement

The Provincial Planning Statement (PPS) 2024 is a provincial policy document that establishes a planning and land use framework applicable across Ontario. The PPS 2024 came into effect on October 20, 2024, replacing both the Provincial Planning Statement (2020) and the Growth Plan for the Greater Golden Horseshoe (2019). The Planning Act requires all decisions affecting planning matters to be consistent with the PPS.

The vision outlined in Chapter 1 of the PPS emphasizes the importance of increasing the supply of housing to support growth and long-term prosperity. The PPS identifies the Province's goal of building 1.5 million homes by 2031, with growth prioritized within urban and rural settlement areas to protect the long-term viability of more sensitive rural areas. The vision also underscores the importance of prioritizing compact, transit-supportive design and optimizing investments in infrastructure and public service facilities. The PPS states that municipal official plans are the most important tool for implementing the vision and objectives of the PPS.

Chapter 2 of the PPS provides a number of policies intended to support housing development and the creation of strong and competitive communities. Policy 2.1.4a) requires planning authorities to maintain at all times the ability to accommodate residential growth for a minimum of 15 years. Policy 2.1.6 promotes the achievement of complete communities by accommodating an appropriate range and mix of



land uses, housing options, transportation options, employment uses, and public service facilities.

The PPS encourages the development of a range and mix of housing options and densities to meet projected needs of current and future residents. The housing policies contained in Section 2.2 require planning authorities to facilitate all housing options and all types of residential intensification. In addition, the policies promote residential densities which efficiently use land, resources and infrastructure, and support the use of active transportation. Policy 2.2.1d) requires transit-oriented development and the prioritization of intensification in proximity to transit, including along corridors and near stations.

The PPS states that settlement areas are to be the focus of growth and development, especially within

strategic growth areas, including major transit station areas. Policy 2.3.1.3 requires planning authorities to support intensification and redevelopment to achieve complete communities, including by planning for a range and mix of housing and prioritizing planning and investment in necessary infrastructure and public service facilities.

Section 2.4.1 of the PPS encourages municipalities to identify strategic growth areas which are to be a focus for growth, intensification, a range of housing, and a mix of uses to support the achievement of complete communities and compact built form.

The PPS also outlines policies for major transit station areas (MTSAs), requiring municipalities to delineate the boundaries of MTSAs in their official plans. Policy 2.4.2.2 requires municipalities to establish minimum density targets for MTSAs. Policy 2.4.2.3 encourages development and intensification within MTSAs by planning for land uses and built forms that supports the achievement of minimum density targets. The PPS 2024 also clarifies that density targets are minimum standards which are encouraged to be exceeded. The City of Mississauga delineated PMTSAs through Mississauga Official Plan Amendments (MOPA) 141 to 145. MOPA 144 established a minimum density target of 200 people and jobs per hectare for the Port Credit PMTSA.

The site is designated as Residential High Density and is situated within an apartment neighbourhood context. The proposal aligns with the existing neighbourhood character and supports residential intensification on a large, underutilized residential site. The proposed development will include 378 dwelling units, bringing a variety of housing forms

to the site and contributing to meeting the housing needs of current and future residents. As outlined in the Planning Rationale Report, the development promotes efficient land use, leverages existing infrastructure, and enhances connectivity to public and active transportation networks.

The proposed development contemplates a range of residential unit and promotes a variety of transit options that is consistent with the criteria outlined in Policy 2.1.6 contributes to the creation of a complete community. The proposed residential units increase the housing supply in the city and contribute to meeting the minimum density target for the PMSTA.

The proposed development leverages multi-modal transportation options around the site by providing bicycle parking spaces to encourage active transportation and enhancing the public realm near existing transit routes. For these reasons, it is our opinion that the proposed development is consistent with the policies of the PPS, including those pertaining to housing and residential growth.

3.2 Region of Peel Official Plan

The Peel Region Official Plan (ROP) provides a long-term regional strategic policy framework for guiding growth and development while protecting the environment. On April 28, 2022, Regional Council passed by-law 20-2022 to adopt the new ROP. The Minister of Municipal Affairs and Housing issued a decision to approve the new ROP with 44 modifications on November 4, 2022. In April 2024, the Minister of Municipal Affairs and Housing introduced Bill 185, *Cutting Red Tape to Build More Homes Act*. This Bill had the effect of dissolving the Region's land use planning and development responsibilities and handing them down to lower tier municipalities. This took effect on July 1, 2024, meaning that the Regional OP should be considered as a policy document of the City of Mississauga.

Table 3 of the ROP outlines population, household, and employment forecasts for the Region of Peel and projects a population of 995,000 people, 345,000 households and 590,000 jobs within the City of Mississauga by 2051.

The ROP defines Affordable Housing as housing that is financially accessible to low- and moderate-income households without exceeding 30% of their gross annual income. For ownership housing, it includes homes priced at least 10% below the average resale price in the regional market, or homes where ownership costs remain within this income threshold. For rental housing, it applies to units with rents that are at or below the average market rent in the region or also within 30% of gross annual household income. This approach ensures that affordability aligns with local income levels and market conditions.

Section 5.4 of the ROP provides objectives and policy guidance to achieve growth management and sustainability objectives within Major Transit Station Areas, Delineated Built-up Areas, Employment Areas, and Designated Greenfield Areas. Subsection 5.4.18 refers to intensification of underutilized sites to achieve efficient and compact built forms. Furthermore, the Policy 5.4.18.5 states to recommends to reduce the dependency on the automobile through the development of mixed-use, transit-supportive, pedestrian-friendly urban environments.



Section 5.9 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, the ROP aims to maintain the ability to accommodate residential growth for a minimum of 15 years through intensification and re-development of land, with sufficient servicing capacity to provide at least a three-year supply of residential units (Policy 5.9.26). Local municipalities and other stakeholders are encouraged to support new residential development, re-development and intensification in support of compact built forms and residential intensification (Policy 5.9.27).

Section 5.9.41 outlines policies related to energy-efficient housing that seek to promote energy conservation and technologies for energy-efficient housing. These policies include encouraging local municipalities to offer incentives through planning approvals to implement additional sustainable building and design standards (Policy 5.9.43).

Policy 5.9.39 recommends implementing inclusionary zoning where deemed appropriate by the local municipality through zoning by-laws in primary Major Transit Station Areas and secondary Major Transit Station Areas delineated on Schedule E-5.

The proposed redevelopment of the site conforms to the policies of the ROP by promoting transit-supportive intensification in proximity to the Port Credit GO Station, Hazel McCallion LRT Station (under-construction) and MiWay bus routes. The proposal is compact and supports high-density residential intensification of an underutilized site in proximity to major regional and local transit networks. The proposal contemplates a design that is respectful of the existing neighbourhood and provides adequate transition. The proposal will increase the range and mix of housing in Mississauga, providing additional options for residents with various household sizes and incomes.

The proposed parking ratio promotes cost-effective development standards and encourages residents to use public transit and active modes of transportation. The proposed vibrant streetscape and landscaping further promote safe pedestrian circulation. The proposed development will also comply with the requirements of the Ontario Building Code for Energy Modeling.

3.3 Peel Housing and Homelessness Plan

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 ROP, 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.

The proposal works towards achieving the first two complete solutions outlined in the Plan. As an infill development, the proposal optimizes the use of existing infrastructure and municipal services. In addition, the proposed density is supportive of existing transit services.

At this time, the proposed tenure and any associated commitments to affordable housing have not yet been determined, as the project is still in its early stages. It should be noted that the site is within a PMTSA and is subject to Inclusionary Zoning. Through the application review process, the Owner is willing to engage in discussions with Regional and Municipal staff regarding potential tools or incentives to help support the delivery of affordable housing.

Home For All

The Region Of Peel's Housing And Homelessness Plan

2018–2028

3.4 City of Mississauga Official Plan

The City of Mississauga Official Plan (Mississauga OP) was adopted by City Council on September 29, 2010, and partially approved by the Region of Peel on September 22, 2011. Numerous appeals were made to the Ontario Municipal Board (now the Ontario Land Tribunal). This Section refers to the August 7, 2024 office consolidation, including appeal decisions and Council-approved amendments.

The *Planning Act* requires Official Plans of lower-tier municipalities (i.e., City of Mississauga) to conform to the Official Plans of their respective upper-tier municipalities (i.e., Region of Peel). The Mississauga OP provides a policy framework to guide development to 2031, directing growth so that it improves urban form, supports a strong public transportation system, and addresses the city's long-term sustainability. The City is completing an Official Plan Review that will outline the next phase of growth to 2051. The new OP will incorporate new provincial legislation and regulations, policy initiatives and plans, and will consider emerging trends and policy implications.

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

Chapter 4 - Vision

Section 4.4 outlines the Guiding Principles for the Mississauga OP, which includes planning for a wide range of housing, jobs and community infrastructure resources 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 Mississauga OP. 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 age-in-place or for the provision of alternative housing within the community that will assist households as individuals move through the life cycle.

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).

On August 10, 2022, City of Mississauga Council approved OPA 140 which established Inclusionary Zoning (IZ) Areas and requirements for affordable housing in the City of Mississauga. The OPA introduced five (5) categories of IZ Areas (IZ Area 1, IZ Area 2, IZ Area 3A, IZ Area 3B, and IZ Area 4). The subject site is located in IZ Area 1 due to its close proximity to existing transit. It should be noted that rental developments are currently exempt from Inclusionary Zoning.

As the applications are in the early stages of the formal application process, more discussions will be had with staff regarding the potential provision of affordable housing.

The proposed development conforms to the guiding principle in Chapter 4 of the Mississauga OP, delivering a range of housing, along with commercial and retail spaces at grade. The proposal contemplates a diverse range of unit types and sizes that include the following:

- Studio: 6 (1.6%)
- One-bedroom: 125 (33.1%)
- One-bedroom + den: 128 (33.9%)
- Two-bedroom: 117 (31%)
- Two-bedroom + den: 2 (0.5%)
- Three-bedroom: 0 (0%)

The proposed development is compact and supports the housing needs in Mississauga. The housing options provided through this development increase the diversity of housing stock in Mississauga and promotes complete community development. This includes 31.5% of units that are two-bedroom or larger. At this time, tenure for the proposal has not yet been determined.

Furthermore, the proposed development contemplates the full replacement of existing commercial space within the ground floor of the new buildings. The proposal will lead to the creation of more housing units, where currently there are none, and support employment and commercial opportunities.

3.5 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 system 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 resources;
- 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. 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 re-development of vacant public lands that can accommodate middle-income households.

The proposal will assist the City in achieving the Housing Strategy goals by supporting residential intensification and delivering new housing that can accommodate a range of household sizes 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 various social and recreational activities.

At this time, the proposal is in the early stages of the development approvals process. There will likely be changes to the proposed development that will affect the number and breakdown of different unit types. The Owner is open to engaging in discussions with the City to explore potential opportunities and incentives that may enable the provision of affordable housing.

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4.0 ANALYSIS AND OPINION



Figure 3 - Conceptual render (Source: Kirkor)

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

- The proposal will contribute to new housing stock through the redevelopment of an underutilized site that is conveniently located near existing amenities and services in the vibrant Port Credit neighbourhood.
- A total of 378 new dwelling units will be added to the City's housing supply (which are subject to IZ).
- New residents will have access to the existing Port Credit GO Station, Hazel McCallion LRT Station (under construction), MiWay bus routes, and existing and planned active transportation networks.
- The new housing supply will tap into existing infrastructure (roads, water, wastewater).

- A building design that is compact, context-sensitive and incorporates modern amenity areas, landscaping and contemporary residential unit design and layout.
- Consolidated vehicular and long-term bicycle parking will be located below grade with opportunities for short-term bicycle parking at-grade.
- Efficient and functional integration of servicing areas, such as waste, recycling and storage areas, located interior to the building (and screened from the public).

At this stage in the process, the tenure of the proposed buildings; whether ownership, rental, or a mix of both, has not yet been finalized. As such, decisions relating to the provision of affordable housing have not yet been made. The owner is willing to engage with the City and Region to explore opportunities and incentives that may support the delivery of affordable housing as part of the project.

5.0 SUMMARY AND CONCLUSIONS

The proposal is consistent with the PPS and conforms to policies in the ROP, and Mississauga OP. It supports municipal housing strategies and goals by creating new housing opportunities and directing intensification to lands in the built-up, urban area that already contemplate high density residential uses.

The site is strategically located in the Port Credit PMTSA, with access to existing regional rail, light rail transit (under construction) and bus routes. The building design will be compact form that makes efficient use, and integrates functional elements from a parking, servicing, and access standpoint.

In the heart of the Port Credit community, the site is surrounded by a mix of uses that ultimately contribute to supporting a strong, healthy and active community. The site will leverage existing infrastructure and activate the existing streetscape through a new and inviting ground floor design. Residents can thrive from the transit-oriented benefits of multi-modal options, that can be appreciated by people from different ages, backgrounds and abilities. For these reasons, it is our opinion that the proposal represents good planning.

While tenure is not yet finalized, the owner is open and willing to work with municipal staff to consider opportunities of integrating affordable housing into the proposal. An updated Housing Report / Addendum will be provided at a later stage once more information is available.

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2025