

---

**PLANNING RATIONALE**

---

42 TO 46 PARK ST E & 23 ELIZABETH ST N  
MISSISSAUGA, ONTARIO

MAY 2025





Sajecki Planning Inc.

## TABLE OF CONTENTS

<b>1.0 INTRODUCTION</b>	<b>6</b>
<b>2.0 SITE AND SURROUNDINGS</b>	<b>8</b>
2.1 Subject Site	9
2.2 Planning History	10
2.3 Surrounding Land Uses	10
2.4 Development Activity	15
2.5 Transportation Network	17
<b>3.0 PROPOSAL</b>	<b>20</b>
3.1 Development Overview	21
3.2 Required Approvals	25
3.3 Public Consultation	25
<b>4.0 POLICY AND REGULATORY CONTEXT</b>	<b>26</b>
4.1 Planning Act R.S.O. 1990, c. P.13	27
4.2 Provincial Planning Statement	28
4.3 Region of Peel Official Plan	29
4.4 City of Mississauga Official Plan	31
4.5 City of Mississauga Zoning By-law 0225-2007	40
4.6 Additional Considerations	41
<b>5.0 SUPPORTING STUDIES AND REPORTS</b>	<b>44</b>
5.1 Sun/Shadow Study	45
5.2 Pedestrian Wind Study	45
5.3 Noise and Vibration Feasibility Study	46
5.4 Transportation Report	46
5.5 Tree Inventory / Tree Preservation Plan and Arborist Report	47
5.6 Functional Servicing Report	47
5.7 Stormwater Management Report	48
5.8 Geotechnical Investigation Report	48
5.9 Hydrogeological Investigation	49
5.10 Phase One Environmental Site Assessment	50
5.11 Phase Two Environmental Site Assessment	50
5.12 Housing Report	51
5.13 Urban Design Study	52

TABLE OF CONTENTS

**6.0 PLANNING RATIONALE** .....54

    6.1 Transit Supportive Development. ....55

    6.2 Appropriate Built Form and Transition. ....56

    6.3 Public Realm Improvements. ....56

**7.0 CONCLUSION** ..... 58

**APPENDICES**

    Appendix 1: Draft Official Plan Amendment

    Appendix 2: Draft Zoning By-law Amendment

## FIGURES AND TABLES

Figure 1 - Aerial view of the site . . . . .	7
Figure 2 - Existing site conditions and transit connectivity . . . . .	9
Figure 3 - View of the site. . . . .	10
Figure 4 - Existing detached dwellings on the site along Elizabeth St N . . . . .	11
Figure 5 - Existing detached dwellings on the site along Park St E . . . . .	11
Figure 6 - Looking southeast from Elizabeth St N and Queen St E . . . . .	12
Figure 7 - Looking east from Park St E and Elizabeth St N . . . . .	12
Figure 8 - Site context map. . . . .	13
Figure 9 - Height map with Port Credit Community Node . . . . .	14
Figure 10 - Map of recent developments within a 1 km radius. . . . .	16
Figure 11 - Mississauga Official Plan - Schedule 5: Long Term Road Network . . . . .	18
Figure 12 - Mississauga Official Plan - Schedule 6: Long Term Transit Network . . . . .	19
Figure 13 - Proposed Site Plan. . . . .	22
Figure 14 - Street view from Park Street E and Elizabeth St North . . . . .	24
Figure 15 - Street view from Park Street E . . . . .	25
Figure 16 - Mississauga Official Plan - Schedule 10: Land Use Designations . . . . .	33
 Table 1 - Surrounding development applications . . . . .	 15
Table 2 - Recently Constructed/Under Construction Developments . . . . .	17
Table 3 - Summary of project statistics. . . . .	21
Table 4 - Site within MOP Schedules . . . . .	31

# 1.0 INTRODUCTION

---



This Planning Justification Report has been prepared by Sajecki Planning Inc. on behalf of Edenshaw Elizabeth Developments Ltd. (Edenshaw) to support applications for Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) seeking to facilitate the redevelopment of the property at 42 to 46 Park Street East and 23 Elizabeth Street North (the subject site or site) in the City of Mississauga.

The subject site is in Ward 1, located at the northeast corner of Park Street East and Elizabeth Street North, with a frontage of 33.62 m along Park Street East, and 53.34 m along Elizabeth Street North. The site has a moderate overall grade change from south to north of 3.96 m. Currently, the site is occupied by four two-storey single detached dwellings and two one-storey detached garages. The site is rectangular in shape and has an approximate area of 1,781.0 m<sup>2</sup> or 0.44 acres. It is subject to the Port Credit Local Area Plan as per Schedule 9 – Character Areas of the *City of Mississauga Official Plan (MOP)*, is designated Residential High Density as per Schedule 10 – Land Use Designations of the *MOP* and is zoned Residential Apartment (RA2) with Exception 48 as per *Zoning By-law 0225-2007*.

The OPA and ZBA applications seek to permit a 30-storey residential building with a seven-storey podium. The proposal contemplates a total of 378 dwelling units, supported by a substantial supply of amenity space at a ratio of 4.0 m<sup>2</sup> per dwelling unit.

This purpose of this Planning Justification Report is to provide:

- An overview of the subject site and local area context;
- A review of the applicable land use planning policy and regulatory frameworks;
- An explanation of the proposed built form, uses, and development statistics;

- A summary of all supporting studies and technical reports; and,
- A description and justification of the proposed amendment to the Official Plan and Zoning By-law.

A Development Application Review Committee (DARC) Meeting was held on February 18<sup>th</sup>, 2025 to receive preliminary feedback from staff and to confirm the submission requirements. This report is part of a complete application submission requirement under the *Planning Act* for OPA and ZBA applications. Summaries of other technical reports and studies completed to support the OPA and ZBA applications are provided in *Section 5.0* of this report.



Figure 1 - Aerial view of the site

## 2.0 SITE AND SURROUNDINGS

---



## 2.1 Subject Site

The subject site is legally described as PLAN 300E PT LOT 8; PLAN 300 PT LOT 8 RP 43R2685 PARTS 1, 3; PLAN 300E PT LOT 8 RP 43R2685 PART 2 PART 4; and, PLAN 300E PT LOT 8. It is located at the northeast corner of the Park Street East and Elizabeth Street North intersection in Ward 1 of the City of Mississauga (see *Figure 2*).

Situated between the two major intersections of Lakeshore Road East and Elizabeth Street North (250 m to the south) and Hurontario Street and Park Street East (300 m to the east), the site is within an existing apartment neighbourhood (Port Credit), which forms part of the Port Credit GO Protected Major Transit

Station Area (PMTSA). The entrance to the Port Credit GO Station is located less than 150 m to the north of the site.

The site has a rectangular shape with an approximate area of 1,781.0 m<sup>2</sup> (0.44 acres) and a frontage of 33.62 m along Park Street East and 53.34 m along Elizabeth Street North. Currently, it is occupied by four two-storey single-detached dwellings and two one-storey detached garages.

The site is not listed on the Heritage Register and is not a designated heritage site.



Figure 2 - Existing site conditions and transit connectivity

## 2.2 Planning History

OPA, ZBA and SPA applications were submitted for the site in May 2020 and December 2021, respectively for a 22-storey residential building. The applications were appealed to the Ontario Land Tribunal (OLT) in November 2021 and March 2022. The OLT hearing took place in July 2023 and the applications were not approved.

The Port Credit Community Node and intensification area has since experienced significant changes and growth, including approvals for heights up to 36-storeys as outlined in *Table 1*. A series of meetings were also held between the City and applicant to identify design improvements, which have been implemented in the current proposal, outlined in *Section 3.0*.

## 2.3 Surrounding Land Uses

### 2.3.1 Neighbourhood Surroundings

The subject site 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 a central means of transportation for the Port Credit neighbourhood, with a station entrance located approximately 150 m to the north of the subject site. The Port Credit neighbourhood is supported by several community amenities and services, including:

- **Schools:** Forest Avenue Public School, Port Credit Secondary School, Mentor College, Applewood Rainbow Montessori School, Riverside Public School, and Prince Edward Montessori School.
- **Parks and Open Spaces:** Port Credit Memorial Park, the Waterfront Trail, St. Lawrence Park, Port Credit Harbour, and J.C. Saddington Park.
- **Commercial/Shopping Areas:** several mainstreet commercial uses within one and two-storey buildings are concentrated along Lakeshore Boulevard East.



Figure 3 - Aerial view of the site (Source: Google Earth)



### 2.3.2 Immediate Surroundings

The subject site is located within an existing residential apartment neighbourhood, which forms part of the Port Credit GO PMTSA. The existing building heights within the PMTSA vary between one and 27-storeys. Land uses adjacent to the subject site include a mix of medium to high density residential apartments and low-rise commercial buildings. The description of the immediate land uses outlined below are based on the orientation noted in *Figure 8*. Immediate surroundings within the apartment neighbourhood include:

**North:** Located directly to the north of the site is an existing 11-storey residential apartment building (49 Queen Street East), followed by Queen Street East which transitions to Elizabeth Street North at its western bend. On the north side of Queen Street East is the Port Credit GO Station and railway line. Further north, beyond the railway line is the Mineola neighbourhood and PMTSA, which consists primarily of single detached dwellings.

**East:** Directly east of the site is a six-storey residential apartment building with surface parking (52 Park Street East). Adjacent to this building is an eight-storey residential apartment building with surface parking (28 Helene Street North) along Helene Street North and Park Street East.

Located on the east side of Helene Street North is an existing 27-storey residential apartment building and a four-storey parking structure with at-grade commercial uses at 70 Park Street East. The portion of the site that has the existing parking structure is subject to OPA and ZBA applications proposing a 38-storey (125.40m) mixed-use

building. To the east of 70 Park Street East is 22-storey building, currently under construction at 28 Ann Street.

Along the east side of Ann Street is an existing Port Credit GO Parking Lot which is subject to OPA and ZBA applications, which have been approved in principle by the OLT for two mixed-use buildings with heights of 36- and 29-storeys (88 Park Street East) and a standalone one-storey



Figure 4 - Existing detached dwellings on the site along Elizabeth St N



Figure 5 - Existing detached dwellings on the site along Park St E

commercial building. To the east of this site is the Hazel McCallion LRT Station currently under construction along Hurontario Street.

**West:** Located along the west side of Elizabeth Street North is an existing 13-storey residential apartment building with a surface parking lot at 28 Elizabeth Street North, adjacent to which is a seven-storey residential apartment building with surface parking at 26 Park Street East.

To the south of the seven-storey apartment building, on the south side of Park Street East, is a recently constructed 15-storey building with six townhouses at-grade.

**South:** Along the south-east corner of Park Street East and Elizabeth Street North are two-storey single detached dwellings and a one-storey single detached dwelling. To the east of the single-detached dwellings is an existing 14-storey residential apartment building (55 Park Street East). Further to the south are a series of three apartment buildings with heights (from west to east) of 10-storeys (15 Elizabeth Street North), three-storeys and 10-storeys (12 Helene Street North).

To the south of High Street East is an existing seven-storey building (7 Elizabeth Street North). Further south, along Lakeshore Road East are a series of one- to two-storey commercial buildings with surface parking to the rear.



Figure 6 - Looking southeast from Elizabeth St N and Queen St E



Figure 7 - Looking east from Park St E and Elizabeth St N



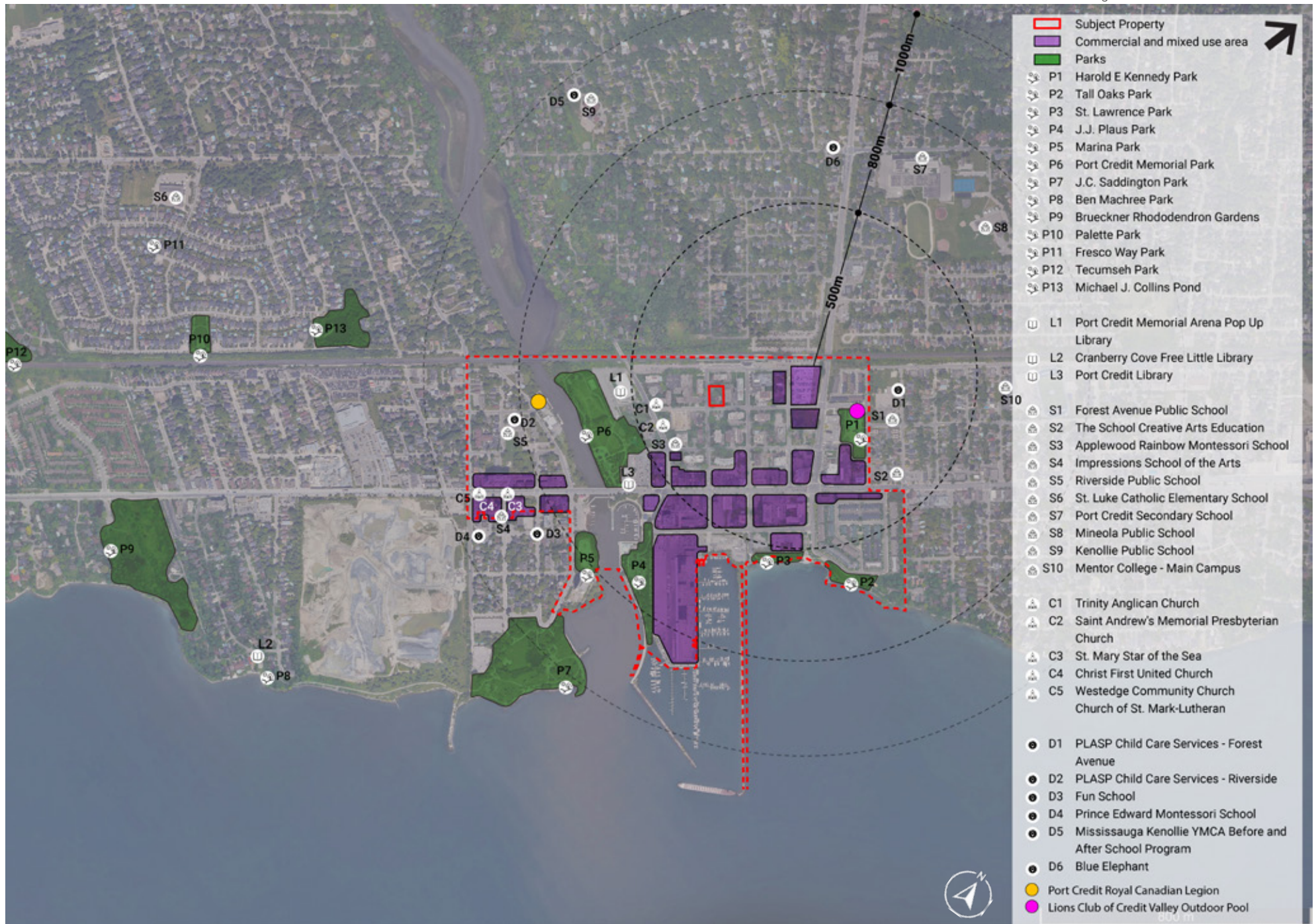


Figure 8 - Site Context map



Figure 9 - Height map with Port Credit Community Node



## 2.4 Development Activity

### 2.4.1 Ongoing Development Activity

Port Credit is an established residential apartment neighbourhood with an eclectic mix of walk-up apartment buildings, slab tower buildings, newly constructed apartment buildings, surface parking lots and a few remaining single-detached dwellings. The built form typology along Lakeshore Boulevard East consists of a mix of commercial and residential uses.

Recent development activity within the vicinity of the subject site seeks to intensify underutilized sites within the neighbourhood with mixed-use apartment buildings. *Table 1* outlines active development applications within one kilometer of the site.

**Table 1: Surrounding development applications within one kilometer from the site.**

#	Address	Distance from site	Application No.	Status	Description
1	70 Park St	90 m	OZ/OPA 23-3 W1	Appealed to OLT	OPA and ZBA applications to permit infill development of a 38-storey mixed-use building with commercial uses at grade.
2	88 Park St	210 m	OZ/OPA 22-10 W1 and TM 22-02 W1	OLT approval in principle	OPA and ZBA applications to permit two apartment buildings of 36- and 29-storeys.
3	17 and 19 Ann Street, 84 and 90 High Street, and 91 Park Street East	212 m	OZ/OPA 22-3 W1	OPA and ZBA Approval	OPA and ZBA applications to permit a 23-storey residential condominium with ground floor commercial uses, a public park and the retention of two historic buildings to be used for residential and commercial uses.
4	128 Lakeshore Rd E	260 m	OZ/OPA 22-5 W1	OLT Approval	OPA and ZBA to permit an eight-storey mixed-use building.
5	42 Port Street East and 99 Lakeshore Rd E	270 m	OZ/OPA 22-30 W1	Under Review	OPA and ZBA applications for a 10-storey mixed-use development with commercial uses at grade.



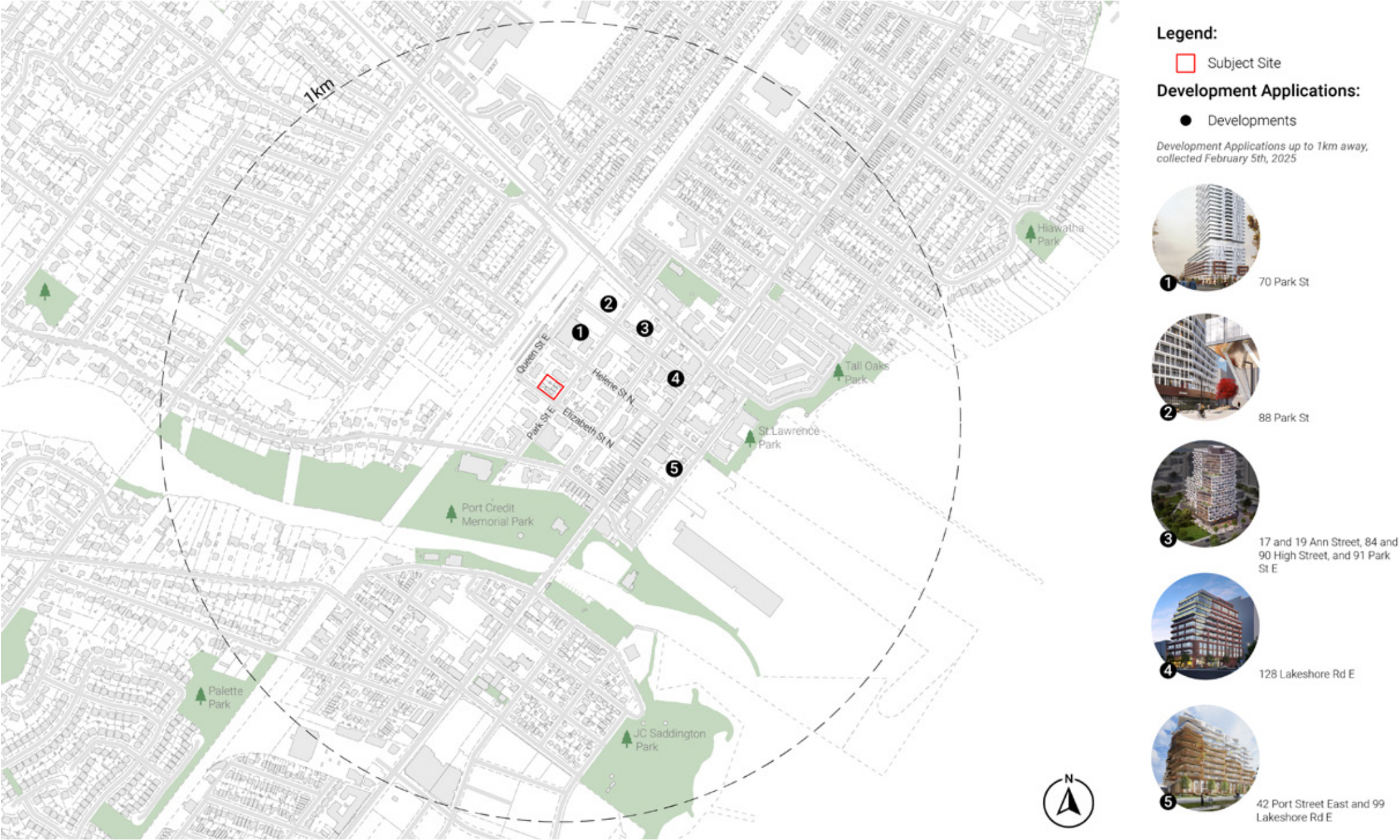


Figure 10: Map of recent developments within one-kilometre of the site.

Table 2: Recently constructed and under-construction developments within one-kilometre from the site.

#	Address	Distance from site	Description
1	21 to 29 Park St	90 m	A 15-storey (55.60 m) building with six townhouses at grade.
2	28 Ann St	150 m	A 22-storey mixed-use building with commercial uses at grade and 360 dwelling units.
3	8 Ann St	230 m	A 15-storey residential apartment building with 69 dwelling units and two, three-storey detached dwellings.
4	55 Port St	395 m	A nine-storey residential apartment building with 31 dwelling units.
5	Lakeview Village	780 m	A master planned community with various building heights and approximately 16,000 dwelling units. Construction for components of this master planned community along the Lakeshore Road East frontage have been completed.

## 2.5 Transportation Network

The subject site is located within the Port Credit Community Node and PMTSA as identified on Schedule 2: Intensification Areas of the *MOP*. It is located at the north-east intersection of Park Street East and Elizabeth Street North, which has stop signs to control traffic. The following subsections outline the transportation network that connects the subject site to other parts of Mississauga and the wider region.

### 2.5.1 Road Network

**Park Street East** is a two-way local road that generally runs east to west from Stavebank Road in the west to Rosewood Avenue in the east. The portion of Park Street fronting the subject site includes sidewalks along both sides and has a Right-of-Way (ROW) width of approximately 20 m.

**Elizabeth Street North** is a one-way minor collector, as identified in Schedule 5 of the *MOP*, running north-south between the Port Credit GO Station

and Lakeshore Road East. The north side of the intersection with Park Street East has a left-turn lane to direct vehicle traffic towards Hurontario Street via Park Street East.

**Queen Street East** is a minor collector, as identified in Schedule 5 of the *MOP*. It is a one-way westbound street that runs east from Elizabeth Street North to Ann Street. It is used by vehicles dropping off passengers to the Port Credit GO Station or accessing parking as well as buses accessing the MiWay bus terminal.

**Hurontario Street** is identified as an arterial road in Schedule 5 of the *MOP* and has a ROW width of 30 m. Hurontario Street, in proximity to the subject site, is four lanes wide with dedicated left-turn lanes at all intersections. The under-construction Hazel McCallion LRT Station in Port Credit is located along the west side of Hurontario Street.

**Lakeshore Road East** is an arterial road, as identified in the *MOP*, with a ROW width of 26 m. In proximity

to the subject site, Lakeshore Road East is four lanes wide, with on-street parking along some portions. The Lakeshore Road East and Elizabeth Street North intersection is signalized.

### 2.5.2 Transit Network

The subject site is well-connected to the existing and planned transit network. It is approximately 150 m south of the western entrance of the Port Credit GO Station and approximately 300 m west of the under-construction Hazel McCallion LRT Station along Hurontario Street. Additionally, the site is just 78 m south of Port Credit GO Station Platforms 5, 6, 7 and 8, which serves GO and MiWay buses.

**GO Train Service:** The subject site is located within the block immediately south of the Port Credit GO Station, with the western entrance to the Port Credit GO Station approximately 150 m to the north. The GO train operates on a 30-minute delivery window during rush-hour. Eastbound trains stop at Long Branch, Mimico, Exhibition and Union Stations in Toronto. Westbound trains stop at Clarkson Station in Mississauga, Oakville and Bronte Stations in Oakville,

Appleby and Burlington Stations in Burlington and Aldershot and Hamilton Stations in Hamilton.

To improve service times, and as part of Metrolinx's regional strategy, 15-minute service (or better) will be introduced throughout the day between Toronto and Aldershot with hourly service to and from Hamilton seven days a week. Construction to facilitate these upgrades commenced on March 27, 2023. Metrolinx is planning other potential improvements, including reinstating an existing fourth track and reconfiguring rail platforms.

**Light Rail Transit (LRT) Services:** The Hazel McCallion LRT line is currently under construction and does not have a listed completion date. The LRT line will provide connections between Port Credit and the Brampton Gateway Terminal through 19 stations. It will include connections to the Lakeshore West GO Transit Line, Milton GO Transit Line, Mississauga Transit Way, Zum Transitway, MiWay bus routes and future higher order transit along Dundas Street. By 2031, it is expected to accommodate 118,000 passengers each weekday.

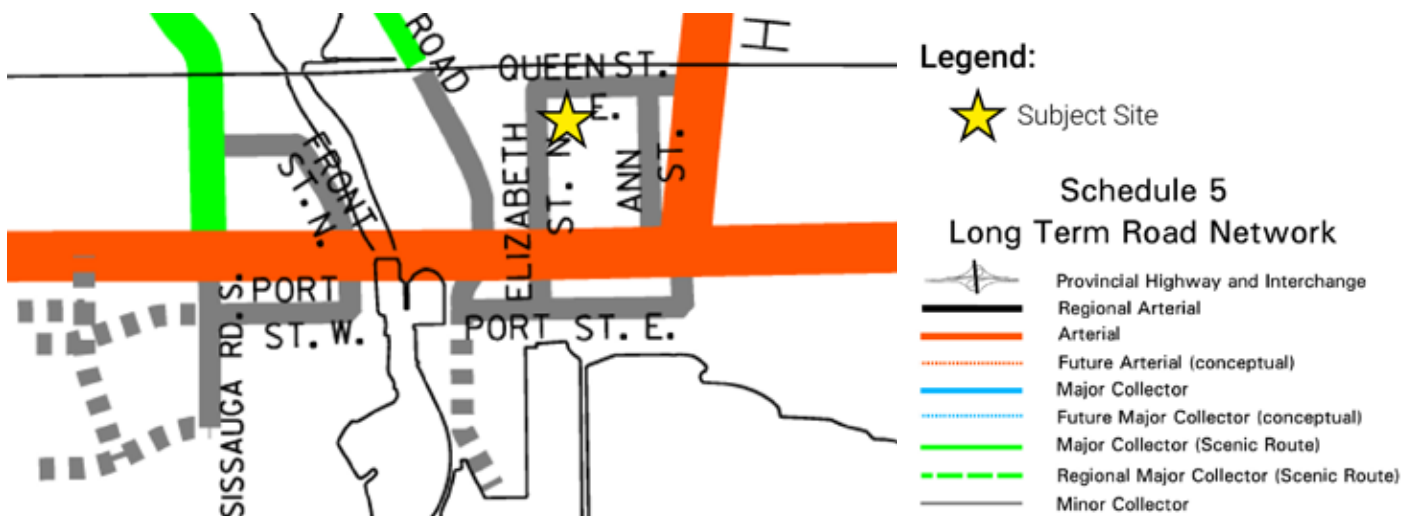


Figure 11 - Mississauga Official Plan - Schedule 5: Long Term Road Network



**Bus Services:** Five bus bays are located on the south side of the Port Credit GO Station for MiWay services serving four routes:

- **Route 2:** Accessed from the corner of Park Street East and Elizabeth Street North, operates on a regular service schedule and provides service from the Port Credit GO Station to Square One Shopping Centre.
- **Route 8:** Accessed from the corner of Park Street East and Elizabeth Street North, operates on a regular service schedule, which provides service north along Cawthra Road to Bloor Street / Burnhamthorpe Road East.
- **Route 14:** Accessed from the corner of Park Street East and Elizabeth Street North, operates on a regular service schedule, which provides service west to Winston Churchill Boulevard / Southdown Road.
- **Route 23:** Accessed from the corner of Park Street East and Elizabeth Street North, operates on a regular service schedule, which provides service west from Browns Line to Southdown Road

along Lakeshore Road West. Route 23 provides a connection to the Long Branch Toronto Transit Commission (TTC) Streetcar stop, providing access to TTC transit.

### 2.5.3 Future Transit Services

MOP Schedule 6: Long Term Transit Network identifies Lakeshore Road East as a Higher Order Transit Corridor, beginning at the intersection of Hurontario Street and running east. Improvements along Lakeshore Road East are outlined in the *Lakeshore Connecting Communities Transportation Master Plan*, which identifies increased local bus service with doubled peak frequency to the year 2025. Additional transit improvements are planned to the year 2041, with the City's *Transportation Master Plan* identifying stops at the intersection of Lakeshore Road with Elizabeth Street and Hurontario Street. Both planned stops are within a short five minute walk from the site.

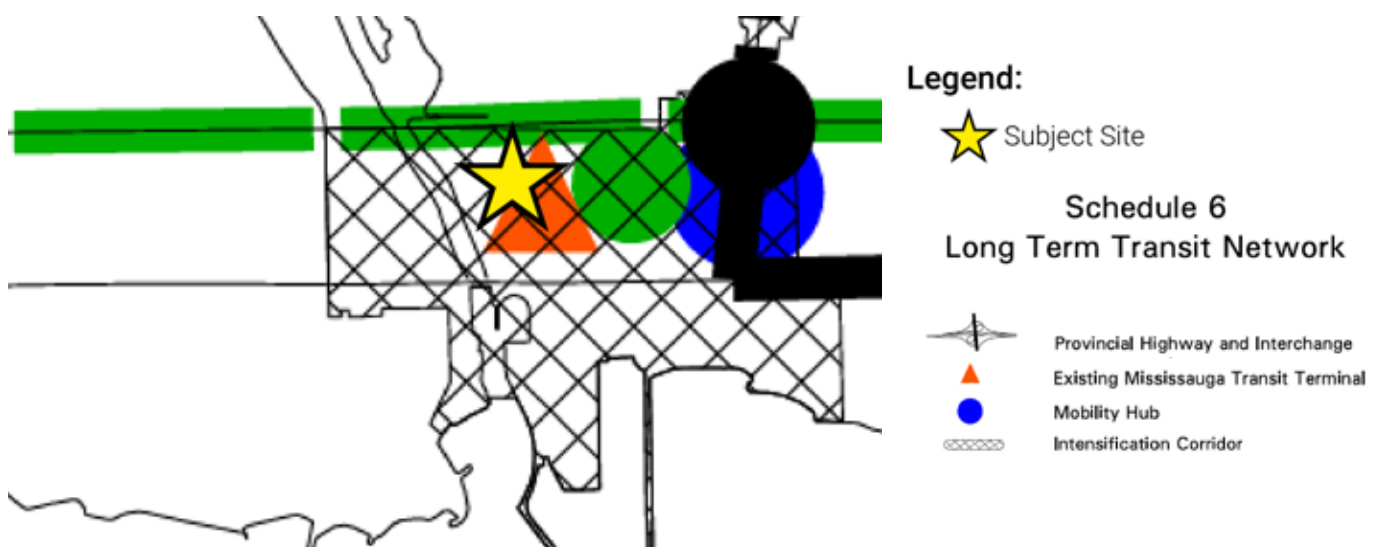


Figure 12 - Mississauga Official Plan - Schedule 6: Long Term Transit Network

## 3.0 PROPOSAL

---

### 3.1 Development Overview

The proposed development includes a 30-storey residential apartment building with a seven-storey podium. A total Gross Floor Area (GFA) of 20,951.39 m<sup>2</sup> (225,519 ft<sup>2</sup>) is proposed consisting of 378 dwelling units. Amenity space is proposed on the first and second floors of the podium and at the rooftop mechanical penthouse level at a ratio of 4.0 m<sup>2</sup> per unit, totalling 1,513.17 m<sup>2</sup>. Parking spaces are located below grade within one partial and four complete underground levels, with access from a single point of access from Park Street East.

The following sub-sections outline the proposed site layout and landscaping, built form, access and circulation and amenity areas. The description of the proposal is based on the orientation outlined on

the Site Plan (*Figure 13*), with Elizabeth Street to the north and Park Street to the west.

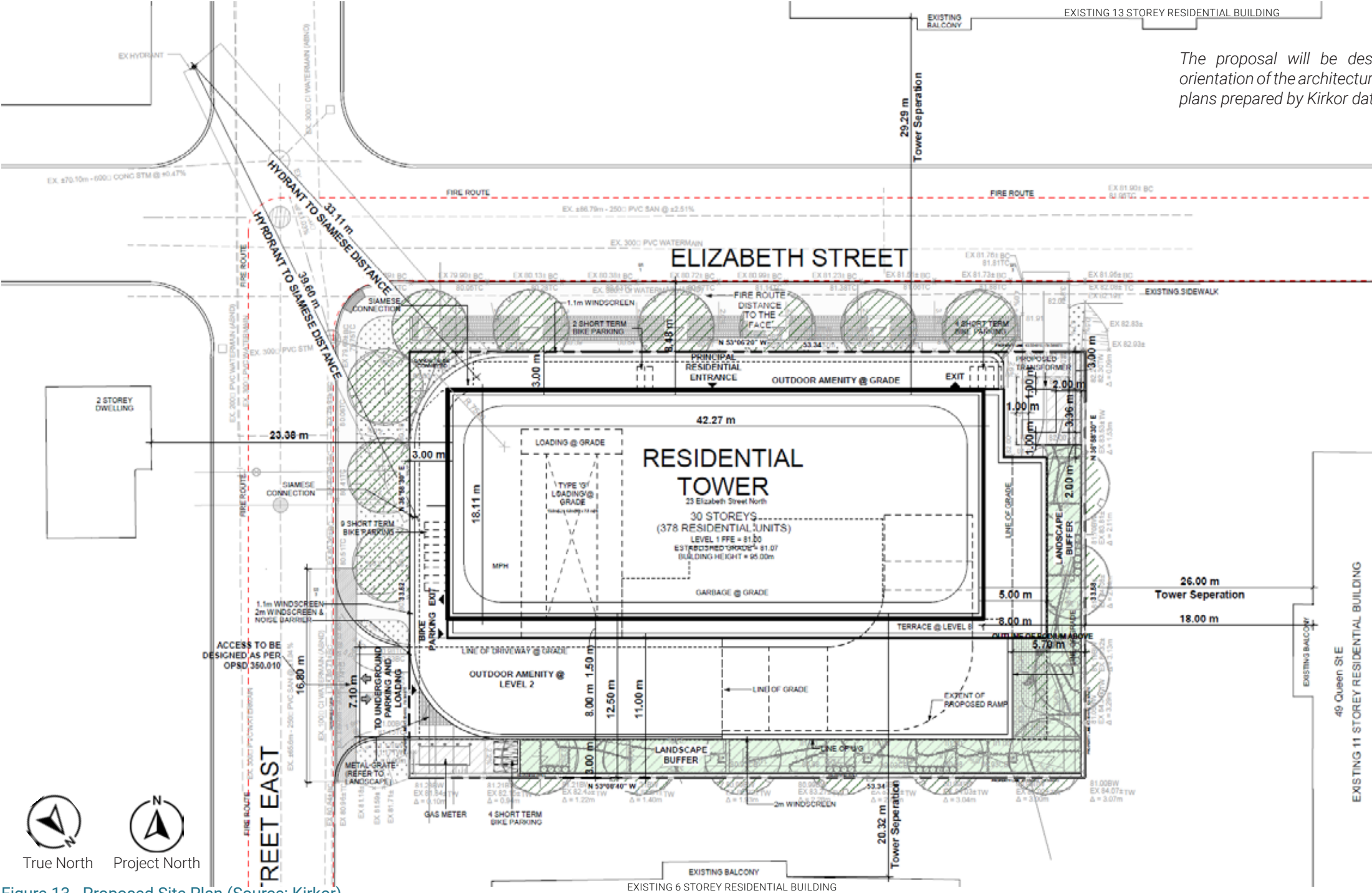
#### Site Layout and Landscaping:

The proposed development includes a 30-storey residential building with a seven-storey podium fronting Elizabeth Street North. At grade, the building is setback 3.0 m from Elizabeth Street North and Park Street East, 5.73 m from the interior lot line to the east and 3.0 m from the south lot line to the rear. The setbacks include a landscape buffer, with portions of the buffer providing outdoor amenity space.

The proposal includes a total landscaped area of 182.3 m<sup>2</sup> at-grade with a soil volume of 508.6 m<sup>3</sup>. Over 50% of the proposed planting palette includes species that are native to Ontario.

Table 3 - Summary of Project Statistics

<b>Site Area</b>	<b>1,781.0 m<sup>2</sup></b>
<b>Building Height</b>	<b>30-storeys</b> (95.00 m excluding MPH or 101.00 m including MPH)
<b>Gross Floor Area</b>	<b>20,951.39 m<sup>2</sup></b>
<b>Floor Space Index (FSI)</b>	<b>11.76</b>
<b>Dwelling Units</b>	<b>378</b>
Studio	6 (1.6%)
One-bedroom	125 (33.1%)
One-bedroom + den	128 (33.9%)
Two-bedroom	117 (31.0%)
Two-bedroom + den	2 (0.5%)
<b>Amenity Space</b>	<b>1,513.17 m<sup>2</sup> (4.0 m<sup>2</sup>/unit)</b>
Indoor	940.50 m <sup>2</sup>
Outdoor	527.67 m <sup>2</sup>
<b>Vehicular Parking Spaces</b>	<b>123 spaces (0.33 spaces / unit)</b>
Residential	101
Visitor	22
<b>Bicycle Parking Spaces</b>	<b>269 (0.71 spaces / unit)</b>
Residential Long-Term Parking	250
Residential Short-Term Parking	19



The proposal will be described in Project North (the orientation of the architectural plan) as per the architectural plans prepared by Kirkor dated 23<sup>rd</sup> May 2025.



Figure 13 - Proposed Site Plan (Source: Kirkor)



Vehicular access is proposed via a single driveway along Park Street East; whereas, the primary residential entrance and lobby are located along Elizabeth Street North.

### **Built Form:**

The proposal features a seven-storey podium with a height of 25.8 m oriented toward Elizabeth Street North. The total proposed building height is 30-storeys and 95.00 m (excluding the mechanical penthouse).

The proposed built form is compact, with a ground floor plate of 1,010.43 m<sup>2</sup>, which decreases to 773.15 m<sup>2</sup> at the second floor. The podium floor plate is 907.99 m<sup>2</sup> from floors three to seven and the tower floor plate is 765.29 m<sup>2</sup> from floors eight to 30.

The bulk of the massing is positioned along Elizabeth Street North and Park Street East, with greater setbacks to the west and south. The podium is stepped back at the second floor by 8.0 m from the rear. Above the podium, the tower is stepped back 1.5 m from the rear and a maximum of 5.0 m from the east.

The tower is positioned to minimize potential adverse impacts on existing nearby developments, with a tower separation of 29.29 m to the 13-storey residential building to the north of Elizabeth Street; 23.38 m to the two-storey detached dwelling west of Park Street East; 20.32 m to the six-storey residential building to the south; and 26.0 m to the 11-storey residential building to the east.

### **Access and Circulation:**

Access to the underground parking and loading areas is provided by a single overhead door and driveway entrance located along Park Street East to

the southwest of the site and is screened from public view.

The proposal includes one partial and four complete levels of underground parking (Floors P1A to P4) that provide 123 vehicular parking spaces and 269 bicycle parking spaces, amenity space and mechanical and servicing infrastructure. Bicycle parking spaces, lockers, stormwater tank are located on P1A (the partial level, closest to the ground floor) to provide convenient access for cyclists. A total of 19 short-term bicycle parking spaces are proposed at-grade along Park Street East and Elizabeth Street North.

Positioned at a distance from the vehicular access, the primary residential entrance is located along Elizabeth Street North, adjacent to the proposed outdoor amenity area in the front yard. The proposal includes a pedestrian walkway along the north and west portions of the site for safe and convenient access across the site.

### **Amenity Areas:**

An amenity ratio of 4.0 m<sup>2</sup> is proposed, resulting in a total amenity area of 1,513.17 m<sup>2</sup>. This includes 940.50 m<sup>2</sup> of indoor amenity space and 572.67 m<sup>2</sup> of outdoor amenity space. The indoor and outdoor amenity spaces are primarily located at-grade and on the second floor of the podium and at the rooftop the mechanical penthouse level. The indoor ground floor amenity areas are oriented towards Elizabeth Street North and Park Street East, providing active uses along the streets and an animated public realm.

Outdoor amenity space is provided at-grade within the north and east side yards and on the second floor of the podium. The at-grade outdoor amenity space within the north side yard along Elizabeth Street is separated by a metal fence and includes a

patio with prefabricated planters and movable patio furniture. The at-grade outdoor amenity space within the east side yard includes a kids' play area with movable furniture, adjacent to a landscaped buffer and retaining wall along the property line.

A portion of the second floor is occupied by amenity space with the indoor and outdoor amenity spaces located contiguously, creating an uninterrupted area for residents to enjoy. A wind screen between 1.1 m and 2.0 m and light bollards are proposed along the perimeter of the outdoor amenity space on the second floor. It includes a gated and fenced dog run

area with a pet waste station along Elizabeth Street North and Park Street East and a lounge and patio space to the rear.



Figure 14 - Street view from Park Street E and Elizabeth St North (Source: Kirkor)

### 3.2 Required Approvals

The subject site is designated Residential High Density as per Schedule 10 of the *MOP* and is subject to the *Port Credit Local Area Plan (PCLAP)*, which permits a maximum height of 15 storeys as per Schedule 2B. A site-specific amendment to Section 13.1 of the *PCLAP* is required to permit the proposed height of 30-storeys.

The site is zoned Residential Apartment 2 (RA2) with site-specific Exception 48 as per *Zoning By-law 0225-2007*, which permits a maximum height of eight-storeys or 26 m. Site specific amendments are required to permit the proposed development. The proposed zone is Residential Apartment 5 (RA5) with a site-specific exception to permit the proposed height, setbacks, and floor space ratio, amongst other performance standards.

### 3.3 Public Consultation

The public consultation approach for the project will follow regulations outlined in the *Planning Act* and City of Mississauga OPA and ZBA processes. Stakeholders and the public will be engaged throughout the development process via written channels, statutory meetings, Ward meetings and informal meetings.

Application materials will be made available online and a notice sign will be posted on the subject site and updated, as required. A statutory public meeting will be held following the application submission. The *Planning Act* requires consultation within a specified area of impact that has been determined to be 120 m.



Figure 15 - Street view from Park Street E (Source: Kirkor)

## 4.0 POLICY AND REGULATORY CONTEXT

---



The following sub-sections provide an overview of Provincial, Regional, and Municipal planning policies that inform development on the subject site. This section outlines how the proposed development is consistent with the *Provincial Planning Statement*, conforms to the *Region of Peel Official Plan (ROP)*, and conforms to the direction and policy framework of the *MOP*.

## 4.1 Planning Act R.S.O. 1990, c. P.13

The *Planning Act R.S.O. 1990, c. P.13 (Planning Act)* is provincial legislation that establishes procedural rules for land use planning in Ontario. It enables municipalities to control land use and provides the tools, processes and mechanisms to exercise this control. Section 2 of the *Planning Act* outlines matters of provincial interest that approval authorities must have regard for when carrying out their responsibilities. Matters that apply to the proposed development include:

- (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- (g) the minimization of waste;*
- (h) the orderly development of safe and healthy communities;*
- (j) the adequate provision of a full range of housing, including affordable housing;*
- (k) the adequate provision of employment opportunities;*
- (p) the appropriate location of growth and development;*
- (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*

*(r) the promotion of built form that is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.*

*(s) the mitigation of greenhouse gas emissions and adaptation to a changing climate.*

Section 3(5) of the *Planning Act* states that planning decisions must be consistent with ministerial policy statements and conform to, or not conflict with provincial plans that are in effect on the date of a decision.

**The proposed development of the subject site is consistent with the *Planning Act* and has regard to various matters of provincial interest. The site is an appropriate location for growth, given its close proximity to the Port Credit GO Station and the under-construction LRT Station. The proposal represents compact, transit-supportive redevelopment of an underutilized site, increasing the supply of housing and contributing to an attractive public realm. It achieves a well-designed built form which appropriately fits within the existing and planned surrounding context.**

## 4.2 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 Policy 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 2024*.

The vision outlined in Chapter 1 of the *PPS 2024* emphasizes the importance of increasing the supply of housing to support growth and long-term prosperity. The *PPS 2024* 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 2024* states that municipal official plans are the most important tool for implementing its vision and objectives.

Chapter 2 of the *PPS 2024* provides a number of policies intended to support housing development and the creation of strong and competitive communities. Policy 2.1.4.a 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 2024* 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 2.2.1.d requires transit-oriented development and the prioritization of intensification in proximity to transit, including along corridors and near stations.

The *PPS 2024* states that settlement areas are to be the focus of growth and development, especially within strategic growth areas, including Major Transit Station Areas (MTSAs). 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 2024* 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 2024* also outlines policies for 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.

Chapter 3 of the *PPS 2024* addresses matters related to the provision of infrastructure and municipal services. Policy 3.1.1 requires infrastructure and public service facilities to be coordinated with land use planning so that they are financially viable over their life cycle and are available to meet current and projected needs. Moreover, the *PPS 2024* encourages the optimization of infrastructure use before consideration is given to development of new infrastructure. Policy 3.2.2 encourages the efficient use of existing and planned transportation infrastructure through the use of transportation demand management strategies, where feasible.

It is our opinion that the proposal and the associated OPA and ZBA applications are consistent with the *PPS 2024*. The proposal contemplates a range of residential units that cater to a variety of family sizes and demographics. The proposed residential units increase the housing supply in the city and contribute to meeting the minimum density target for the PMSTA. The subject site is located within an existing settlement area and is within the Region of Peel and City of Mississauga's designated Urban Boundary. It is within a Strategic Growth Area (Port Credit Community Node and PMTSA) and represents redevelopment of an underutilized site, resulting in the efficient use of land. The proposed development enhances 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.

### 4.3 Region of Peel Official Plan

The *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*, which changed the status of the *ROP* from being a regional plan to being a local official plan for its lower-tier municipalities.





The following designations in the *ROP* apply to the subject site:

**Schedule E-1:** The subject site is within the Urban System. Development is directed to this area (Policy 5.3.1) and is encouraged to have a compact built form that makes efficient use of services and infrastructure (Policies 5.4.18.1 and 5.4.18.2). It should also be pedestrian-friendly and transit-supportive (Policy 5.4.18.5).

**Schedule E-2:** The subject site is within a Primary MTSA and a Node/Centre. Policy 5.6.19.6 defines a Primary MTSA as: "Areas delineated in this Plan that have existing or planned transit-supportive built forms and can meet or exceed the minimum transit supportive density target...".

The Primary MTSA's differ from Secondary MTSA's in that they can support and exceed established density targets. Nodes are defined by the *ROP* as being Strategic Growth Areas and policy 5.10.34.2 states that Nodes/Centres will be supported by transit-supportive densities. Intensification is encouraged at such locations to promote sustainable transportation modes (Policy 5.10.34.40). Policy 5.6.3 encourages compact built forms and a mix of land uses in areas with existing servicing exists.

**Schedule E-3:** The subject site is within the Built-up Area, where the *ROP* directs a significant portion of new growth through intensification (Policy 5.4.18.11).

**Schedule F-1:** The subject site is located within 150 m of the Port GO Station (designated an existing GO Rail Station and Go Rail Line – 15

Minute Two Way All Day) and walking distance of the under-construction Hazel McCallion LRT Station (designated Light Rail Transit). It is well-serviced by existing and planned higher order transit routes.

**The proposed redevelopment of the subject site conforms to the policies of the *ROP* by promoting transit-supportive intensification in proximity to the Port Credit GO Station, under-construction Hazel McCallion LRT Station 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.**

## 4.4 City of Mississauga Official Plan

The *MOP* was adopted by City Council on September 29, 2010, and partially approved by the Region of Peel on September 22, 2011. There were numerous appeals to the Ontario Municipal Board (now the OLT). This section refers to the August 7th, 2024, Office Consolidation which includes appeal decisions and Council-approved amendments to date. It should be noted that City of Mississauga Council adopted the City of Mississauga Official Plan 2051 on April 16, 2025. However, it has not taken effect and is with the Minister of Municipal Affairs for approval. This process is further outlined in *Section 4.4*.

This Section outlines relevant policies of the *MOP* that help guide the development potential of the site. Table 4 below summarizes the various designations that apply to the site, as per Schedules 1-10 of the *MOP*.

**Table 4: Site within MOP Schedules**

MOP Schedule	Designation
Schedule 1 - Urban Structure	Within a Community Node and Intensification Corridor
Schedule 2 – Intensification Areas	Within a PMTSA
Schedule 5 – Long Term Road Network	Located adjacent to Elizabeth Street North, which is designated a Minor Collector Road.
Schedule 6 – Long Term Transit Network	<ul style="list-style-type: none"> <li>• Within an Intensification Corridor</li> <li>• Within 150 m of an Existing Commuter Rail Station (Port Credit GO Station), a Mobility Hub (the interface between the Port Credit GO Station and the under-construction Hazel McCallion LRT Station), and Existing Mississauga Transit Terminal (Port Credit GO Station).</li> </ul>
Schedule 7 – Long Term Cycling Routes	Located approximately 350 m from Hurontario Street, identified as a Primary On-Road / Boulevard Route.
Schedule 9 – Character Areas	Within the Port Credit Community Node (subject to <i>PCLAP</i> ).
Schedule 10 – Land Use Designations	Designated Residential High Density.

### Chapter 4 – Vision

Chapter 4 of the *MOP* outlines the Vision for the City of Mississauga including the Official Plan's guiding principles. Strategic actions to implement the guiding principles include developing complete communities and creating a multi-modal city. A complete community includes a range and diversity of housing types and mobility choices; ability to engage in healthy, safe and active lifestyles; access to daily needs within close proximity to where people live, work, study, shop, play and congregate; and a sense of belonging and community pride. Creating a multi-modal city involves the integration of land use and transportation planning and directing development to locations that support existing and planned transit and active transportation.

## Chapter 5 – Direct Growth

Chapter 5 of the *MOP* directs growth within the City of Mississauga, encouraging compact, mixed-use development that is transit supportive in appropriate locations to provide a range of local live-work opportunities.

Policy 5.1.4 states that “most of Mississauga’s future growth will be directed to Intensification Areas.” The subject site is within a Port Credit Community Node and PMTSA as identified on Schedule 1b: Urban System - City Structure and Schedule 2: Intensification Areas, respectively. Community Nodes should provide for a mix of uses with lower densities and heights than Major Nodes.

A Community Node is described as:

*“Community Nodes provide access to a multitude of uses that are required for daily living – local shops and restaurants, community facilities, cultural, heritage and entertainment uses, schools, parks, open space as well as a diverse housing stock that meets housing needs of the adjacent population as they move through their lifecycle.*

*Community Nodes such as Port Credit and Streetsville already exhibit many of the desirable*

*characteristics of an established Community Node – compact, mixed use development, pleasant, walkable streets and a strong sense of place and community identity.”*

Community Nodes are generally expected to achieve a minimum density target of between 100 and 200 residents and jobs per hectare (Policy 5.3.3.4). The applicable character area policies establish how the density targets are met (Policy 5.3.3.6). Proposed development must have respect for the existing character of the community node (Policy 5.3.3.11), while encouraging transit use and active transportation (Policy 5.3.3.13).

Policies relating to Intensification Areas are outlined in Section 5.5 of the *MOP* with the policies directing future growth and intensification primarily to these areas. The preamble states the following:

*“Intensification Areas will be attractive mixed use areas, developed at densities that are sufficiently high to support frequent transit service and a variety of services and amenities. It is expected that more efficient use of land within Intensification Areas will occur as single storey buildings and surface parking lots are replaced with multistorey developments and structured parking facilities.”*

Intensification efforts are focused on designated Intensification Areas, including the Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors, and MTSAs, as shown in Schedule 2 (Policy 5.5.1). Planning studies will define the boundaries of Intensification Corridors and MTSAs, establishing appropriate densities, land uses, and building heights (Policy 5.5.3). Development in these areas will align with the City Structure hierarchy, support complete communities, and encourage high



residential and employment densities to promote public transit use, while discouraging low-density development (Policies 5.5.4, 5.5.5, 5.5.8).

The subject site is located within two types of Intensification Areas: the Port Credit Community Node and PMTSA. The proposed development is appropriate based on its location in a designated Intensification Area in proximity to higher order transit routes. It contributes to additional density required to support transit and optimizes the use of existing and planned transit infrastructure. It has a compatible built form, providing a gradual transition in scale to surrounding development and enhancing the existing apartment neighbourhood with proposed landscaping along Elizabeth Street

**North and Park Street East. The subject site is currently underutilized and located in a context that is planned for and can accommodate additional height and density.**

## Chapter 7 – Complete Communities

The City of Mississauga has a diverse mix of housing types and it is anticipated that additional housing will be in the form of high-density buildings, particularly apartments (Section 7.2). The MOP encourages opportunities for the creation of new housing within urban areas that meets the needs of a diverse population through the development of a range of housing choices in terms of type, tenure and cost (Policy 7.2.2).

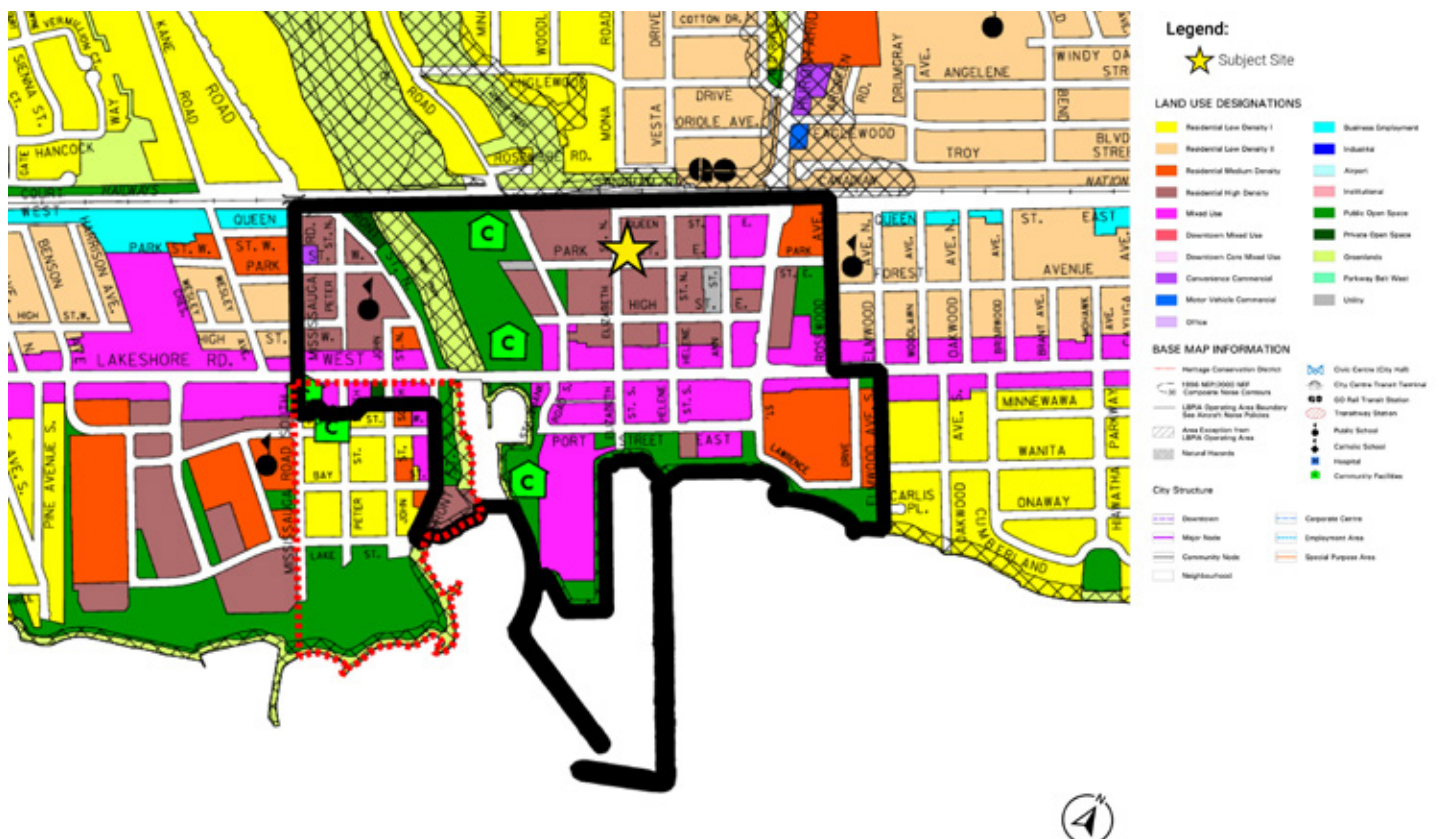


Figure 16 - Mississauga Official Plan - Schedule 10: Land Use Designations

**The proposal contemplates a range of unit types and sizes that include the following:**

- Studio (1.6%);
- One-bedroom (33.1%);
- One-bedroom + den (33.9%);
- Two-bedroom (31.0%); and,
- Two-bedroom + den (0.5%)

**The proposal supports the creation of additional housing units on a site with four vacant sing-detached dwellings, contributing to the efficient use of an underutilized site.**

#### **Chapter 9 – Build a Desirable Urban Form**

Section 9 outlines urban design priorities for the City to achieve a sustainable urban form. The subject site is located in a Intensification Area and a Community Node as per the urban structure classification in the *MOP*.

Policies encourage locating tall buildings near existing and planned MTSA's to support transit-oriented development (Policy 9.2.1.8). The height and built form of tall buildings must appropriately transition to surrounding areas while enhancing the skyline and preserving key view corridors (Policy 9.2.1.10). Buildings should be spaced to ensure privacy, access to natural light, and sky views (Policy 9.2.1.11 to 9.2.1.13). In suitable locations, podiums should be incorporated to reduce wind impacts and enhance sunlight exposure in public spaces (Policy 9.2.1.14). Development should be oriented towards the street, with buildings positioned along the public realm to define street edges, foster pedestrian engagement, and provide direct access to sidewalks, transit facilities, and open spaces (Policy 9.2.1.32).

**An Urban Design Study has been prepared by Sajecki Planning Inc., under a separate cover. It discusses the impacts of the proposed development on the**

**surrounding area and concludes that the proposal respects the scale and character of the surrounding area and minimizes shadowing and overlook on adjacent properties. The site design offers landscaping opportunities along Elizabeth Street North and Park Street East and respects the existing scale, massing and grades of the surrounding area.**

Policy 9.5.1.1 states that buildings and site design will be compatible with site conditions, the surrounding context and landscape of the existing or planned character of the area.

**The proposal provides adequate transition to adjacent land uses and built forms. The tower element of the building is located closest to the intersection of Elizabeth Street North and Park Street East. This leverages the existing ROW along both streets to provide a buffer to existing surrounding developments. The frontage along both Elizabeth Street North and Park Street East provide for adequate planting space, with proposed landscaped buffers along both. Indoor amenity spaces are designed to front onto Elizabeth Street North and Park Street East, activating the street frontages.**

Policy 9.5.1.2 states that developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements:

- a) continuity and enhancement of streetscapes.
- b) the size and distribution of building mass and height.
- c) views, sunlight and wind conditions.
- d) privacy and overlook.



The proposed podium is stepped back above the first storey by 8.0 m from the south. Above the podium, the tower is stepped back 1.5 m from the south and a maximum of 5.0 m from the east. The tower is positioned to minimize potential adverse impacts related to privacy and overlook. It provides a tower separation distance of 29.29 m to the existing 13-storey residential building to the north of Elizabeth Street; 23.38 m to the two-storey detached dwelling west of Park Street East; 20.32 m to the six-storey residential building to the south; and 26.0 m to the 11-storey residential building to the east.

Policy 9.5.1.9 states that development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight, and sky views are maintained and that micro-climatic conditions are mitigated.

**As per the Urban Design Study, Shadow Study, and Wind Study, compatibility and integration with surrounding land uses and the public realm is secured by ensuring adequate privacy, sunlight, and sky views are maintained and that micro-climatic conditions are mitigated.**

#### **Chapter 11 – General Land Use Designations**

The subject site is designated Residential High Density as per Schedule 10 of the *MOP*, which permits land uses such as apartment buildings, townhouses and uses permitted in the Convenience Commercial designation (Policy 11.2.5.6). The current land use designation permits the proposed residential use.

#### **Chapter 14 – Community Nodes**

The subject site is within the Port Credit Community Node as per Schedule 9 of the *MOP*. Development applications in the Community Node may be required

to demonstrate how the proposal contributes to the achievement of resident and job density targets (Policy 14.1.1.1). The proposed development adds 444 residential units to Port Credit, contributing to the achievement of established density targets.

Official Plan policies for lands within the Port Credit Community Node are outlined in the *PCLAP*, outlined in detail later in Subsection 4.4.1.

#### **4.4.1 Port Credit Local Area Plan**

The *PCLAP* provides a vision and policies for the lands identified as the Port Credit Community Node and must be read in conjunction with the *MOP*. The *PCLAP* was the result of planning and community consultation that took place between 2008 and 2012 and came into effect on November 7, 2014. It 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.

#### **Chapter 5 - Vision**

Guiding principles for Port Credit are identified in Chapter 5, including:

- **5.1.1:** Protect and enhance the urban village character recognizing heritage resources, the mainstreet environment, compatibility in scale, design, mixture of uses and creating focal points and landmarks.
- **5.1.2:** Support Port Credit as a distinct waterfront community with public access to the shoreline, protected views and vistas to Lake Ontario, the Credit River and active waterfront uses.
- **5.1.3:** Enhance the public realm by promoting and protecting the pedestrian, cyclist and transit environment, creating well connected and

balanced parks and open spaces and reinforcing high-quality built form.

- **5.1.4:** Support the preservation, restoration and enhancement of the natural environment.
- **5.1.5:** Balance growth with existing character by directing intensification to the Community Node, along Lakeshore Road (east and west), brownfield sites and away from stable neighbourhoods. Intensification and development will respect the experience, identity and character of the surrounding context.
- **5.1.6:** Promote a healthy and complete community by providing a range of opportunities to access transportation, housing, employment, the environment, recreational, educational, community and cultural infrastructure that can assist in meeting the day-to-day needs of residents.

Section 5.2 recognizes the different functions of various areas subject to the *PCLAP*. The site is within the Port Credit Community Node as per Section 5.2.2. Community Nodes represent the focus for the surrounding neighbourhoods that exhibit a mixture of uses, compact urban form, appropriate density. The safe and efficient movement of people between transit modes within the GO Station MTSA is a key consideration in the review of development applications (Section 5.2.2).

**The proposed development is supportive of the vision of creating an evolving urban waterfront village that respects existing character while allowing additional height and density in the vicinity of the Port Credit GO and LRT Stations, as stated in Section 5.2.2. It exceeds height limits for the subject site as identified in Schedule 2B; however, Policy 5.2.2 states that additional height and**

**density may be appropriate in the vicinity of the GO Station and future LRT Station. It is our opinion that in light of recent development activity, including the construction of the LRT Station in proximity to the site, and increased density targets required by recent Provincial and Regional policy changes, the proposed 30-storey height is appropriate for the subject site.**

### **Chapter 6 - Direct Growth**

Chapter 6 of the *PCLAP* directs intensification to be consistent with the planned function of the Community Node as reflected by the city structure and urban hierarchy. It divides the Node into precincts, identified on Schedule 1. The subject site is located within the Central Residential Precinct.

Section 6.1 outlines policies for the Community Node Character Area, identifying a gross density target of 115 residents and jobs combined per hectare. The existing density of the Community Node is within the targeted range of 100 to 200 residents and jobs combined per hectare and the *PCLAP* notes that applications that seek to increase the gross density towards the upper limit of 200 residents and jobs combined per hectare must provide strong planning justification for approving amendments that permit additional height and density.

**The *PCLAP* pre-dates the *PPS 2024*, requiring a minimum density target of 160 people and jobs per hectare. Provincial policies encourage municipalities to go beyond the established minimum targets. Additionally, the *PPS 2024* and *ROP* came into effect following the adoption of the *PCLAP*, requiring a minimum combined density target of 200 residents and jobs per hectare. Similarly, MOPA 144 identifies a minimum density target of 200 people and jobs per**

hectare, exceeding targets identified in the *PCLAP*. The proposed development contributes towards the achievement of contemporary density targets and housing supply goals.

Policy 6.1.6 requires intensification to address matters such as:

- a. contribution to a complete community;
- b. providing employment opportunities;
- c. sensitivity to existing and planned context and contribution to the village mainstreet character;
- d. respecting heritage; and
- e. protecting views and access to the waterfront.

**The proposed development contributes to a complete community by adding to the range and mix of housing options in the neighbourhood in proximity to the Port Credit GO Station. It is within an existing apartment neighbourhood, which includes high-density residential development, and provides tower separation distances between 20.32 m and 29.29 m to adjacent developments. Therefore, the proposal is appropriate for its location, with minimal impact on the existing neighbourhood. Providing greater height and density in this location prevents the need for further intensification closer to the Lakeshore mainstreet precinct or the waterfront. The proposed built form is compact and protects existing views and access to the Lake Ontario waterfront.**

## Chapter 8 - Complete Communities

Chapter 8 outlines policies encouraging a compact, urban form providing a range and mix of housing options in the Port Credit Community Node. Enhancements to community and cultural infrastructure are encouraged to create a sense of

place reflective of Port Credit's distinct identity as an urban waterfront village.

**The proposed development incorporates additional housing units in the Port Credit Community Node, with a range of smaller and larger unit sizes, including 31.5% two-bedroom units, to accommodate a variety of household sizes and incomes. A Housing Report, prepared by Sajecki Planning Inc., has been submitted under a separate cover to support the OPA and ZBA applications.**

## Chapter 9 - Multi-Modal City

As outlined in Chapter 9, the transportation system is integral to Port Credit; policies in this section support the vision of creating a multi-modal network in Port Credit. The Port Credit GO Station (and now LRT station) and vicinity are a Gateway Mobility Hub and MTSA (Section 9.3).

Policy 9.1.14 requires development applications to be accompanied by transportation and traffic studies that address measures such as reduced parking standards, transportation demand management, transit-oriented design of the development, pedestrian/cycling connections, and access management plan. Policy 9.1.15 states that due to capacity constraints on Port Credit's vehicular transportation network, development applications requesting increases in density and height must demonstrate that the proposed development has included measures to limit additional vehicular demand. Building on these policies, Policy 9.2.1 states that reduced parking requirements and maximum parking standards may be considered within the Community Node, particularly near the GO Station and planned LRT. Additionally, there are opportunities for incorporating placemaking elements in developments near the proposed Hurontario LRT stop (Policy 9.1.3).

**Bill 185, the *Cutting Red Tape to Build More Homes Act*, 2024, which received Royal Assent on June 6, 2024, amends the *Planning Act* to prohibit municipalities from requiring parking within PMTSAs. Therefore, there are no parking requirements for the Port Credit PMTSA. The proposed development provides 123 parking spaces within four levels of underground parking to support the residential uses. It also provides 269 bicycle spaces to encourage active transportation in the vicinity of the Port Credit GO Station.**

#### **Chapter 10 - Desirable Urban Form**

Chapter 10 outlines policies to guide the built form in Port Credit. The subject site is within the Community Node Character Area and Central Residential Precinct. Policy 10.1.1 states that development will be in accordance with the minimum and maximum height limits shown in the *PCLAP*. Schedule 2B identifies a minimum height of 2 storeys and a maximum height of 15 storeys for the subject site. Policy 10.1.2 permits heights in excess of those identified in Schedule 2B, provided the proposed development demonstrates the following:

- a. *"The achievement of the overall intent, goals, objectives of this Plan;*
- b. *Appropriate site size and configuration;*
- c. *Appropriate built form that is compatible with the immediate context and planned character of the area;*
- d. *Appropriate transition to adjacent land uses and buildings, including built form design that will maximize sky views and minimize visual impact, overall massing, shadow and overlook;*
- e. *Particular design sensitivity in relation to adjacent heritage buildings; and*
- f. *Measures to limit the amount of additional*

*vehicular and traffic impacts on the Port Credit transportation network."*

Development within the Community Node Character Area should be at a scale that reflects its role in the urban hierarchy (Policy 10.2.1.1), and floor plate size for buildings over six storeys should decrease as building height increases to address overall massing, visual impact, protected skyviews and limited shadow impacts (Policy 10.2.1.2).

Additionally, buildings over six storeys should maintain separation distances that address existing separations between buildings, overcrowding of skyviews, protection of view corridors, and occupants' privacy (Policy 10.2.1.3). New development in these areas should also provide landscaping that provides a buffer between uses, incorporates stormwater best management practices, enhances the area's aesthetic quality, and enhances the tree canopy (Policy 10.2.1.4). Streetscapes must address setbacks and side yards to reflect the planned function, minimize vehicular access points and create an attractive public realm (Policy 10.2.1.5).

The proposed podium height is seven-storeys (27.0 m), with a ground floor plate of 1,010.43 m<sup>2</sup>, which decreases to 773.15 m<sup>2</sup> at the second floor. From floors three to seven, the podium has a floor plate of 907.99 m<sup>2</sup>, which decreases to 765.29 m<sup>2</sup> for the tower portion (floors eight to 30).

**The podium is stepped back at the second floor by 8.0 m from the south, with this area forming part of the second floor outdoor amenity area. Above the podium, the tower is stepped back 1.5 m from the south and a maximum of 5.0 m from the east. It is positioned along Elizabeth Street North and Park Street East to maximize tower separation distance to existing surrounding developments and minimize**

potential adverse impacts relating to privacy, shadowing and overlook. A tower separation distance of 29.29 m is provided to the 13-storey residential building to the north of Elizabeth Street; 23.38 m to the two-storey detached dwelling west of Park Street East; 20.32 m to the six-storey residential building to the south; and 26.0 m to the 11-storey residential building to the east.

The proposed incremental shadow from the proposal was evaluated based on the City of Mississauga's Standards for Shadow Studies (updated July 2024). The Shadow Study, prepared by Kirkor Architects, concludes that the proposal meets all criteria. The proposal results in an additional two hours of sunlight on Park Street East. Overall, the proposed shadows do not have prolonged adverse impact on the surrounding area.

Urban form policies for the Central Residential Precinct are outlined in Section 10.2.2 of the Local Area Plan. The Plan states that the precinct has many apartment buildings with potential for intensification. The Plan identifies the area in the immediate vicinity of the GO Station as having the highest building heights in Port Credit (Section 10.2.2). It is assumed that the LRT Station, not considered in this policy, further adds to the rationale of locating the tallest buildings to this location. Building heights decrease towards the east and west of the precinct and demonstrate an appropriate transition if located near the Mainstreet Precinct (Policy 10.2.2.1 and 10.2.2.2). If lands near the GO Station are designated Mixed Use or Utility, then detailed land use and urban design studies are required to verify appropriate heights, design, transition to adjacent lands, and mix of uses (Policy 10.2.2.3).

The proposal implements the goals and vision for Port Credit, in particular the Central Residential Precinct, and meets the intent of the *PCLAP*. The subject site is located within the Central Residential Precinct, within the block immediately adjacent to the GO Station and MiWay bus stops. The *PCLAP* directs the tallest heights in Port Credit to be located in the immediate vicinity of the GO Station, with heights generally decreasing west towards the Credit River Valley and the Mainstreet Node. Lower building heights up to 15 storeys are located to the south and west of the subject site. The proposed development therefore conforms to the policies in the *PCLAP* related to building heights and transition.

The proposed development achieves the overall intent, goals, and objectives of the *PCLAP*. The vision refers to an "evolving urban waterfront village with a mix of land uses, a variety of densities, compact pedestrian and cycling friendly, transit supportive urban forms."

The proposed development is aligned with this vision. The *PCLAP* does not intend for Port Credit to remain static, but to accommodate intensification that fits within the existing and planned character of the area. The proposal adds additional housing to an existing underutilized site within an apartment neighbourhood through a compact, transit-supportive urban form that improves the public realm in proximity to the Port Credit GO Station and encourages active transportation.

The *Port Credit Built Form Guide (PCBFG)*, attached to the *PCLAP* as Appendix 1, outlines design guidelines for consideration during the design and review of development applications. Development does not have to conform to these guidelines, as they are not policies; rather, they provide design



**guidance. The *PCBFG* has been summarized and described in the Urban Design Study, prepared by Sajecki Planning Inc., under a separate cover.**

#### 4.4.2 Required Official Plan Amendment

The subject site is designated Residential High Density in Schedule 10 of the *MOP* and is subject to the *PCLAP*, permitting heights between two and 15 storeys as per Schedule 2B. The current land use designation supports the proposed residential land use and apartment building. However, an OPA is required to permit the proposed building height of 30-storeys, which exceeds permitted heights in Schedule 2B of the *PCLAP*.

The proposed development generally conforms to the policies of the *MOP*, specifically with respect to intensification, growth, housing and complete communities. The proposed built form and land use are appropriate for the site and the proposal fits well within the existing neighbourhood context. It provides appropriate transitions to nearby developments. The proposed height and density are compatible with the adjacent land uses as well as recently approved and proposed developments in the area.

The proposed development is compact and supports the current housing needs in Mississauga, providing options to increase the housing stock diversity in the city. It promotes the creation of a complete, walkable, transit-oriented community, with a mix of housing units and sizes including approximately 31.5% two-bedroom units, which helps support larger households and families.

The intensification on this site directs density towards an area that is well-served by public and active transportation systems and promotes the efficient use of an underutilized site with access to existing

infrastructure. The proposed development supports the creation of a multi-modal transportation system as it promotes transit and active transportation use.

The development positively contributes to the streetscape along Elizabeth Street North and Park Street East through landscaping and active ground floor uses.

### 4.5 City of Mississauga Zoning By-law 0225-2007

City of Mississauga *Zoning By-law 0225-2007* was enacted and passed on June 20, 2007. The purpose of the Zoning By-law is to regulate the use of land, buildings and structures to implement the *MOP*. The subject site is zoned Residential Apartments 2 with site-specific Exception 48 (RA2-48). The current zoning permits a maximum height of eight-storeys or 26 m and a FSI of 1.0.

#### 4.5.1 Proposed Zoning By-law Amendment

The proposed height and density are currently not permitted in the RA2 zone of Zoning By-law 0225-2007. A ZBA is required to modify required performance standards, including height, density, amenity area, and setbacks, among others.

The proposed ZBA contributes to the efficient use of land on an underutilized, well-connected site that is suitable to accommodate significant growth. It also supports the creation of new housing units and amenity spaces within an existing apartment neighbourhood. In addition, the proposal will contribute to achieving the density targets outlined for Mississauga by the Province and Region and will make efficient use of existing infrastructure.

## 4.6 Additional Considerations

### 4.6.1 City of Mississauga Official Plan Review (Draft Official Plan 2051)

The new City of Mississauga Official Plan 2051 was adopted by Council on April 16, 2025. While the new City OP was approved by Council, it is not in force and effect as it now with the Minister for approval.

Mississauga Official Plan 2051 introduces a more precise and coordinated growth management framework by directing the majority of population and employment growth to defined Strategic Growth Areas, including the Downtown Core, four Growth Centres (Uptown, Fairview, Cooksville, and Hospital), 12 Growth Nodes, and 62 Major Transit Station Areas. These areas are assigned minimum density targets, such as 400 plus residents and jobs per hectare in the Downtown Core and 100–250 plus in Growth Nodes, marking a significant shift from the previous plan's broader intensification approach. This strategy aims to concentrate growth near existing and planned transit infrastructure, encourage compact urban form, and reduce reliance on automobiles, while minimizing intensification pressure in stable neighbourhoods. In addition to this, the City has identified various sites within PMTSAs and has designated them as locations for building heights of 35 storeys.

The updated plan introduces stronger and more actionable housing policies to address affordability and supply challenges. While the previous plan encouraged diverse housing, MOP 2051 supports a greater range of forms—including additional residential units, duplexes, triplexes, townhouses, and low-rise apartments—particularly within established neighbourhoods. It also introduces inclusionary zoning in Protected Major Transit Station Areas to

secure affordable units in new developments. In addition, the plan addresses housing tenure diversity and affordability for all income levels, with policies designed to meet the needs of equity-deserving groups and promote complete, mixed-income communities.

Environmental sustainability and climate resilience are embedded throughout the new plan in ways not present in its predecessor. MOP 2051 introduces a system-based approach to the protection and enhancement of natural heritage and water systems, including the Green System and Water Resource System. It emphasizes the importance of ecological connectivity, supports green infrastructure such as naturalized stormwater systems, and prioritizes tree canopy growth and flood resilience. Climate change mitigation and adaptation are required considerations in land use planning and development approvals, supported by policies that promote energy-efficient buildings, compact communities, and sustainable mobility.

Equity and reconciliation play a central role in shaping the new policy framework. The plan includes specific commitments to advance reconciliation with Indigenous communities, including recognition of Treaty Rights, integration of traditional ecological knowledge, and meaningful consultation on land use and environmental planning. It also aims to dismantle systemic barriers within planning by requiring inclusive, accessible public engagement and prioritizing the needs of equity-deserving communities. This is a marked shift from the previous plan, which largely treated planning through a neutral or universal lens and lacked targeted policies addressing racial, economic, and accessibility inequities.

Finally, MOP 2051 updates the structure, tools, and implementation mechanisms of the Official Plan. It introduces clearer development permissions, measurable density targets, and new tools such as development permits, staging plans, and enhanced use of holding and bonus zoning provisions. The plan aligns with the 2024 Provincial Planning Statement, emphasizing consistency with provincial objectives such as residential intensification, transit-oriented development, and long-term infrastructure planning. It also includes improved mechanisms for policy monitoring, phasing, and coordination with service providers, giving the City stronger tools to manage growth sustainably and transparently.

#### 4.6.2 The Mayor's Housing Task Force

The Mayor's Housing Task Force Report was launched by Mayor Carolyn Parrish to address Mississauga's deepening housing crisis. The task force brought together over 30 industry and non-profit housing leaders to collaborate with City staff and develop practical solutions. The report identifies 30 actionable recommendations across four key areas: reducing development costs, streamlining approval processes, reforming zoning regulations, and creating sustainable funding models for affordable housing. The City aims to facilitate the development of 370,000 homes by 2051—up from a previous target of 246,000—by unlocking new supply and making housing more affordable.

Mississauga's affordability crisis is severe. Home prices are out of reach for most residents, with detached homes averaging \$1.4 million and rents exceeding \$3,000 for a two-bedroom unit. The city has experienced population stagnation, rising inequality, and an exodus of young people due to a lack of attainable housing. Contributing factors

include high development charges, skyrocketing land and construction costs, and a lack of senior government funding. The dominance of investor-driven pre-construction condo sales further limits affordability, while regulatory delays and fees add to project costs and timelines.

The task force recommends immediate municipal actions such as waiving or deferring development fees for affordable and rental housing, simplifying zoning to allow more mid-rise and transit-oriented developments, and modernizing design standards to reduce construction barriers. It also calls for senior governments to provide consistent, long-term funding, expand infrastructure investment, and revise taxation policies to support affordability. The City has already begun to act, including updating its Official Plan, introducing financial incentives for affordable rental units, and pre-zoning for as-of-right development in key growth areas.

The report emphasizes that municipalities cannot solve the housing crisis alone. It advocates for a coordinated effort across all levels of government to create the conditions for housing to be built faster, more affordably, and at the scale required. With Mississauga's example as a blueprint, the report aims to inspire other jurisdictions to take similarly bold steps, ensuring that growing cities remain accessible to families, young people, and future generations.

#### 4.6.3 Metrolinx 2041 Plan

The Metrolinx 2041 Regional Transportation Plan (RTP) acts as a blueprint for creating an integrated, multi-modal transportation system to serve the needs of residents, businesses, and institutions in the Greater Toronto and Hamilton Area (GTHA).

The Hurontario LRT and GO Regional Express Rail (RER) program are identified in Strategy 1 as an 'In Delivery' projects. The Waterfront West LRT, a proposed 22.3-kilometre light rail transit corridor linking downtown Toronto and Port Credit, is currently being developed.

Metrolinx identifies the Port Credit PMTSA (or Mobility Hub) as a place that serve a critical function in the regional transportation system and are intended to include transit-supportive densities.

The proposed development contributes to this goal by adding 378 residential units near existing and planned transit.

The subject site will benefit from and support the GO RER program, through which Metrolinx is electrifying train service and delivering 15-minute two-way all-day service to core areas, such as Port Credit. The GO Service at Port Credit Station connects Port Credit to Downtown Toronto, Oakville, Burlington, and Hamilton.

#### 4.6.4 Metrolinx GO Rail Station Access Plan

The Metrolinx GO Rail Station Access Plan (2016) seeks to improve access to GO Stations via all modes of travel including walking, transit, cycling, pick up/drop off, carpooling, and drive and park in response to the planned RER. The RER is expected to increase GO service and support the development of new stations throughout the GO rail network and is anticipated to result in substantial ridership growth. The 2031 daily forecast for GO Rail Riders shows that the Port Credit GO Station is expected to accommodate a high number of ridership as a home and destination station. Investment in sustainable modes of access to transit is required to accommodate and encourage

this growth. The Plan sets targets to increase transit and active transportation access to stations.

The proposed development aligns with the guidelines for station development over time in section 4.3.2, in which integrating increased and transit-supportive densities at and around transit stations is emphasized while ensuring appropriate transition to the surrounding community. The proposed development is compact and transit-supportive and will create a critical mass of activity required for the GO Transit and LRT Stations to function successfully.

The proposed development aligns with the identified priority of supporting pedestrian access to GO stations as outlined in *Section 4.4*. Incorporating a mix of uses, including retail and other amenities into the station and surrounding area are encouraged to provide convenience for returning customers. The proposed development contributes to a vibrant pedestrian environment around the GO Station and optimizes an underutilized site by introducing additional residential density that will support transit use.



## 5.0 SUPPORTING STUDIES AND REPORTS

---

## 5.1 Sun/Shadow Study

The Sun/Shadow Study and subsequent Shadow Study Letter have been prepared by Kikor Architects. The Shadow Study Analysis for the proposed development at 23 Elizabeth Street North, Mississauga, evaluates its impact on surrounding areas using UTM coordinates (NAD 83, Zone 17). The study confirms that there is no significant shadow impact on residential private outdoor spaces, as shadows do not persist for more than two consecutive hourly test times. Additionally, public areas such as sidewalks, parks, and plazas are largely unaffected, with no incremental shading observed on the opposite boulevard at key test times. The study also confirms that turf and flower gardens in public parks will not experience shadowing that could hinder plant growth during the March to October growing season.

The study analyzed four communal outdoor amenity areas, revealing varied sun exposure patterns throughout the year. The ground floor spaces along Elizabeth Street and on the north side receive sunlight at different times, with limited exposure in December due to existing buildings. The 2nd-floor dog walk/relief area and outdoor communal area benefit from full sun coverage at midday in June and March/September, though shadows are more prominent in winter months. These findings indicate that while the proposed development does cast shadows, they are largely influenced by the existing urban context rather than the proposed development alone.

In terms of solar energy potential, the study confirms that the proposed development does not create prolonged shading that would prevent adjacent buildings from utilizing solar energy. The results demonstrate that the project aligns with shadow impact criteria, ensuring minimal disruption to surrounding properties and public spaces. Overall, the

findings support the feasibility of the development while maintaining adequate sunlight access for both private and communal outdoor spaces.

## 5.2 Pedestrian Wind Study

A Pedestrian Wind Study was prepared by RWDI to support the OPA and ZBA applications for the proposed 30-storey residential development at 23 Elizabeth Street North & 42-46 Park Street East, Mississauga. This study builds upon previous versions of the Wind Study. Wind tunnel testing was carried out for both the existing and proposed conditions, using local wind data to assess wind comfort and safety at grade and on the Level 2 outdoor amenity terrace.

Under existing conditions, wind speeds on and around the site are generally comfortable year-round, with one location along Elizabeth Street North predicted to be uncomfortable during winter. With the proposed development, summer wind conditions at grade are expected to remain comfortable for the intended pedestrian use. In winter, some areas along Park Street East and Elizabeth Street North may experience uncomfortable wind conditions. Wind conditions at the main building entrance are expected to remain suitable year-round.

The Level 2 outdoor amenity terrace is predicted to offer comfortable conditions in summer, with elevated wind speeds in winter. To mitigate wind impacts, the design incorporates a 2.0 m porous wood screen, coniferous shrubs, and extensive landscaping at the southwest corner. The Level 2 terrace was also redesigned to include wind screens, planter boxes, movable planters, metal pergolas, and parapets. With the proposed development, all locations are expected to remain within safety thresholds, except for one area at the northwest corner of the building.

Following testing, updated drawings received from Kirkor Architects in April 2025 indicate a height increase from 27 to 30 storeys. RWDI has confirmed that this change is not expected to significantly alter the wind conditions or the study's conclusions.

### 5.3 Noise and Vibration Feasibility Study

A Noise and Vibration Feasibility Study was conducted for a proposed 30-storey residential development at Elizabeth Street and Park Street, Mississauga, to assess compliance with environmental noise and vibration guidelines. The study reviewed transportation noise sources such as rail and road traffic and provided mitigation recommendations to support an official plan amendment, rezoning application, and site plan approvals. It concluded that noise levels exceed Ministry of the Environment, Conservation, and Parks (MECP) guidelines, requiring mitigation measures. However, vibration levels from nearby rail traffic were well below acceptable limits, so no vibration control measures are necessary.

To address excessive noise levels, the report recommends central air conditioning in all residential units and the inclusion of warning clauses in purchase and lease agreements. Additionally, noise barriers are proposed including a 2.0m barrier for the 2nd-floor amenity area and 1.2m barriers for private terraces on the upper floors. Glazing and façade upgrades (such as high-STC-rated windows and spandrel panels) are also recommended to improve sound insulation. These measures aim to reduce interior noise levels to acceptable MECP standards while maintaining outdoor comfort for residents.

The study also examined the impact of the development on itself and surrounding properties, primarily from mechanical and electrical equipment. While no significant issues were found, a further

review at the building permit stage is advised to ensure compliance with noise regulations. Overall, the study confirms that with proposed noise mitigation measures, the development is technically feasible, and no major noise or vibration issues are expected to hinder the project's approval or construction.

### 5.4 Transportation Report

The Transportation Impact Study (TIS) Update was conducted by LEA Consulting Ltd. for the proposed 30-storey residential development at 42-46 Park Street East & 23 Elizabeth Street North in Mississauga. This study builds upon previous versions of the TIS. This update supports the OPA and ZBA applications. The study evaluates the impact of the development on the surrounding road, transit, pedestrian, and cycling networks, reviewing parking standards, loading requirements, and transportation demand management (TDM) measures. Based on the updated analysis, the report concludes that the development's impact on local traffic will be acceptable, and that the proposed site plan meets all applicable transportation standards.

The study assesses existing and future transportation conditions using traffic data, growth rates, and planned infrastructure improvements such as the Lakeshore West GO Expansion and the Hazel McCallion Light Rail Transit (LRT) line. The area has strong public transit connectivity, with GO Transit and MiWay bus routes serving the site. The site-generated traffic analysis estimates that the development will create 45 new vehicle trips during the AM peak hour and 50 during the PM peak hour, but the surrounding road network is expected to accommodate these volumes efficiently. A parking and loading review confirms that the proposed supply of 101 residential and 22 visitor parking spaces meets city zoning requirements. This

is as a result of new Protected Major Transit Station Area (PMTSA) policies and the zero requirement for parking in these areas.

The intersection capacity analysis found that all nearby intersections will continue to operate within acceptable levels even with the added traffic from the development. The study also incorporates transportation demand management (TDM) strategies, including bicycle parking, pedestrian-friendly designs, and improved transit accessibility. No additional road improvements are required beyond those already planned for the LRT and GO expansion projects. Overall, the study concludes that the development is feasible from a transportation perspective, with no major concerns impacting approval or construction.

## 5.5 Tree Inventory / Tree Preservation Plan and Arborist Report

The Arborist Report and Tree Inventory & Preservation Plan was conducted by Kuntz Forestry Consulting Inc. for the proposed multi-storey residential development at 42 Park Street, 44 Park Street, 46 Park Street & 23 Elizabeth Street in Mississauga, Ontario. The study identifies and assesses trees on and near the site, including those within the road right-of-way, evaluating their condition and potential preservation. A total of 28 trees were inventoried, classified based on species, size, health, and structural integrity.

The report concludes that 25 trees will need to be removed due to conflicts with the proposed development or poor/hazardous conditions. Among these, some trees are within the road right-of-way and require City of Mississauga approval before removal, while others are boundary trees, necessitating

written consent from neighbouring property owners. Three trees will be preserved, but special mitigation measures such as root-zone protection and controlled pruning must be implemented to minimize stress on these trees. Tree protection fencing is recommended before and during construction.

A tree valuation analysis was also conducted for trees within the public right-of-way using the Trunk Formula Technique, estimating costs for replacement and compensation. The report provides detailed tree preservation guidelines, including restricted activity zones, air-spade excavation for root protection, and certified arborist-supervised pruning where necessary. Overall, the study emphasizes compliance with municipal tree preservation policies while balancing the needs of the proposed development.

## 5.6 Functional Servicing Report

The Functional Servicing Report (FSR), prepared by EnVision Consultants Ltd., supports the OPA and ZBA applications for the proposed 30-storey residential development at 23 Elizabeth Street North & 42-46 Park Street East, Mississauga. The study evaluates the feasibility of water servicing, sanitary drainage, and stormwater management for the development. The project replaces four existing single-family homes with a high-rise residential tower containing 378 units and four underground parking levels. The report ensures compliance with City of Mississauga and Region of Peel servicing guidelines.

Key Servicing Findings:

- **Water Servicing:** The site will connect to existing 300mm Zone 1 watermain on Park Street East and Elizabeth Street North, with a 150mm domestic water service and two 200mm fire service connections. A hydrant flow test has been



scheduled to confirm adequate water supply.

- **Sanitary Servicing:** A 200mm sanitary service connection will discharge flows into the existing 250mm sanitary sewer on Park Street East. However, a downstream sewer capacity analysis indicates surcharging issues requiring upgrades on Helene Street North. Coordination with the Region of Peel is ongoing to address capacity constraints.
- **Stormwater Management:** A 200mm storm service connection will connect to the existing 300mm storm sewer on Park Street East. An underground stormwater cistern (156m<sup>3</sup> capacity) will regulate stormwater flows, reducing post-development runoff to pre-development levels. The system meets City of Mississauga stormwater design requirements.

The grading plan ensures proper stormwater runoff management while minimizing impacts on adjacent properties. The FSR confirms that municipal servicing can accommodate the proposed development, pending coordination on sanitary system upgrades with the Region of Peel.

## 5.7 Stormwater Management Report

The Stormwater Management (SWM) Report, prepared by EnVision Consultants Ltd., supports the OPA and ZBA applications for the proposed 30-storey residential development at 23 Elizabeth Street North & 42-46 Park Street East, Mississauga. The study assesses stormwater quantity, quality, and runoff volume control to ensure compliance with City of Mississauga and Credit Valley Conservation (CVC) guidelines. Given the site's location within the Credit River – Norval to Port Credit subwatershed, the report aims to mitigate increased stormwater runoff from

the high-rise development.

The stormwater quantity control strategy includes a 156m<sup>3</sup> underground stormwater cistern that regulates post-development discharge to pre-development 2-year storm levels. Runoff will be managed through a mechanical pump system, with a maximum discharge rate of 5.5 L/s to the municipal sewer system. The stormwater quality control analysis indicates that 80% total suspended solids (TSS) removal is required for enhanced protection, but since most site runoff comes from clean surfaces (roofs, landscaped areas, and walkways), additional quality treatment is deemed unnecessary. To address runoff volume reduction (water balance), the design incorporates 202m<sup>2</sup> of soft landscaping and a dedicated cistern sump volume of 11.7m<sup>3</sup> for on-site stormwater retention and reuse.

The report concludes that the proposed stormwater management measures will effectively mitigate increased runoff, ensure compliance with municipal stormwater guidelines, and prevent adverse impacts on downstream drainage systems. No additional erosion control measures are required beyond those in the Erosion and Sediment Control Plan outlined in the Functional Servicing Report (FSR). Overall, the SWM strategy supports the feasibility of the development, confirming that stormwater impacts can be managed within regulatory requirements.

## 5.8 Geotechnical Investigation Report

The geotechnical engineering report for 23 Elizabeth St. N. and 42-46 Park St. E. in Mississauga was prepared by Grounded Engineering Inc. for Edenshaw Elizabeth Developments Limited. The original proposal contemplated a 22-storey residential building with a P6 underground parking structure reaching a depth

of approximately 20m. The investigation included four boreholes drilled between May 25 and June 3, 2020, which revealed a stratigraphy of earth fill, silt and sand, glacial till, and bedrock from the Georgian Bay Formation. Groundwater was encountered at approximately 80.5m elevation, and testing indicated negligible risk for sulphate attack on concrete.

Key geotechnical recommendations include spread footing foundations on sound bedrock, designed with a factored resistance of 10,000 kPa and an estimated settlement of 25mm. The site is classified as Seismic Site Class B according to the Ontario Building Code (2012), and basement walls must be designed to withstand active and passive earth pressures. To mitigate groundwater concerns, a comprehensive drainage system including perimeter and subfloor drains is required. For excavation, caisson walls or soldier pile and lagging systems are recommended, with specialized dewatering techniques to prevent soil disturbance. Additionally, rock swell considerations must be addressed, either by delaying wall construction for 120 days or using a crushable layer (Ethafom 220).

During construction, strict excavation and site preparation measures must be followed to prevent subgrade degradation and groundwater issues. Excavation into the Georgian Bay Formation bedrock will require hoe ramming, rippers, or line drilling, with precautions for worker safety due to potential shale deterioration. Grounded Engineering must be retained for foundation inspections, and a pre-construction survey of adjacent structures is advised to prevent unwarranted damage claims. Overall, the report provides critical recommendations to ensure the stability and long-term performance of the proposed development. It should be noted that the current

proposal contemplates far shallower underground garage extents.

## 5.9 Hydrogeological Investigation

The hydrogeological review for the original proposal which contemplated a 22-storey residential development at 23 Elizabeth St. N. and 42-46 Park St. E. in Mississauga was conducted by Grounded Engineering Inc. for Edenshaw Elizabeth Developments Limited. The site currently contains four 2-storey residential buildings, which will be demolished for the new development, including a P6 underground parking structure extending 20m below grade. Subsurface investigations revealed layers of earth fill, silty sand, glacial till, and Georgian Bay shale bedrock, with groundwater elevations ranging from 76.3m to 80.5m. Hydraulic conductivity tests confirmed the presence of both aquifers and aquitards, indicating potential challenges for excavation and groundwater control.

Groundwater management is a key concern for this project, as the total groundwater stored before dewatering is approximately 46,592 liters. Short-term construction dewatering is estimated at 88,000 L/day, while long-term groundwater seepage into the underground structure is projected at 44,000 L/day. While a Permit to Take Water (PTTW) is not required, a short-term and long-term discharge agreement with the City of Mississauga and Region of Peel is necessary. Water quality testing showed that storm and sanitary sewer discharge limits were exceeded for suspended solids, nitrogen, aluminum, manganese, phosphorus, and zinc, meaning groundwater will require treatment before discharge to meet regulatory standards.

The Zone of Influence (ZOI) from groundwater

extraction extends approximately 7m, with a potential settlement of up to 11mm near the excavation edges. However, buildings founded on bedrock will not be affected. There is no drinking water wells or natural water bodies within the ZOI, minimizing environmental impact. To mitigate risks, a private water drainage system (PWDS) is recommended unless the structure is fully waterproofed. A monitoring and mitigation plan should be implemented during dewatering to prevent excessive settlement, and proper sediment screening must be used to avoid structural or environmental issues. Groundwater control will be a crucial aspect of construction, ensuring the long-term stability and performance of the development.

## **5.10 Phase One Environmental Site Assessment**

The Phase One Environmental Site Assessment (ESA) was conducted for the original proposal which contemplated a 22-storey residential development at 23 Elizabeth St. N. and 42-46 Park St. E. in Mississauga. The site currently consists of four residential buildings with basements and has been designated for residential land use by the Ontario Ministry of the Environment, Conservation and Parks (MECP). Historical records, including fire insurance plans, aerial photographs, and a chain of title review, indicate that the site was first developed in the early 1900s for residential use and has not been used for industrial or commercial activities. Surrounding properties include residential buildings, small commercial establishments, and past industrial activities, but none were found to have a direct impact on the site.

The investigation included a records review, site reconnaissance, and interviews with property owners and tenants. No Areas of Potential Environmental

Concern (APECs) were found on the property, but Potentially Contaminating Activities (PCAs) were identified off-site within a 250m study area, including historical railway lines, coal storage, an electricity substation, and an autobody shop. These off-site activities were deemed low risk for contaminant migration to the property. Additionally, a review of well records, regulatory databases, and visual inspections found no evidence of underground storage tanks (USTs), hazardous waste disposal, or PCB storage. Interviews with property owners confirmed no past or present use of hazardous materials on the site.

Based on the findings, no Phase Two ESA is required, and a Record of Site Condition (RSC) can be filed based on the Phase One ESA alone. The assessment concluded that the property has no significant environmental concerns and is suitable for redevelopment. The investigation followed Ontario Regulation 153/04 requirements, and no additional soil or groundwater testing was deemed necessary. However, the report recommends that if unexpected contaminants are encountered during excavation, further environmental assessment should be conducted.

## **5.11 Phase Two Environmental Site Assessment**

The Phase Two Environmental Site Assessment (ESA) was conducted for the original proposal which contemplated 22-storey residential development with a P6 underground parking structure at 23 Elizabeth St. N. and 42-46 Park St. E. in Mississauga. The study was undertaken to support due diligence, refinancing, and the filing of a Record of Site Condition (RSC). Investigations included drilling four boreholes (BH1 to BH4) to depths of 8.6m to 23.2m, installing four groundwater monitoring wells, and analyzing soil and groundwater samples. The assessment followed

Ontario Regulation 153/04 and applied MECP Table 3 Standards for Residential/Parkland/Institutional (RPI) land use in coarse-textured soil conditions.

The assessment tested soil and groundwater for metals, petroleum hydrocarbons (PHCs), volatile organic compounds (VOCs), and other regulated substances. Laboratory results confirmed that all soil samples met environmental standards, with no contaminants exceeding allowable thresholds. Groundwater met standards except for elevated sodium (Na) and chloride (Cl) levels, which were attributed to road salt use rather than contamination. No light or dense non-aqueous phase liquids (LNAPL or DNAPL) were found, and groundwater was determined to flow southward toward the Credit River and Lake Ontario.

Since no contaminants of concern were identified, the report concluded that no remediation or further risk assessment is required, and an RSC can be filed to confirm the site's environmental suitability for redevelopment. The findings ensure that the proposed high-rise residential project can proceed without environmental constraints. While no additional testing is necessary, continued monitoring is recommended during excavation to address any unforeseen contaminants.

## 5.12 Housing Report

The Housing Report for 42 to 46 Park St. E. & 23 Elizabeth St. N. in Mississauga, prepared by Sajecki Planning Inc. for Edenshaw Elizabeth Developments Ltd., supports applications for an OPA, and ZBA applications. The proposal seeks approval for a 30-storey residential building a top a seven-storey podium, replacing four two-storey single detached dwellings and two one-storey garages. Located within the Port Credit Community Node, the site is close to the Port Credit GO Station and planned Hurontario

LRT, making it ideal for high-density, transit-oriented development. The project will include 378 residential units with 123 parking spaces and 269 bicycle parking spaces. The unit breakdown consists of 1.6% studio units, 33.1% one-bedroom units, 33.9% one-bedroom + den units, 31% two-bedroom units and 0.5% two-bedroom + den units.

While the tenure and affordability strategy are yet to be finalized, the proposal aligns with the City's PMTSA policies, targeting a minimum density of 200 people and jobs per hectare.

The housing strategy references provincial, regional, and municipal planning frameworks, including the *PPS 2024*, *ROP*, and *MOP*. The PPS 2024 emphasizes compact, transit-supportive growth, while the *ROP* promotes intensification within Major Transit Station Areas (MTSAs) and requires municipalities to plan for affordable housing. The Mississauga Housing Strategy prioritizes a range of housing types, including affordable rental and ownership units. The Owner is open to discussions with City and Regional staff regarding potential incentives or tools to support affordability, but specific commitments have yet to be determined.

The report concludes that the proposed development represents good planning, as it optimizes land use, supports high-density housing near transit, and contributes to the City's housing targets. The project enhances the public realm along Park St. E. and Elizabeth St. N., includes indoor and outdoor amenity spaces, and aligns with Mississauga's sustainability and intensification goals. While affordability details and tenure are still in progress, the Owner is open to working with the City to explore options for affordable housing. A revised Housing Report will be provided once more details on the unit mix, tenure, and affordability strategy are finalized.



## 5.13 Urban Design Study

The Urban Design Study (UDS) for 42 to 46 Park St. E. and 23 Elizabeth St. N. in Mississauga, prepared by Sajecki Planning Inc., supports the OPA and ZBA applications for a 30-storey residential tower with a seven-storey podium. The site is within the Port Credit Community Node and PMTSA, making it a prime location for intensification. The proposed development includes 378 residential units, with 123 vehicle parking spaces and 269 bicycle parking spaces, promoting transit-oriented growth. The project aligns with Mississauga's intensification and urban growth strategies, aiming to enhance the public realm, improve walkability, and contribute to a vibrant urban streetscape.

The urban design analysis highlights key principles such as efficient land use, transit-supportive development, an engaging public realm, and architectural excellence. The site plan incorporates widened sidewalks, landscaping features, and active street frontages to enhance pedestrian experience. The building massing and setbacks are designed to integrate seamlessly with the surrounding context, ensuring a gradual transition between the high-rise development and existing mid-rise and low-rise structures. The shadow, wind, and noise impact studies confirm that the proposal minimizes adverse effects on neighboring properties while maintaining sky views, sunlight access, and privacy.

The study concludes that the proposed development aligns with the City of Mississauga's urban design policies and the *PCBFG*. The design enhances the streetscape along Park St. E. and Elizabeth St. N., improves connectivity to the Port Credit GO Station, and promotes sustainability through active transportation and compact urban form. While

the building height exceeds the Port Credit Local Area Plan's standard height limit, it is justified by its proximity to higher-order transit and alignment with intensification goals. Overall, the UDS supports the redevelopment as a well-integrated, transit-supportive, and contextually appropriate addition to the Port Credit skyline.

*Page left intentionally blank*

## 6.0 PLANNING RATIONALE

---

Based on the policy analysis undertaken, it is our opinion that the proposal is consistent with the *PPS 2024* and conforms to regional and municipal Official Plan policies. The following sub-sections highlight key planning merits of the proposal and outline how the proposed development represents good planning.

## 6.1 Transit-Supportive Development

The proposed development furthers provincial, regional, and municipal goals to support greater densities at transit nodes to encourage the use of transit and active transportation while minimizing vehicle trips. The subject site is steps from the Port Credit GO Station, MiWay bus terminal and Hazel McCallion LRT Station.

Redevelopment and intensification is appropriate for the subject site given its location within an existing apartment neighbourhood in proximity to existing and planned regional and local transit services. The site is located within an existing settlement area adjacent to key transit networks, which is where the provincial, regional and municipal policies direct future growth.

The subject site is currently underutilized, with significant potential to accommodate growth. The proposed development is compatible with its immediate surrounding area, which features a range of existing and proposed high-rise buildings.

It adds 378 additional dwelling units to the housing supply in the city and contributes to meeting the planned density target for the Port Credit PMTSA. The increased housing supply in the city, in one of the most desirable neighbourhoods in Mississauga, provides more residents with access to valuable amenities such as Lake Ontario.

The subject site is also within walking distance to Lakeshore Road, which features a mix of commercial, retail, and office uses and the open space network and recreational amenities at the Lake Ontario waterfront. Several community amenities are also within close walking or biking distance from the proposed development, including the Port Credit Library, Memorial Arena, Memorial Park, and other community facilities.

Overall, the proposal supports planning policies which promote transit-supportive, healthy, and complete communities that offer a range of opportunities to access transportation, housing and recreation.

For these reasons, it is our opinion that the proposed redevelopment is consistent with the growth policies in the *PPS 2024* and conforms to the regional and municipal Official Plans.



## 6.2 Appropriate Built Form and Transition

The proposed built form and design are compatible with surrounding developments and reflect the intent and goals of provincial, regional and municipal planning policies. The proposed development achieves various urban design policies identified in the *MOP*, as detailed in this Planning Justification Report and in the accompanying Urban Design Study. The proposal is sensitive to the existing and planned context and incorporates appropriate transitions in height and scale to surrounding developments.

The subject site is located within the Port Credit Community Node and PMTSA (a designated Intensification Area). The minimum density target for the Port Credit GO PMTSA is 200 people and jobs per hectare. A challenge for the Port Credit Community Node and PMTSA is balancing required density targets while maintaining Port Credit's existing urban village character. These competing goals can be best achieved by directing intensification to underutilized lands near the GO Station.

The building has been massed to provide appropriate setbacks from adjacent property lines and sufficient separation distances to ensure potential adverse impacts to surrounding properties are minimized. The proposed development provides an appropriate transition in scale and height, including separation distances ranging between 20.32 m and 29.29 m to surrounding developments. The siting, orientation and design of the proposed buildings ensures that adequate privacy, sunlight and sky views are maintained.

## 6.3 Public Realm Improvements

The proposal contemplates a number of public realm improvements around the site. Landscaped buffers are proposed along the Elizabeth Street North and Park Street East frontages, as well as along the eastern and southern property lines. A pedestrian walkway runs along the north and west portion of the site, providing safe pedestrian circulation and access.

Indoor amenity areas are oriented toward Elizabeth Street North and Park Street East, with at-grade outdoor amenity areas along Elizabeth Street North and along the eastern lot line. The proposed amenity areas animate the site and activate the frontages along Elizabeth Street North and Park Street East.

The proposal enhances the public realm and creates a pedestrian-friendly environment supportive of active transportation adjacent to the Port Credit GO Station on an underutilized site. The proposal represents good planning in this regard.

*Page left intentionally blank*

## 7.0 CONCLUSION

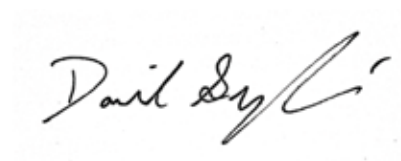
---

Based on the information outlined in this Planning Justification Report and the findings identified in the supporting technical reports and studies, we are of the opinion that the proposed development and the implementing OPA and ZBA represent an appropriate redevelopment of the subject site. The proposal represents good planning, as it supports appropriate growth and mixed-use development on an underutilized site that benefits from access to existing and planned municipal infrastructure and proximity to nearby amenities.

We conclude the following:

- The proposed development, OPA and ZBA are consistent with the *Provincial Planning Statement, 2024*;
- The proposed development, OPA and ZBA conform to the *Region of Peel Official Plan*;
- The proposed development, OPA and ZBA conform to the *City of Mississauga Official Plan*;
- The proposed development will not result in significant adverse impacts on the surrounding area; and
- The proposed development can be appropriately serviced by existing and planned regional and municipal infrastructure.

It is our professional land use planning opinion that the proposed development is appropriate, desirable and achieves good planning.



**David Sajecki**  
**MCIP RPP M.PL B.Eng. LEED AP**  
**Partner**  
**Sajecki Planning Inc.**



# APPENDIX 1: DRAFT OFFICIAL PLAN AMENDMENT

**Amendment No. XX**

**to**

**Mississauga Official Plan**

**Amendment No. XX**  
**To**  
**Mississauga Official Plan**

The following text and schedule attached constitute Official Plan Amendment No. XX

**PURPOSE**

The purpose of this Amendment is to amend the height limit applying to the subject lands located at the north-eastern corner of Park Street East and Elizabeth Street North as contained in Schedule 2B of the Port Credit Local Area Plan, with a Special Site policy.

The Amendment will permit the development of a proposed 30-storey residential building with a one-storey podium.

**LOCATION**

The subject lands affected by this Amendment are located at 42-46 Park Street East and 23 Elizabeth Street North, located at the northeastern corner of the Park Street East and Elizabeth Street North intersection.

**BASIS**

The subject lands are located within the Port Credit Community Node in the Port Credit Local Area Plan. The subject lands are designated *Residential High Density* and located within an area identified as part of the Central Residential Precinct. This area is identified in the Port Credit Local Area Plan as a place to accommodate the greatest level of intensification within Port Credit and a more urban and transit-supportive built form. Permitted building heights for the subject lands range from 2 to 15 storeys.

The proposed development for the subject lands consists of a 30-storey residential building, including a one-storey podium. The proposed development includes private indoor and outdoor amenity spaces, at-grade landscaping, underground vehicle parking spaces and bicycle spaces.

Schedule 2B of the Port Credit Local Area Plan prescribes a height limit of 2 to 15 storeys on the subject lands. The Official Plan Amendment will seek to allow a 30-storey building on the subject site.

This Amendment will introduce a Special Site X to Section 13.0 of the Port Credit Local Area Plan, in order to permit the proposed 30-storey residential building. The proposed Official Plan Amendment to permit additional height and density on the subject lands is appropriate from a planning standpoint and should be approved for the following reasons:

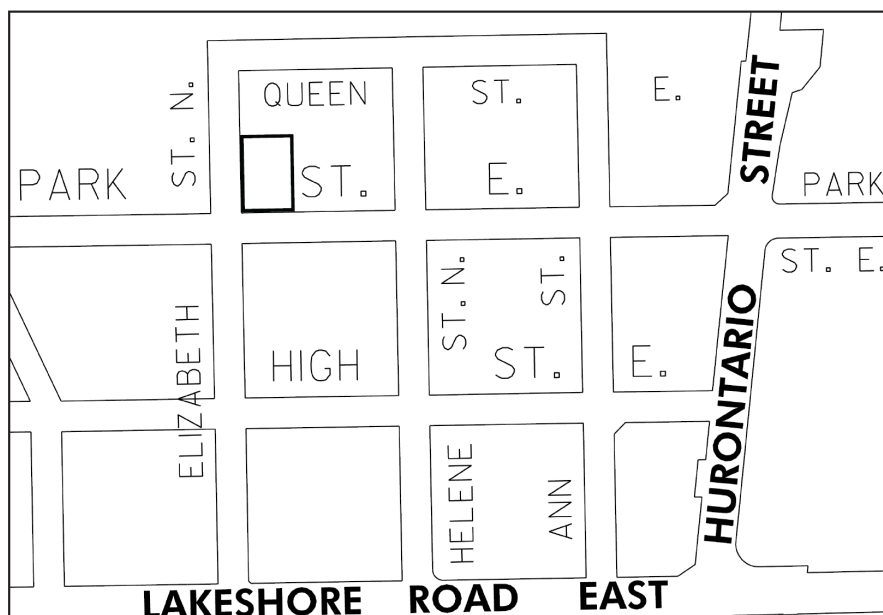
1. This amendment is supportive of the policy framework expressed in the Provincial Planning Statement and the Region of Peel Official Plan, both of which promote a range and mix of housing as well as redevelopment of underutilized lands within built up areas that are well served by transit and existing infrastructure.
2. The policies and objectives of the Mississauga Official Plan are supported by the proposal as it contributes to the range of housing types, sizes and tenure; it is compatible from a density, scale and massing perspective; and it efficiently and effectively utilizes existing community infrastructure and facilities.
3. The proposed development represents a compact land use pattern that makes more efficient use of land and existing infrastructure resources, including nearby transit services. The subject site is located within the Primary Study Area for the Port Credit Mobility Hub Study and within a designated Protected Major Transit Station Area, which is recognized in the Provincial Planning Statement and in the Mississauga Official Plan as a focus area for higher density transit-oriented development.

4. The greatest densities within the Port Credit Community Node are to be located within the Central Residential Precinct, particularly within proximity of the Port Credit GO Transit Station. The proposed development responds to the built form and scale of the surrounding Port Credit context, in particular the existing and evolving context of the Central Residential Precinct.

## DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. The Port Credit Local Area Plan Special Site Policies are hereby amended by adding the following key map and text to Section 13.1 as Special Site XX:

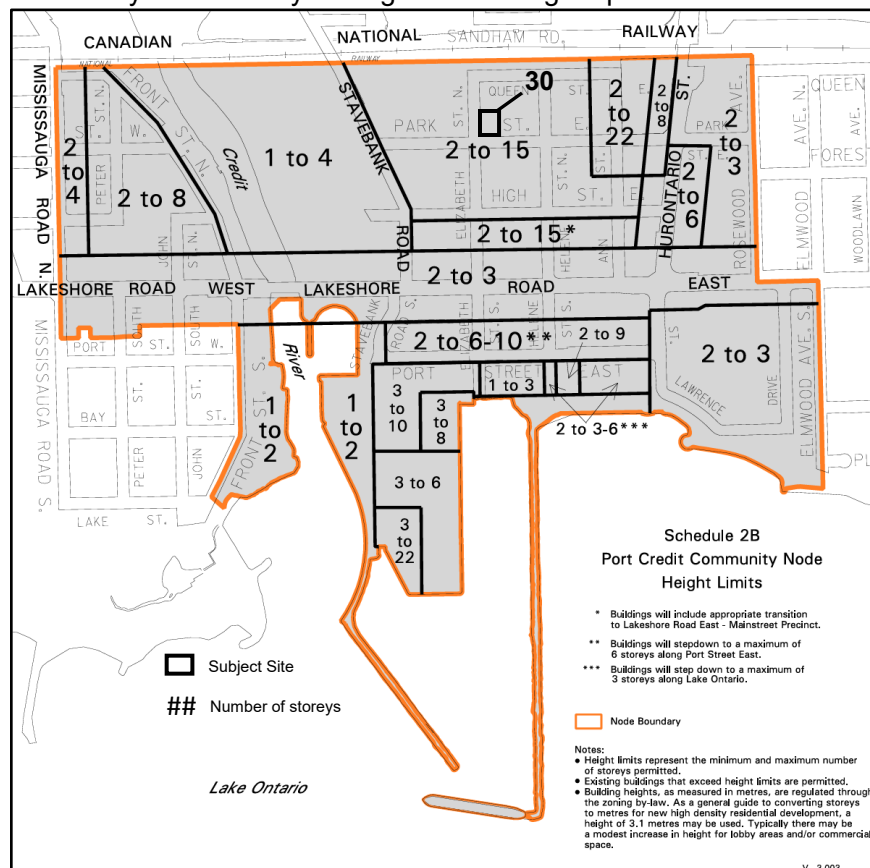
13.1.XX Site X



13.1.XX.X The lands identified as Special Site XX are located at the northeastern corner of Park Street East and Elizabeth Street North.

13.1.XX.X Notwithstanding the provisions of the Desirable Urban Form policies, a residential building with a maximum height of 30-storeys and a floor space index of 11.80 is permitted.

2. The Port Credit Local Area Plan – Schedule 2B Port Credit Community Node Height Limits is hereby amended by adding the following map:





## **IMPLEMENTATION**

Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, the Mississauga Official Plan and the Zoning By-law applicable to the subject lands will be amended to the appropriate classification, in accordance with the intent of this Amendment.

Provisions will be made through the rezoning and site development plan approval process of the lands subject to the Amendment, for development to occur subject to the approved site development plan, to ensure that development occurs in accordance with the intent of the Amendment.

Provisions will be made through the rezoning of the lands subject to this Amendment, for development to occur subject to approved site development, architectural and landscape plans, to ensure that site access, buildings, parking and landscaping are satisfactorily located and designed.

## **INTERPRETATION**

The provisions of the Mississauga Official Plan, as amended from time to time regarding the interpretation of that Plan, shall apply in regard to this Amendment.

This Amendment supplements the intent and policies of the Local Area Plan.

Upon approval of this Amendment, Section 13.0 of the Port Credit Local Area Plan will be amended in accordance with the intent of this Amendment.

# APPENDIX 2: DRAFT ZONING BY-LAW AMENDMENT

## THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER .....

A by-law to amend By-law Number 0225-2007, as amended.

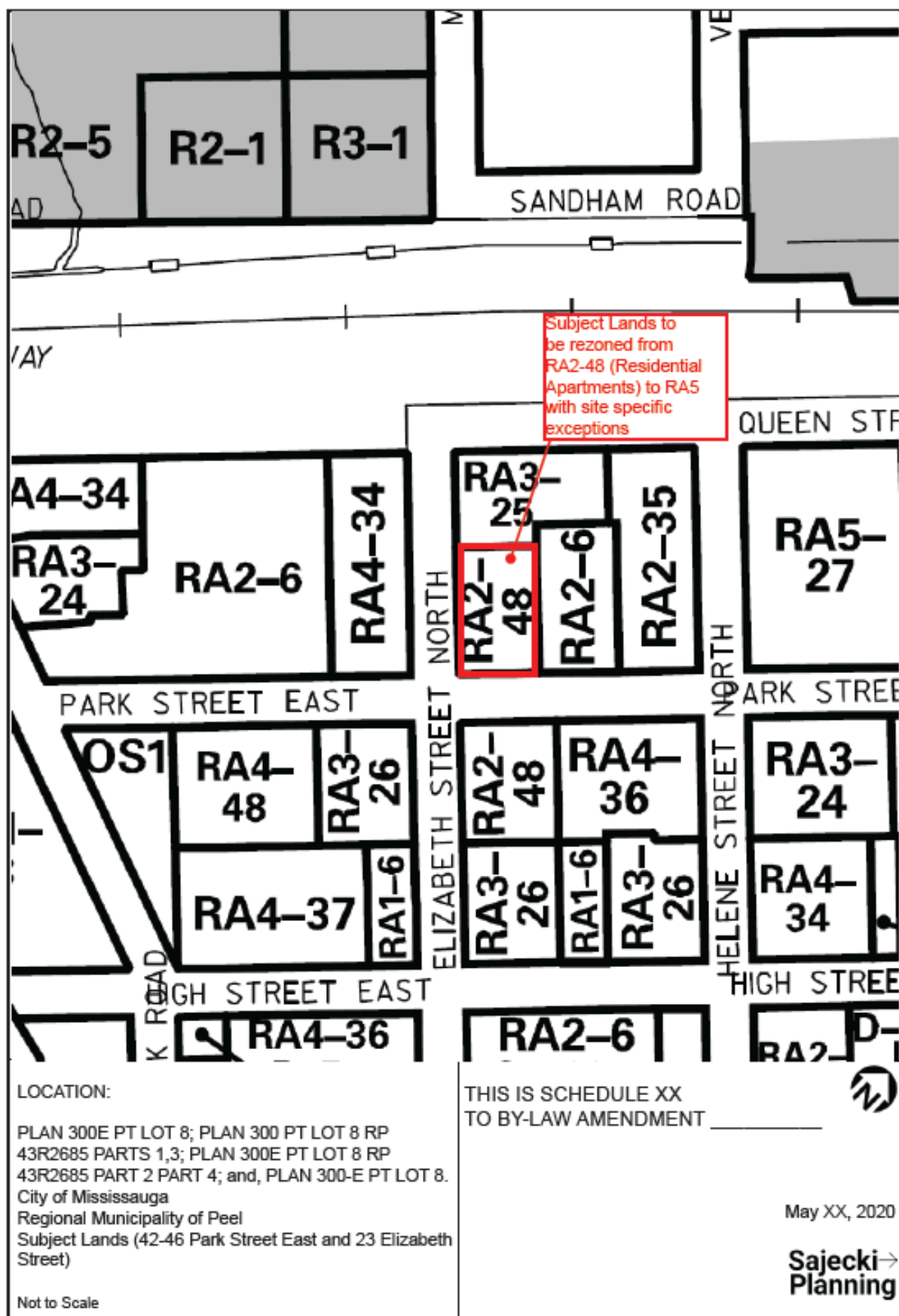
WHEREAS pursuant to section 34 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, the council of a local municipality may, respectively, pass a zoning by-law;

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

1. The lands subject to this By-law consist of Part of Lot 8, Registered Plan PC2, City of Mississauga, as shown on Schedule "A" and Schedule "RA5-XX" attached hereto, and that Schedule "A" and Schedule "RA5-XX" forms part of this By-law.
2. By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by adding the following Exception Table:

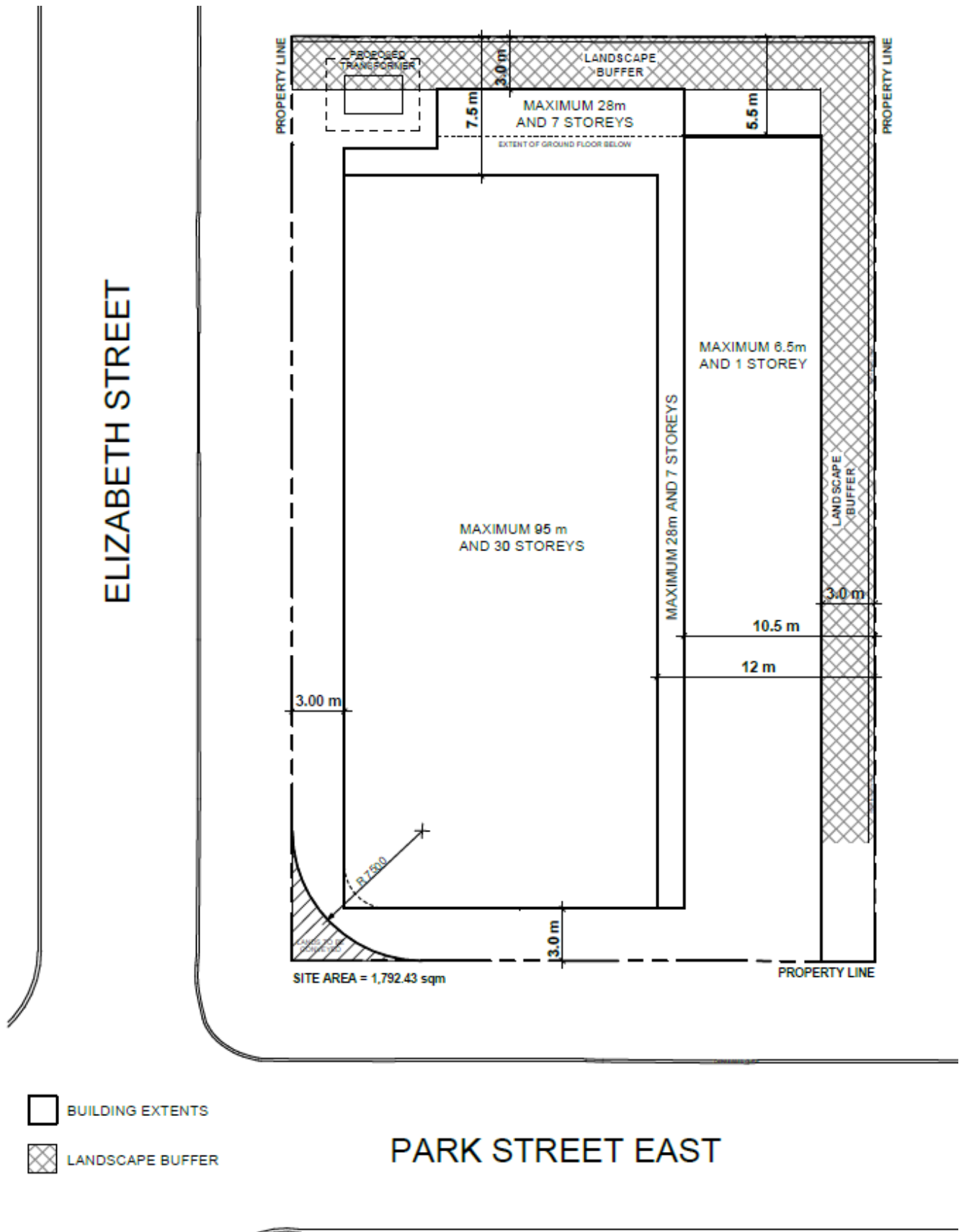
4.15.6.XX	Exception: RA5-XX	Map #X	By-law:
In a RAS-XX zone the permitted uses and applicable regulations shall be as specified for a RA5 zone except that the following uses/regulations shall apply:			
Regulations			
4.15.6.XX.1	Maximum Floor Space Index- Apartment Zone	11.8	
4.15.6.XX.2	Maximum Height	95 m and 30 Storeys	
4.15.6.XX.3	Maximum encroachment into a required yard of a balcony or terrace located above the first storey	North: 0.0 m East: 8.0 m South: 3.0 m West: 3.0 m	
4.15.6.XX.4	Maximum projection of a balcony or terrace located above the first storey measured from the outermost face or faces of the building from which the balcony projects	North: 0.0 m East: 8.0 m South: 3.0 m West: 3.0 m	
4.15.6.XX.5	Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to any lot line	0.3 m	
4.15.6.XX.6	A landscaped buffer shall mean a width of land, substantially parallel to and adjoining a lot line or property fence/wind screen, that is intended for the growth and maintenance of plant material including trees, shrubs and other landscape features such as retaining walls. The landscaped buffer may include an accessibility ramp, property fence/windscreen footings and screens, fence, stairs and walkways, concrete pad,		

	transformer, signage, utility easement and lighting and may be traversed by a driveway and/or walkway.	
4.15.6.XX.7	Minimum <b>landscaped area</b>	180 m <sup>2</sup>
4.15.6.XX.8	Minimum depth of a <b>landscaped buffer</b> abutting a <b>lot line</b> that is a <b>street line</b> and/or abutting lands with an Open Space, Greenlands and/or a Residential Zone with the exception of an <b>Apartment Zone</b>	0.0 m
4.15.6.XX.9	Minimum depth of a <b>landscaped buffer</b> along any other <b>lot line</b>	3.0 m
4.15.6.XX.10	Minimum <b>amenity area</b>	4.0 m <sup>2</sup> per <b>dwelling unit</b>
4.15.6.XX.11	Minimum <b>amenity area</b> to be provided outside at grade	90 m <sup>2</sup>
4.15.6.XX.12	Minimum percentage of total required <b>amenity area</b> to be provided in one contiguous area	40%
4.15.6.XX.13	Notwithstanding any other provisions of By-law 0225-2007, the following sections shall not be applicable to this development: 3.1.1.4.3, 3.1.1.4.4, 3.1.1.12, 3.1.6.	
4.15.6.XX.14	External access stairwell and ventilation shafts shall be permitted to extend beyond the limit of the completely below grade parking structure.	
4.15.6.XX.15	Notwithstanding regulations of this By-law, all site development plans shall comply with Schedule RA5-XX of this By-law.	





# SCHEDULE RA5-XX



**S|P**

2025