
URBAN DESIGN STUDY

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

MAY 2025





Sajecki Planning Inc.

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1.0 INTRODUCTION

This Urban Design Study (“UDS”) has been prepared by Sajecki Planning Inc. on behalf of Edenshaw Elizabeth Developments Ltd. (the owner) to support amendments to the City of *Mississauga Official Plan (MOP)* and *Zoning By-law No. 0225-2007* with respect to the lands municipally known as 42 to 46 Park Street East and 23 Elizabeth Street North (the “subject site” or “site”). The subject site is located within Ward 1 of the City of Mississauga and is situated within an existing apartment neighbourhood as shown in *Figure 1*.

It is within The Port Credit GO Protected Major Transit Station Area (PMTSA) and the Port Credit Community Node, both of which are identified as intensification areas. The subject site has a rectangular shaped lot, with a frontage of 33.62 m along Park Street East and 53.34 m along Elizabeth Street North. It has a total area of 1,781.0 m² (19,171 ft²) and is currently occupied by four two-storey single detached dwellings and two one-storey detached garages. The proposal contemplates redevelopment of the site with a 30-storey residential building with a seven-storey podium, providing 378 dwelling units.

The purpose of Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) applications is to permit a 30-storey residential building on the site, replacing the existing four two-storey single detached dwellings and two one-storey detached garages. The UDS accompanies the Planning Justification Report (PJR), prepared by Sajecki Planning Inc., to support the OPA and ZBA applications. It provides:

- A vision and guiding principles for the proposed development;
- An overview of the proposal;
- A review of the applicable urban design policies and guidelines; and,

- A detailed analysis of the site organization, built form and public realm.

This UDS concludes that the proposed development is generally consistent with the City’s applicable urban design policies as set out in the *MOP* and meets the intent of the guidelines outlined the *Port Credit Built Form Guide (PCBFG)*.

It is our opinion that the form and pattern of development proposed for the subject site represents good urban design practice and fits well within the surrounding context. From an urban design standpoint, the proposed development will enhance the existing public realm and the streetscape along Park Street East and Elizabeth Street North, while contributing to improved connectivity with the Port Credit GO Station. Additionally, the proposed development respects the surrounding context and character of the Port Credit Community Node.



Figure 1 - Aerial view of the site

2.0 VISION AND PROPOSAL

2.1 Vision and Guiding Principles

The vision for the redevelopment of the site is informed by its strategic location in proximity to key transit nodes, including the Port Credit GO Station and Transit Terminal and under-construction Hazel McCallion Light Rail Transit (LRT) Station. The vision is also supported by recent development trends in Mississauga and the key objectives of provincial, regional and municipal policies targeting housing needs for a growing population across the province and promoting environmentally sustainable forms of urban development.

With convenient access to Lake Ontario and the Waterfront Trail, the proposed development will be designed to reinforce Port Credit's identity as an urban village and contribute to a vibrant community. It will encourage sustainable design through the redevelopment of an underutilized site, with access to existing and planned regional and municipal servicing and community facilities.

By increasing the housing mix in Port Credit adjacent to the Port Credit GO Station, proposed development on the site will promote an urban lifestyle, improve opportunities for active transportation and activate the public realm in proximity to higher-order transit routes. The streetscape along Elizabeth Street North and Park Street East will be enhanced through landscaping elements and façade articulation. The proposed development represents an opportunity to make a positive contribution to Port Credit through the implementation of four key guiding principles, described below:

1. Efficient Use of Land and Context-Sensitive Intensification
2. Transit-Supportive Development
3. Active and Engaging Public Realm and Streetscape
4. Design Excellence

1. Efficient Use of Land and Context-Sensitive Intensification

The area surrounding the subject site features a diverse mix of medium- to high-density residential developments, along with a few remaining detached dwellings. The existing character of the PMTSA consists of a mix of apartment buildings ranging from five- to 27-storeys. The site is located within the first block immediately south of the Port Credit GO Station, making it ideal for intensification. The proposed redevelopment will replace existing two-storey single detached dwellings and two one-storey detached garages.

The proposal will:

- Optimize an existing underutilized site in the vicinity of key regional and local transit routes.
- Contribute to context-sensitive intensification within a PMTSA and Community Node reflective of current development trends, including recently approved and ongoing development applications.
- Integrate seamlessly with the existing and planned built environment, ensuring that its scale, massing, and architectural style respond sensitively to the surrounding context.



2. Transit-Supportive Development

Located approximately 150 m south of the Port Credit GO Station, the site benefits from direct access to key regional transit networks, including the GO train, LRT line and MiWay bus routes, as shown in *Figure 4*. The proposal will:

- Incorporate transit-supportive density, improving access and connections between the site and nearby transit stations.
- Encourage sustainable mobility options by incorporating infrastructure to support active transportation.
- Improve the pedestrian experience in the vicinity of the site along Elizabeth Street North and Park Street East.

3. Active and Engaging Public Realm and Streetscape

The site's location in proximity to the Port Credit GO Station and under-construction LRT Station presents an opportunity to improve the streetscape along the site and provide a high quality public realm in the vicinity of these transit stations. The proposal will:

- Frame the building along Elizabeth Street North and Park Street East, prioritizing an active and engaging public realm.
- Integrate landscaping improvements along the Elizabeth Street North and Park Street East frontages to enhance the pedestrian experience and streetscape.
- Contribute to a seamless spatial transition between the public realm along Elizabeth Street North and Park Street East and the proposed development.



Figure 3 - View of pedestrian feature along Elizabeth Street N (Source: Kirkor)

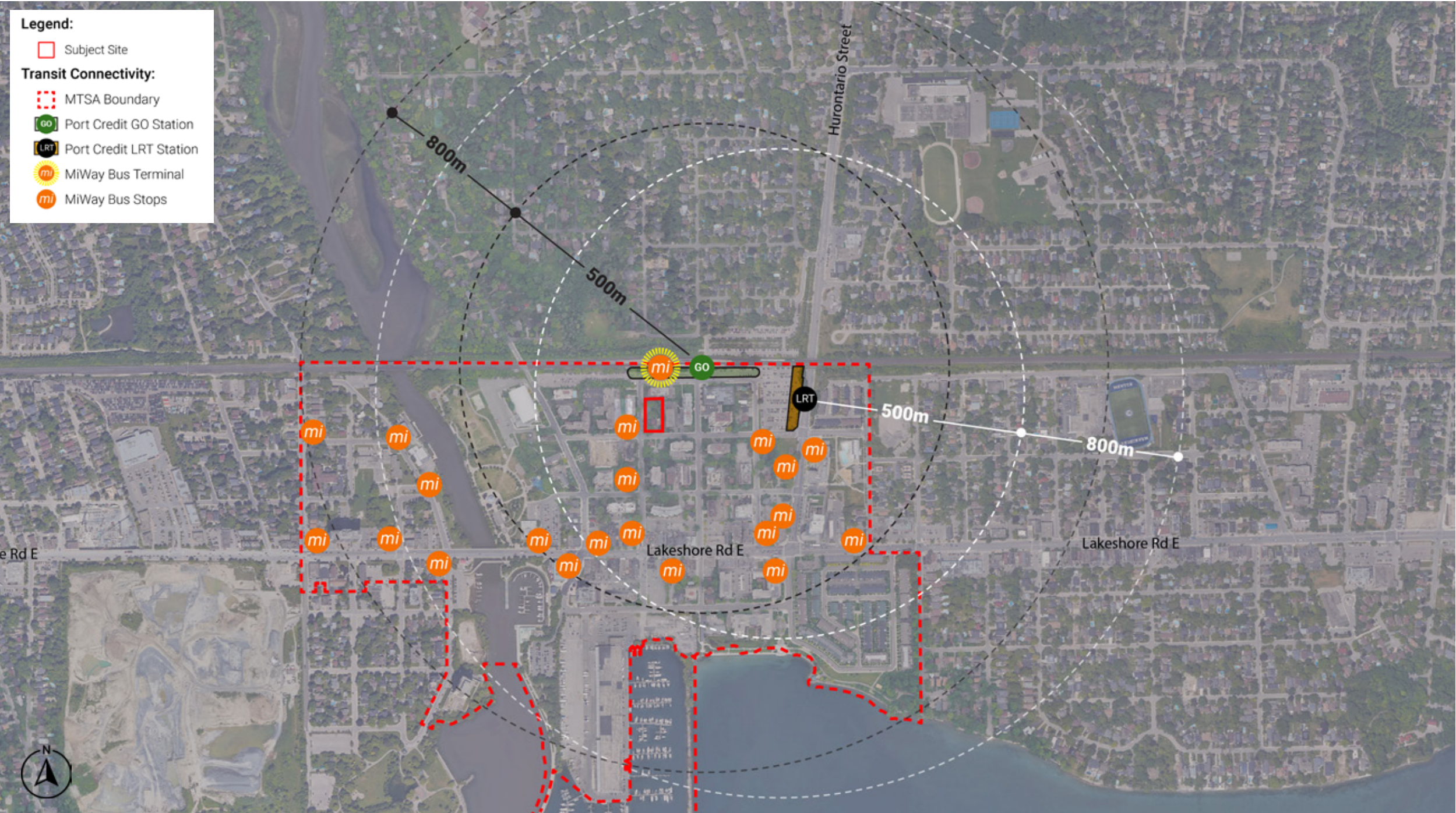


Figure 4 - Transit connectivity map

4. Design Excellence

The design of the proposed development should be attractive and functional, contributing to high-quality architecture that adds visual interest to Port Credit's skyline, while ensuring compatibility with its urban village character. The proposal will:

- Incorporate variations in the façade and materials to visually divide the massing and add depth and character to the building.
- Provide visibility and connectivity between indoor and outdoor spaces, activating the street frontages.
- Respect and respond to the evolving and dynamic urban context of Port Credit.



Figure 5 - Street view from Park Street E (Source: Kirkor)

2.2 Proposal

A detailed description of the proposal is outlined in *Section 3.0 of the Planning Rationale Report*, prepared by Sajecki Planning Inc. and available under separate cover. Key aspects of the proposal are outlined below and are described based on the orientation outlined on the Site Plan (*Figure 7*), with Elizabeth Street to the north and Park Street to the east.

- The proposed development includes a 30-storey residential building (95.0 m) with a seven-storey podium (25.8 m) fronting Elizabeth Street North. A total Gross Floor Area (GFA) of 20,951.39 m² (225,519 ft²) is proposed consisting of 378 dwelling units. Amenity space is proposed within the ground, and second floors of the building at a ratio of 4.0 m² per unit, totaling 1,513.17 m².
- Access to the underground parking and loading areas is provided by a driveway entrance and single overhead door located along Park Street East to the southwest of the site and is screened from public view. The primary residential entrance and lobby are located along Elizabeth Street North. Parking spaces are located below grade within one partial and four complete underground levels, with access with a single point of access from Park Street East



Figure 6 - Conceptual rendering (Source: Kirkor)

Table 1: Proposed statistics.

Site Area	1,781.0 m² (19,171 ft²)
Building Height	30-storeys
Podium	7-storeys (25.8 m)
Total Height	30-storeys (95.0 m)
Gross Floor Area (GFA)	20,951.39 m² (225,519 ft²)
Floor Space Index (FSI)	11.76
Dwelling Units	378 (100%)
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%)
Amenity Space	1,513.17 m² (4.0 m²/unit)
Indoor Amenity	940.50 m ²
Outdoor Amenity	572.67 m ²
Vehicular Parking Spaces	123 spaces (0.33 spaces / unit)
Residential	101 spaces
Visitor	22 spaces
Loading Spaces	1 Type B/G space
Bicycle Parking Spaces	269
Residential Long-Term Parking	250
Residential Short-Term Parking	19
Setbacks (at grade)	
Front Yard, along Elizabeth St N (north)	3.0 m
Exterior Side Yard along Park St E (west)	3.0 m
Interior Site Yard (east)	5.7 m
Rear Yard (south)	3.0 m
Podium Stepbacks	
North	N/A
South	8.0 m
East	N/A
West	N/A
Tower Stepbacks	
North	N/A
South	1.5 m
East	5.0 m
West	N/A
Tower Separation Distance	
13-storey residential building (to the north)	29.29 m
Two-storey detached dwelling (to the west)	23.38 m
Six-storey residential building (to the south)	20.32 m
11-storey residential building (to the east)	26.0 m

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

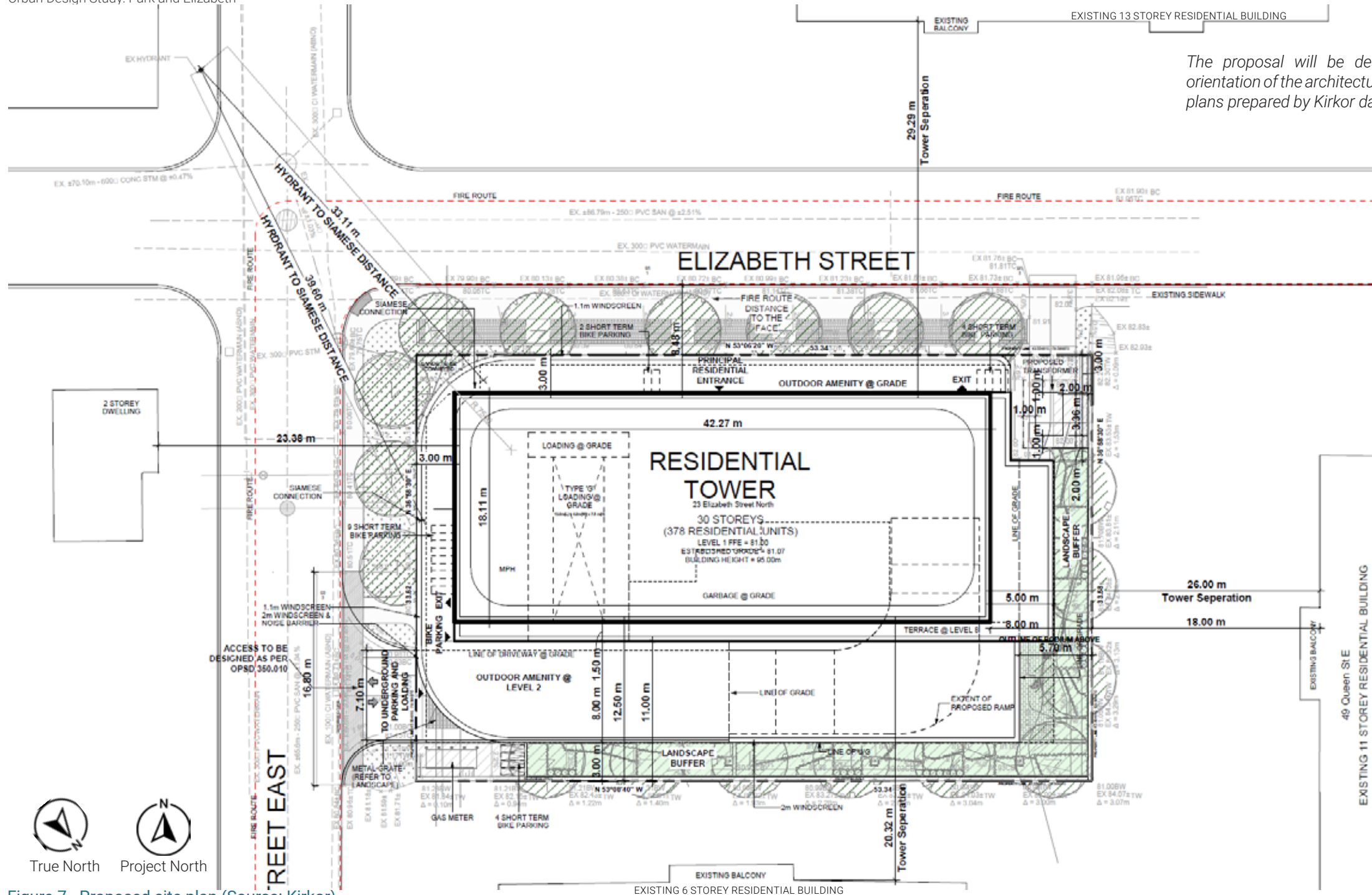


Figure 7 - Proposed site plan (Source: Kirkor)



Figure 8 - Longitudinal section (Source: Kirkor)

3.0 URBAN DESIGN REVIEW AND ANALYSIS

This section provides an overview of the relevant City of Mississauga plans, policies and guidelines that guide urban design in the city, and outlines how the proposed development achieves the overall intent and directions of these documents.

3.1 Our Future Mississauga (Strategic Plan)

Mississauga's Council-initiated *Strategic Plan*, "Our Future Mississauga", was formed in 2009 following extensive public engagement that identified opportunities, challenges and external forces that can affect how the City plans for Mississauga's future. The Strategic Plan's Vision Statement states:

"Mississauga will inspire the world as a dynamic and beautiful global city for creativity and innovation, with vibrant, safe and connected communities; where we celebrate the rich diversity of our cultures, our historic villages, Lake Ontario and the Credit River valley. A place where people choose to be."

The Vision Statement is anchored by five "Strategic Pillars of Change":

1. Move – developing a transit-oriented city
2. Belong – ensuring youth, older adults and new immigrants thrive
3. Connect – completing our neighbourhoods
4. Prosper – cultivating creative and innovative businesses
5. Green – living green

To create a sense of belonging for residents in the city, the Strategic Plan outlines goals to ensure affordability and accessibility and support aging in place. Connected and complete neighbourhoods are encouraged through opportunities to develop walkable communities with vibrant public spaces.

The proposed development supports the vision and goals identified in the City's Strategic Plan by providing a mix of housing units that cater to a diverse population, including youth, adults and new immigrants. The addition of housing units in an area well-served by existing community services and facilities, including existing and planned transit, parks and other amenities, contributes to a strong sense of place. The proposal is compact and well-connected to regional and local transit networks, providing residents with convenient access to a variety of uses and the ability to participate in various aspects of their everyday lives.

move
belong
connect
prosper
green



3.2 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 4.6.1* of the *Planning Justification Report (PJR)* prepared by Sajecki Planning, available under separate cover.

The subject site is designated Residential High Density as per Schedule 10 of the City of *Mississauga Official Plan* (August 2024 official consolidation) (*MOP*). The site is located within the Port Credit Community Node and Intensification Area (Port Credit GO PMTSA) as per Schedule 1 of the *MOP*. It is subject to the *Port Credit Local Area Plan (PCLAP)* as per Schedule 9 of the *MOP*. The analysis below focuses on key urban design and built form policies of the *MOP*, a comprehensive policy analysis is provided in the PJR.



Chapter 9: Build a Desirable Urban Form

Chapter 9 of the *MOP* focuses on achieving a sustainable urban form for Mississauga through high quality urban design and a strong sense of place. Growth in Mississauga is directed to Intensification Areas, which include Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors, and Major Transit Station Areas (MTSAs).

Policy 9.1.9 states that urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes. Policy 9.1.13 states that development will have positive, restorative, ecological benefits on a site through the practice of sustainable building and site design.

The subject site is located within the Port Credit PMTSA and Port Credit Community Node. Its location in proximity to the Port Credit GO Station and access to frequent local bus routes support multi-modal mobility, optimizing the use of land, infrastructure and services. The proposed development aligns with Mississauga's intensification strategy by contributing to compact urban growth in a well-connected and transit-supportive environment.

The proposed development is designed to retain water, with a cistern provided in the underground parking level 1 to collect rainwater. Further, the proposal includes landscaped buffers along the south and east property line, including hard and soft landscaping features that support stormwater management practices and enhance the public realm in the vicinity of the site. Additional sustainable practices will be explored at the site plan stage.

Section 9.2.1 of the Mississauga Official Plan outlines policies for Intensification Areas, emphasizing the importance of urban design in creating a vibrant and pedestrian-friendly environment. Policy 9.2.1.3 states that built form should contribute to a strong sense of place through high-quality streetscaping, enhancing the public realm and pedestrian experience. Policy 9.2.1.4 encourages compact urban development that minimizes the need for extensive surface parking, promoting more efficient land use and a walkable community. Additionally, Policy 9.2.1.8 directs tall buildings near existing and planned Major Transit Station Areas (MTSAs) to support transit-oriented development, reinforcing sustainable land use and a well-connected built form.

The proposed development contributes to a context-sensitive, compact urban form that supports transit-oriented growth and enhances the public realm. It optimizes an underutilized site and promotes a strong sense of place through high-quality streetscaping, including widened sidewalks, street trees, and an engaging ground floor with active recreational uses.

Policy 9.2.1.13 states that tall buildings should be appropriately spaced to provide privacy, access to natural light, and sky views. In appropriate locations, podiums should be designed to minimize wind impacts and maximize sunlight exposure in public spaces, as outlined in Policy 9.2.1.14. Policy 9.2.1.32 highlights the importance of orienting development towards the street, ensuring that buildings are positioned along the public realm to establish well-defined street edges. This approach enhances pedestrian engagement, promotes an active streetscape, and provides seamless access to sidewalks, transit facilities, and open spaces.

The proposed development aligns with policies for tall buildings by ensuring that the tower is thoughtfully designed to enhance the area's skyline, while contributing to a well-defined and engaging streetscape. The seven-storey podium is strategically positioned along the street edges along Elizabeth Street North and Park Street East, establishing an engaging street wall and activating the public realm with landscaping and residential amenity spaces. Additionally, the design incorporates appropriate tower separation distances to maintain privacy, optimize daylight access and preserve sky views for residents and neighbouring properties. A tower separation distance of 29.29 m is proposed 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.

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

The proposal ensures a suitable transition to adjacent land uses and built forms by strategically positioning the tower element along Elizabeth Street North and Park Street East, leveraging the existing ROW width along both streets to mitigate massing impacts while contributing to a walkable environment. The frontages along Elizabeth Street North and Park Street East include landscaping areas to support the growth of mature trees and provide greenery on the site. Additionally, indoor and outdoor amenity spaces are oriented towards

these streets, contributing to an active and engaging public realm.

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:

- f) continuity and enhancement of streetscapes.
- g) the size and distribution of building mass and height.
- j) views, sunlight and wind conditions.
- l) privacy and overlook.

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 microclimatic conditions are mitigated.

As per the Shadow Study prepared by Kirkor Architects and Wind Study prepared by RWDI, the proposal does not pose prolonged adverse impacts on surrounding developments. It provides appropriate transitions, 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 microclimatic conditions are mitigated. The proposed built form is compact, with a ground floor plate of 1,010.43 m², which decreases to 773.15 m² at the second floor. The podium floor plate is 907.99 m² from floors three to seven and the tower floor plate is 765.29 m² from floors eight to 30.

3.2.1 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

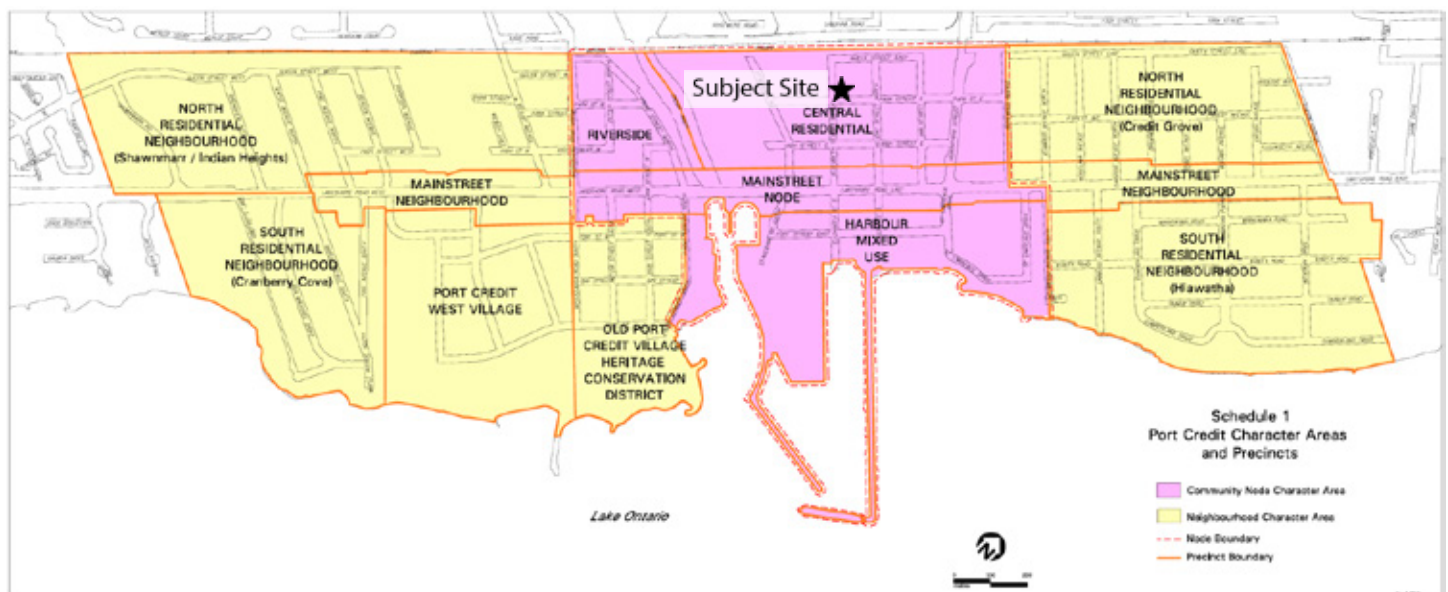


Figure 9 - Port Credit Character Areas and Precincts

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 Port Credit.

The analysis below focuses on key urban design and built form policies of the *PCLAP*. A comprehensive analysis of the *PCLAP* policies is provided in the PJR prepared by Sajecki Planning Inc. under separate cover.

Chapter 10 outlines policies relating to the built form in Port Credit. The subject site is within the Community Node Character Area and Central Residential Precinct. Policy 10.1.1 requires development to be in accordance with the minimum and maximum height limits shown in the Schedule 2B of the *PCLAP*. However, Policy 10.1.2 allows development to exceed these limits, provided it demonstrates the following:

- Maintains the vision and objectives of the *PCLAP*
- Ensures an appropriate site size and configuration
- Integrates seamlessly with the surrounding context with a compatible built form
- Provides appropriate transitions to adjacent land uses, minimizing visual impact of massing such as shadowing, overlook
- Ensures design sensitivity to nearby heritage buildings
- Limits additional vehicular traffic on the Port Credit transportation network.

The proposed development supports the overall goals and objectives of the *PCLAP* by optimizing an underutilized site in a designated intensification area while contributing to a vibrant, pedestrian-

friendly public realm. The site has an appropriate size and configuration to accommodate the proposed density, with a frontage of 33.62 m along Park Street East and 53.34 m along Elizabeth Street North. The proposal reflects other approved and under-construction developments in the vicinity, and ensures compatibility with the surrounding transit oriented context.

The tower is positioned to minimize potential adverse impacts of the proposed massing on existing nearby developments and maximize sky views. It is compact, with a floor plate size of 765 m² and provides a tower separation distance 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.

The site's strategic location within 150 m of the Port Credit GO Station, proximity to the under-construction Hazel McCallion LRT Station and the proposed Transit Demand Management (TDM) strategies encourage transit use and active transportation, helping to limit impacts of vehicular traffic on the local network.

Section 10.2 provides direction to enhance Port Credit's identity as an urban village and create a vibrant community. Additional development is anticipated, and the form and scale of the development should be in accordance with the various precincts. Key objectives include:

- Concentrating greatest height and density in close proximity to the GO Station and future LRT transit stop at Hurontario Street and Park Street.

- Providing appropriate transition to Credit Review, Lake Ontario Shoreline, the Mainstreet area and surrounding developments.
- Promoting a variety of building heights and massing that are well-spaced to provide sky views and an articulated skyline.

Section 10.2.2 describes the desired character of the Central Residential Precinct, emphasizing its role as a key area for apartment developments with opportunities for intensification, particularly near the Port Credit GO Station. Policy 10.2.2.1 states that building heights gradually decrease towards the east and west of the precinct, reflecting proximity of either the Credit River Valley or established residential neighbourhoods.

The proposed development aligns with the objectives of Section 10.2 by reinforcing Port Credit's identity as a vibrant community while maintaining appropriate built form relationships with the surrounding context. Situated within the Central Residential Precinct, the site benefits from its strategic location adjacent to the Port Credit GO Station and Transit Terminal and in proximity to the LRT Station along Park Street East and Hurontario Street, making it an ideal site for intensification.

The proposal supports the planned hierarchy of heights in Port Credit, with the tallest buildings concentrated near major transit infrastructure. The proposed built form is compact and the proposed height of 30 storeys in the vicinity of key higher order transit routes is appropriate for the site, ensuring a gradual transition in height towards lower-scale areas to the south and west.

3.2.2 Port Credit Built Form Guide

The *Port Credit Built Form Guide (PCBFG)*, included as Appendix 1 of the *PCLAP*, provides design guidelines to inform the evaluation of development applications. It sets key principles for developments to ensure a high-quality urban form, efficient site development, and an enhanced public realm within Port Credit.

Chapter 2 of the *PCBFG* specifically addresses precinct-level guidelines to ensure that development aligns with the intended character of each precinct. The overarching objective is to shape the Community Node at a scale that reinforces its significance within the broader urban structure.

Section 2.1 of the guide addresses contextual building heights, identifying the Central Residential Precinct as the primary location for tall buildings. Section 2.2 emphasizes that planned building heights must respond to their broader context, considering factors such as building setbacks, street alignment, and integration with the surrounding built form. The guide states that the tallest buildings within the Port Credit Community Node should be located closest to the GO Transit Station, with heights gradually decreasing towards Lakeshore Road East. It also establishes a maximum height of 22 storeys within the Community Node, reflecting its role within the urban hierarchy.

Section 2.3.2 of the *PCBFG* generally describes the Central Residential Precinct as an area with the tallest buildings in Port Credit with a more urban built form to provide a walkable environment for pedestrians accessing the GO Transit and LRT stations.

The proposed development aligns with these principles by situating taller heights near the Port

Credit GO Station and integrating a built form that supports transit-oriented intensification. The height of the proposal is consistent with other developments in Major Transit Station Areas (MTSAs) across the Greater Toronto Area (GTA), reinforcing its transit-supportive nature.

Section 2.4 outlines built form guidelines that address the size and shape of the building, separation distances and orientation.

2.4.1 Building Floor Plates and Orientation: For buildings over 6 storeys, the maximum recommended floor area inclusive of balconies is:

- 1,200 m² for seven- to 10-storeys
- 1,000 m² for 11- to 15-storeys, and
- 800 m² for 16- to 22-storeys

The proposed built form is compact, with a ground floor plate of 1,010.43 m², which decreases to 773.15 m² at the second floor. The podium floor plate is 907.99 m² from floors three to seven and the tower floor plate is 765.29 m² from floors eight to 30. These floor plates protect sky views and minimize shadow, overlook and privacy impacts on existing nearby developments and the public realm.

2.4.2 Building Separation Distances: Taller buildings are required to meet a 40.0 m separation distance from any portion of the building that is over 6 storeys.

The proposed development provide the following tower separation distances to existing adjacent buildings a:

- North: 29.29 m to the 13-storey residential building located on the northwest corner of Park Street East and Elizabeth Street North .

- South: 20.32 m to the existing six-storey residential building.
- West: 23.38 m to the two-storey detached dwelling west of Park Street East.
- East: 26.0 m to the 11-storey residential building.

The proposed separation distances achieve a functional building with a compact built form, with floor plate sizes less than the recommended maximum floor plates; therefore, the development utilizes reduced separation distances from adjacent buildings. The proposed tower setbacks and separation distances help to mitigate adverse shadow, noise or wind impacts on nearby developments or the pedestrian realm, especially with recommended strategies to mitigate wind.

A 40.0 m separation distance is not reflective of high-rise developments in an urban context. The proposed separation distances reflect other recently approved and constructed high-rise developments in the vicinity of the site. Although the proposed development does not achieve the recommended separation distance of 40.0 m, it still achieves the intent of the tower separation guideline by avoiding overcrowding of views and the skyline, protecting view corridors and privacy of occupants.

2.4.3 Skyline: The skyline is defined as an overall or partial view of the city's tall buildings in front of the sky in the background. New developments should be designed to maximize sky views along Lakeshore Road East and West, avoiding a "wall effect". New developments will be required to demonstrate how the proposed development will fit into the context through photographic imagery.

The proposed development introduces a distinct architectural style that will enhance Port Credit's skyline. The design incorporates podium and tower stepbacks and material variations between the podium and tower to create a dynamic and visually engaging façade. It provides compact podium and tower floor plates that contribute to a sleek building and avoids overcrowding of the skyline and views. It contributes to a mix of building styles and heights in the surrounding area.

2.4.4 Site Size: Tall buildings must consider a setback of a minimum 10.0 m from the side and rear property line, measured from an external wall or exterior face of balconies to ensure maximum opportunity for fenestration with appropriate separation distance. If these setback requirements cannot be met, then the site is too small to permit a tall building. A small site is generally considered to be 45.0 m by 45.0 m for a mid-block and 40.0 m by 45.0 m for a corner lot.

As per the PCBFG, a small site for corner lots is considered to be 40.0 m by 45.0 m, resulting in an area of 1,800 m². Small sites are not considered to be appropriate for tall buildings. The subject site is a corner lot and has an area of approximately 1,793 m², which is 7 m² less than the area for a small site.

However, the proposed tower built form considers the smaller site size and proposes a smaller podium floor plate between 773.15 m² and 1,010.43 m² and a tower floor plate of 765.29 m². It meets the intent of this guideline by introducing a slender tower, which incorporate setbacks of 12.5 m at the south property line and 8.0 m at the east property line.

2.4.5 Microclimate: Tall buildings over 10.7 m should minimize and mitigate shadow and wind impacts on

the surrounding area through good design and use of architectural features such as screens, terraces, awnings, as well as appropriate setbacks and stepbacks.

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. Overall, the proposed shadows do not have prolonged adverse impact on the surrounding area.

A large canopy is proposed between ground and second floors to limit downwashing and create comfortable wind conditions throughout the site.

2.4.7 Building Setbacks: A minimum setback of 4.5 m and a maximum setback of 7.0 m is recommended along a Residential Street, depending on the character of adjacent developments and the configuration of the proposed building.

At grade, the building is setback 3.0 m from Elizabeth Street North and Park Street East, 5.7 m from the interior lot line to the east and 3.0 m from the south lot line to the rear. A setback less than the recommended setback of 4.5 m is proposed to create a engaging and pedestrian-friendly streetwall along Elizabeth Street North and Park Street East and provide greater setbacks to the rear to accommodate vehicular site access away from the public realm.

2.4.9 Landscape Area: A minimum 30% landscaped area is recommended for all sites within the Central Residential Precinct.

The proposal includes a total landscaped area of 182.3 m² at-grade with a soil volume of 508.6 m³. While the overall landscaping of the site does not meet the recommended 30% of the total site area, the proposal provides landscaped buffers along the south and east portion of the site. It is worth noting that the site is in an urban context, where the required landscape area is not often met. The site is a small site and landscaped areas are provided where possible, with over 50% of the proposed trees in the planting palette being native to Ontario. Additionally, quantity and quality control, retention and erosion control strategies are proposed to manage stormwater on the site.

2.4.10 Pedestrian Realm and Streetscape: The pedestrian realm and streetscape design guidelines recommend that the street include tree plantings and landscape treatment. Additionally, buildings should generally be set back between 4.50 m to 7.0 m from the property line.

The proposal contributes to an enhanced public realm along Park Street East and Elizabeth Street North that will include mature tree plantings. The proposed setbacks (between 3.0 m and 5.7 m) include a landscape buffer, with portions of the setbacks providing outdoor amenity space. Key landscaping features include widened sidewalks, trees and shrubs (50% native species), and high-quality paving materials, contributing to an inviting and walkable environment in the vicinity of the site. The proposed podium frames Elizabeth Street North and Park Street East with active recreational uses and provides openings and transparency to contribute to a vibrant public realm in the vicinity of the site.

2.4.11 Parking, Loading and Service Areas: The design of parking, servicing and loading areas should be functional and integrate into the building, or alternatively to the rear of the building, and screened from the public realm to ensure safe and efficient movement of pedestrians, cyclists and vehicles.

The proposal consolidates parking and loading access into a single entrance from Park Street East, improving site efficiency. Parking and servicing areas are enclosed within the building and located to the rear to screen from the public realm. A walkway is proposed along the north and west portions of the site to provide safe access to pedestrians and cyclists and minimize potential conflict with vehicular traffic accessing the building.

4.0 SITE PLANNING AND DESIGN ANALYSIS

4.1 Site Organization

The proposed development is designed to optimize the efficiency of its rectangular site, creating a functional built form. The site layout enhances usability and connectivity, featuring a 30-storey residential tower atop a seven-storey podium that responds sensitively to the surrounding context. The podium is strategically positioned to frame Elizabeth Street North and Park Street East, contributing to an active and engaging streetscape and public realm. Appropriate setbacks and stepbacks are incorporated at the ground floor and above the podium to ensure the built form does not pose adverse impacts on the surrounding developments in terms of shadowing, privacy and overlook.

Indoor and outdoor amenity spaces are primarily located at-grade and on the ground, second and mechanical penthouse floors. Outdoor amenity at-grade is oriented toward Elizabeth Street North and within the interior side yard, while the indoor ground

floor amenities are oriented toward Park Street East and Elizabeth Street North, activating these frontages and encouraging a pedestrian-friendly environment. Additional outdoor and indoor amenities are situated contiguously on the second floor to provide uninterrupted opportunities for recreation.

A consolidated access is provided from Park Street East towards the rear of the site for parking and servicing areas and is screened from public view. To improve functionality for the residents and improve the pedestrian experience, vehicular access and waste/recycling storage areas are located within the building, screened from public view. Additionally, all vehicular and long-term bicycle parking spaces are consolidated below grade within four underground levels, with short-term bicycle parking provided at grade along the Elizabeth Street North and Park Street East frontages for convenient access.



Figure 10 - Street view from Park Street E and Elizabeth Street N (Source: Kirkor)

4.2 Built Form

The proposed building is designed to integrate seamlessly with both the existing and planned built environment. It respects the existing height and built form of adjacent developments by providing appropriate setbacks, stepbacks and separation distances to maintain a cohesive urban fabric.

The proposed building height of 30 storeys reflects ongoing intensification within the area, while the built form ensures compatibility with surrounding developments. The proposed residential development features a seven-storey podium carefully designed to integrate with the surrounding urban context.

The podium ensures a human-scale interface along the Elizabeth Street North and Park Street East, while stepbacks above the first floor of the podium help reduce the perception of height. Additional design features, such as balconies, canopies, and landscaping, enhance the pedestrian experience, creating a safe, attractive and welcoming environment.

To enhance visual interest along Park Street East and Elizabeth Street North, the podium façade is articulated by dividing the building into distinct sections. Key design elements, such as stepbacks and material variations between the podium and tower, create a dynamic and visually engaging exterior. These features help to break up the building's massing, adding depth and character to the façade.

To enhance the public realm, a landscape buffer is incorporated along the north and east property lines, with an outdoor amenity area fronting Elizabeth Street North. The tower is strategically positioned toward the southwestern portion of the site, closer to Park Street East and Elizabeth Street North, allowing for a gradual transition in height. Additionally,

increased stepbacks along the eastern and northern property lines help soften the interface with adjacent properties, ensuring a context-sensitive transition.

The proposed development is massed to respect the scale and built form of the surrounding context. 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 proposed built form is compact, with a ground floor plate of 1,010.43 m², which decreases to 773.15 m² at the second floor. The podium floor plate is 907.99 m² from floors three to seven and the tower floor plate is 765.29 m² from floors eight to 30.

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.



Figure 11 - View of podium feature (Source: Kirkor)

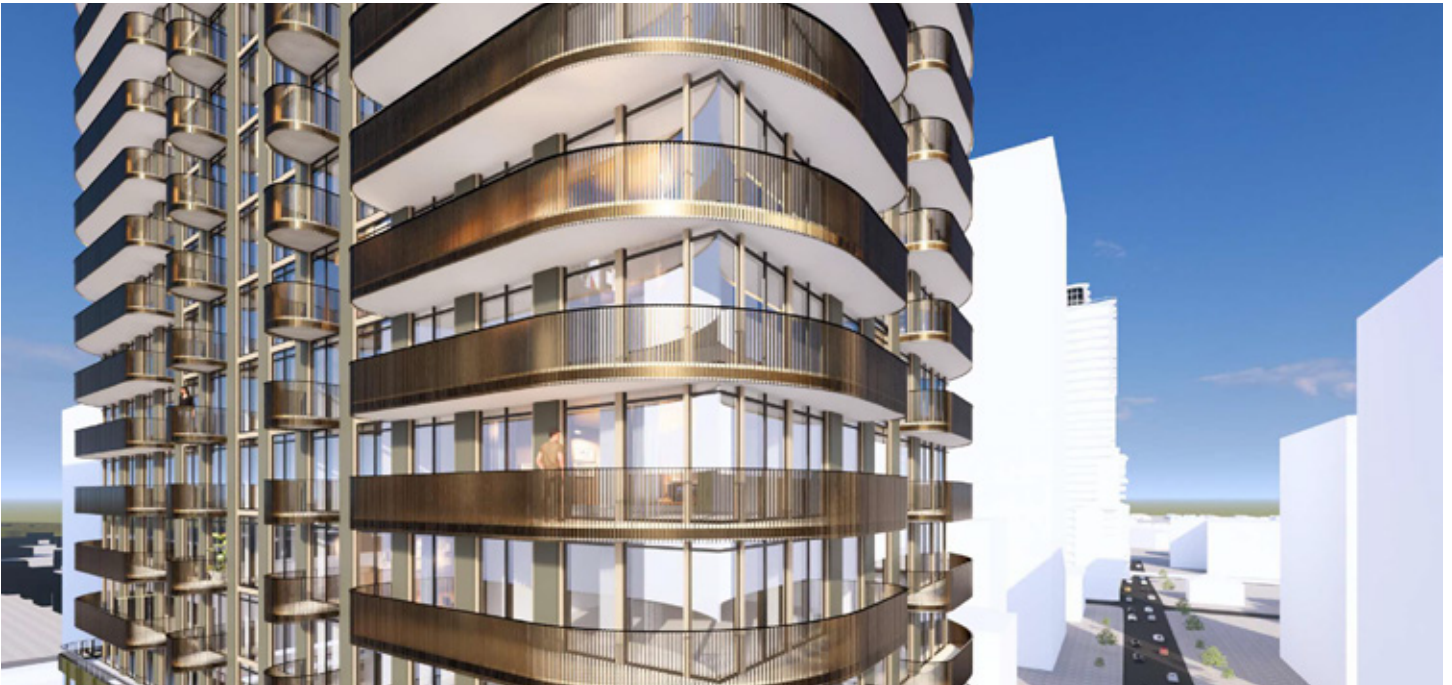


Figure 12 - View of tower feature (Source: Kirkor)



Figure 13 - Latitudinal section (Source: Kirkor)

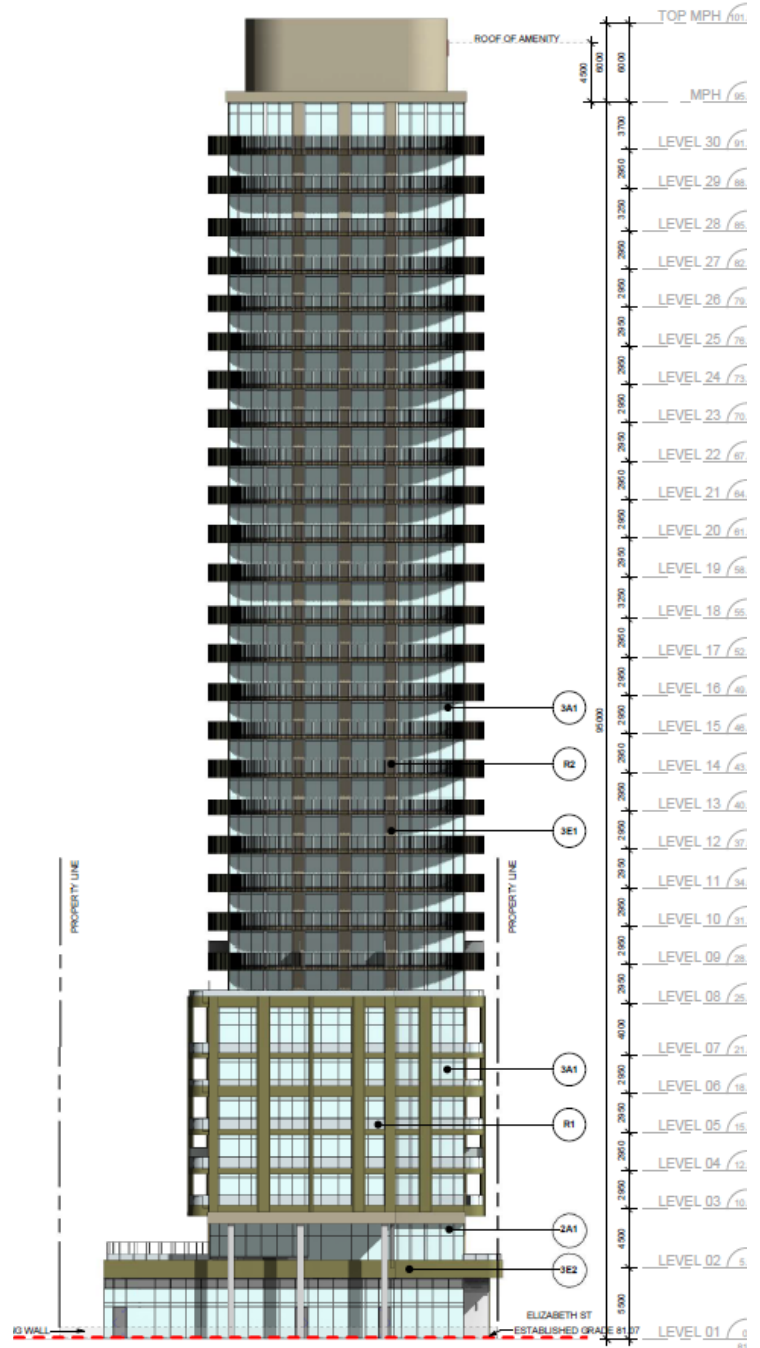


Figure 14 - East elevation (Source: Kirkor)

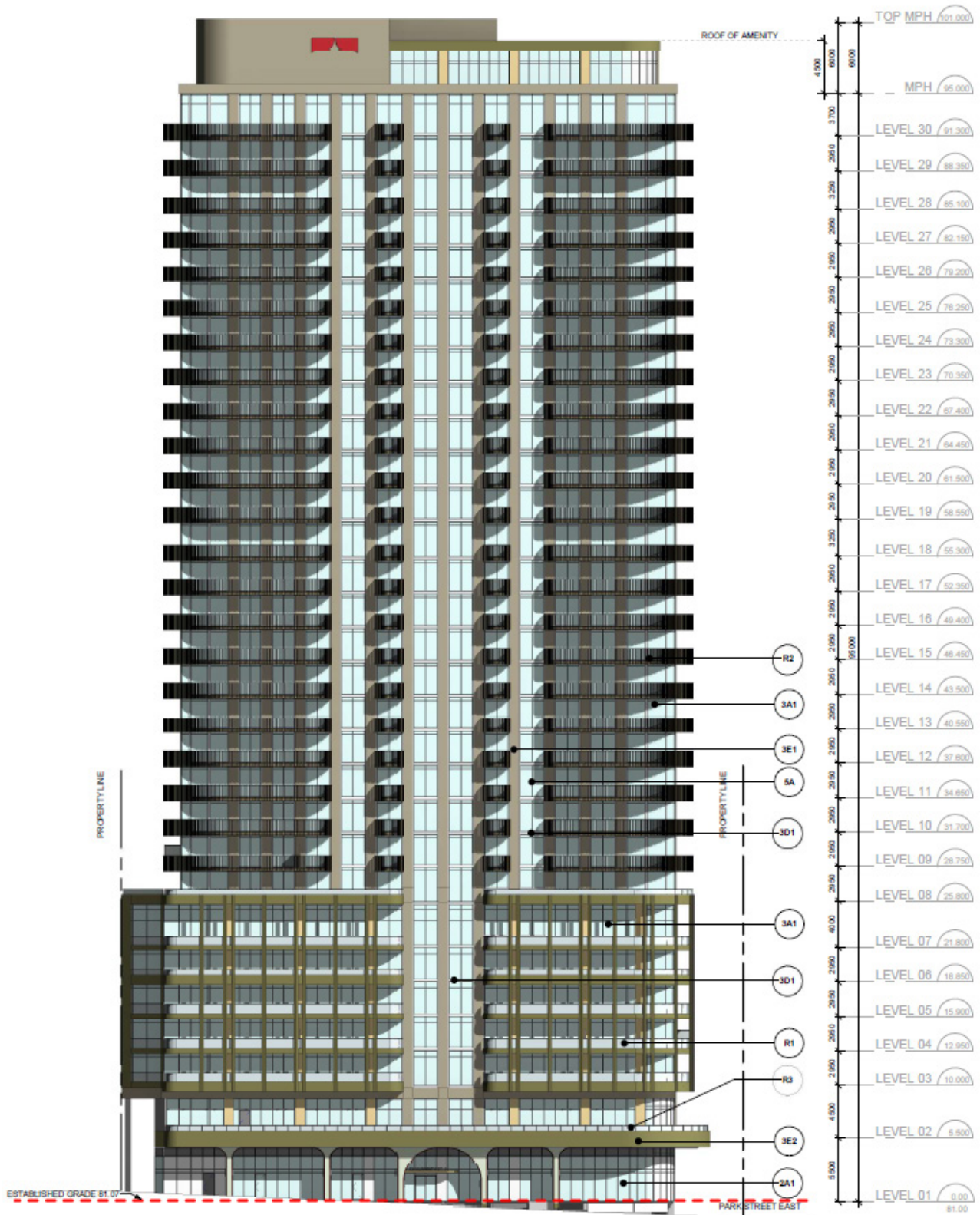


Figure 15 - North elevation (Source: Kirkor)

4.3 Access Locations, Pedestrian and Vehicular Circulation

The development prioritizes efficient and safe circulation for pedestrians, cyclists and vehicles. The main residential entrances are located along Elizabeth Street North, ensuring direct and convenient access to the public realm. Vehicular access is provided from Park Street East, towards the rear of the site. Underground parking accommodates both residents and visitors, while dedicated short-term and long-term bicycle parking supporting active transportation. Short-term bicycle parking spaces are located at grade along Elizabeth Street North and Park Street East, while a walkway is proposed along the north and west portion of the site to ensure safe pedestrian access.

Vehicular access to parking and servicing areas are strategically positioned away from main sidewalks, ensuring pedestrian safety and minimizing visual impact. Parking and servicing areas are fully enclosed

within the building. Pedestrians can access the underground parking via an elevator located from the residential lobbies.

The proposed main entrance and residential lobby are strategically positioned along Elizabeth Street North, providing convenient access to the nearby bus stop on Elizabeth Street and Port Credit GO station, further integrating the development with the public transit network.

The development incorporates translucent materials for ground-level amenity areas, fostering visibility and connectivity between indoor and outdoor spaces. This enhances the pedestrian experience by activating the street frontage and promoting interaction. Additionally, the upper-floor residential units are designed to reflect a modern architectural form that aligns with the neighbourhood's character while making a distinct architectural statement.



Figure 16 - Street view from Park Street E (Source: Kirkor)

4.4 Landscaping

The proposal includes a total landscaped area of 182.3 m² at-grade with a soil volume of 508.6 m³. Key landscape features include widened sidewalks, trees and shrubs (50% native species), and high-quality paving materials, contributing to an inviting and walkable environment in the vicinity of the site. The proposed development also introduces a patio with seating areas and green spaces along Elizabeth Street North, providing comfortable gathering spaces for residents and visitors and encouraging social interaction. It also includes a kids' play area along the interior side lot line, catering to amenities for various demographics and providing activation along the perimeter of the site.

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.

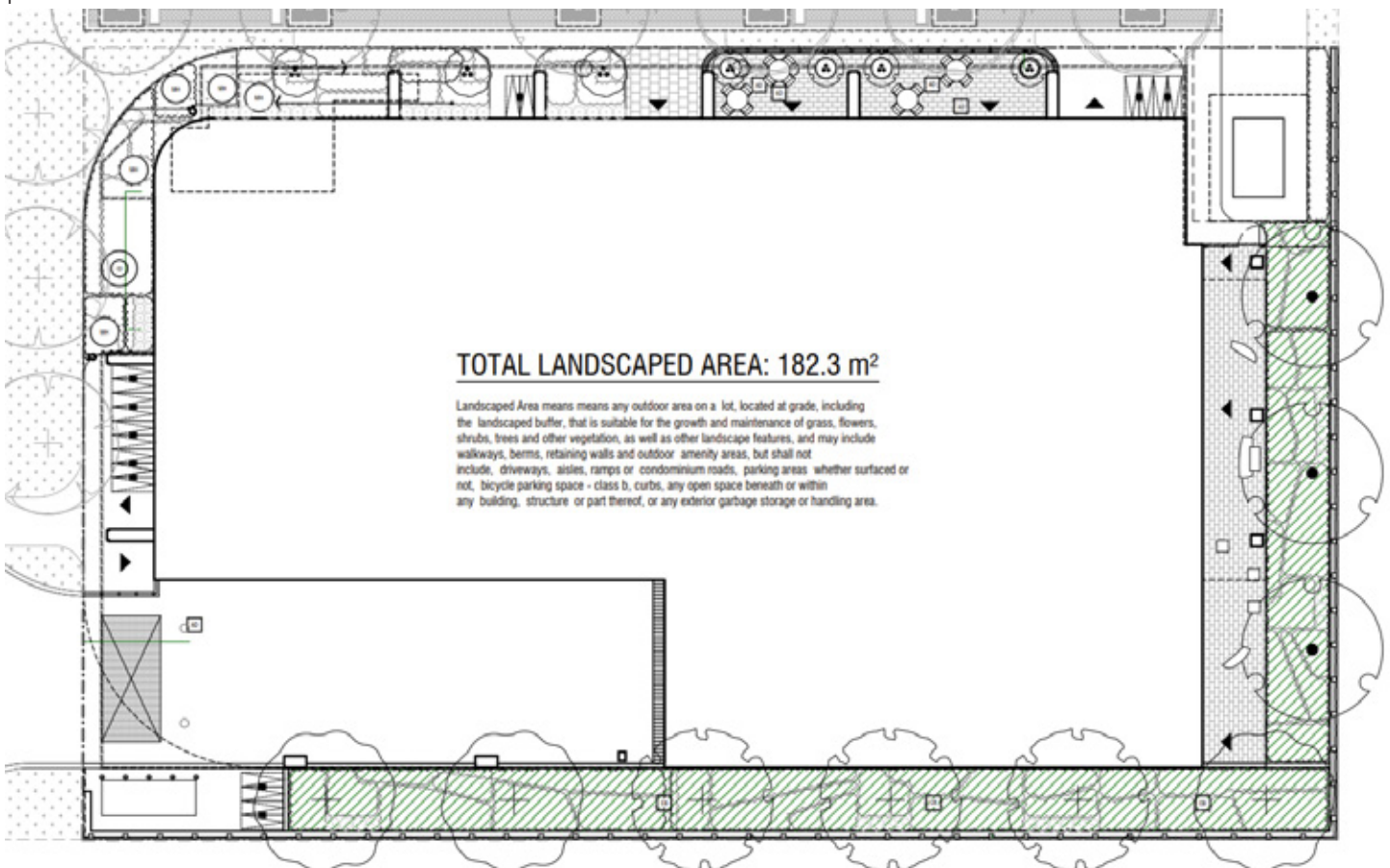


Figure 17 - Landscape area - key plan (Source: Land Art Design)

4.5 Amenity Space

The proposed development provides a total amenity space of 1,513.17 m², with 940.50 m² of indoor space and 572.67 m² of outdoor, resulting in a ratio of 4.0 m² per unit.

The indoor amenity spaces are located on the first and second floors of the podium and at the rooftop mechanical penthouse level while at-grade outdoor amenity spaces include a patio along Elizabeth Street North and a kids' play area along the east lot line.

A portion of the second floor is occupied by amenity space with 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 wash station along Elizabeth Street North and Park Street East and a lounge and patio space to the rear.

Outdoor at-grade and indoor ground floor amenity spaces are designed to foster a seamless connection between indoor and outdoor environments, enhancing the pedestrian experience and visual permeability.

Openings and transparency within the façade at-grade enhances visibility and accessibility, contributing to a vibrant and welcoming streetscape. To further improve accessibility, main entrances to the proposed building are equipped with ramps, ensuring ease of access for all users, including those with mobility challenges.



Figure 18 - Street view from Park Street E and Elizabeth Street N (Source: Kirkor)

4.6 Shadow Study

The Sun/Shadow Study and subsequent Shadow Study Letter have been prepared by Kirkor 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).

Key findings include:

Minimal Shadow Impact: Shadows do not persist beyond two consecutive test times, ensuring adequate sunlight for private outdoor spaces.

Public Areas Unaffected: Sidewalks, parks, and plazas experience no significant incremental shading.

No Impact on Plant Growth: Turf and flower gardens in public parks receive sufficient sunlight during the growing season (March–October).

Communal Amenity Areas: Outdoor spaces receive varied sun exposure, with full sun at midday in warmer months and some shadowing in winter.

Solar Energy Potential: 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.

4.7 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.

4.8 Noise and Vibration Feasibility Study

A Noise and Vibration Feasibility Study was conducted 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.

4.9 Tree Inventory / Tree Preservation Plan and Arborist Report

The Arborist Report and Tree Inventory & Preservation Plan was conducted by Kuntz Forestry Consulting Inc. 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.

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5.0 CONCLUSION

It is our opinion that the proposed development delivers a good urban design. It considers key design policies and guidelines contained within the *MOP*, *PCLAP* and *PCBFG*, thoughtfully responding to site-specific considerations and the surrounding context.

The proposed development optimizes an underutilized site within an existing apartment neighbourhood in proximity to two higher-order transit stations. Its design leverages the site's proximity to public transit and community services and amenities, enhancing the public realm along Elizabeth Street North and Park Street East, while achieving a transit-supportive and context-sensitive density. The project demonstrates compatibility with the Port Credit Community Node and the Port Credit GO PMTSA in terms of height, scale, density and architectural treatment.

The proposed development incorporates landscaped buffers and indoor and outdoor amenity spaces, contributing to active uses on the site and an improved pedestrian environment in the vicinity of the Port Credit GO Station. It incorporates improvements that enhance opportunities for active transportation, including a pedestrian walkway along north and west portion of the site, short-term bicycle parking spaces along Elizabeth Street North and Park Street East and a partial parking level dedicated entirely to long-term bicycle parking spaces and amenities. The building is designed to maximize tower separation distances to ensure appropriate transitions in height and scale and protect for privacy, sunlight, and sky views.

A Shadow Study prepared by Kirkor Architects found that the proposal generally meets the City's standards. With the implementation of mitigation measures, wind conditions are expected to be comfortable within proposed amenity areas and the existing public realm in the vicinity of the site throughout the year. This includes a large canopy between the ground and second floors to limit downwashing and create comfortable wind conditions throughout the site. 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.

The proposed development utilizes an integrated urban design approach that prioritizes functionality, sustainability and design within an evolving urban context. By replacing low-density dwellings with a high-density residential development, the design optimizes an underutilized site while contributing to a vibrant streetscape along Elizabeth Street North and Park Street East.

Overall, the proposed development demonstrates thoughtful urban design and represents a desirable and appropriate redevelopment for the area.

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