

»» **PLANNING RATIONALE**

50 High Street East Mississauga, Ontario

August 2025





Sajecki Planning Inc.

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1.0

Introduction

This Planning Justification Report has been prepared by Sajecki Planning Inc. on behalf of Mahogany Management to support a Zoning By-law Amendment (ZBA) application that seeks to facilitate the redevelopment of the property at 50 High Street East (the “subject site” or “site”) in the City of Mississauga.

The subject site is in Ward 1, located on the north side of High Street East between Elizabeth Street North and Helene Street North, with a frontage of approximately 20 meters along High Street East. Currently, the site is occupied by a three-storey apartment building and a surface parking lot. The site is rectangular in shape and has an approximate area of 1,022 m² or 0.25 acres. It is within the Port Credit Character Node and subject to the Port Credit Local Area Plan per Schedule 9 – Character Areas of the City of Mississauga Official Plan (MOP). The site is designated Residential High-Density per Schedule 10 – Land Use Designations of the MOP and is zoned Residential Apartment (RA1) with Exception 6 per City of Mississauga Zoning By-law 0225-2007.

The ZBA application seeks to permit an 11-storey purpose-built rental apartment building that is comprised of 100% affordable units. The proposal contemplates a total of 96 units, supported by a considerable supply of amenity space at a ratio of 6.0 m² 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 Zoning By-law.

A Development Application Review Committee (DARC) Meeting was held on March 25th, 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 a ZBA application. The DARC submission requirements checklist (DARC 25-30 W1) is attached (see Appendix A). Summaries of other technical reports and studies completed to support the ZBA application are provided in Section 5.0 of this report.

Parcel Details	
Lot Area	1,024.2 m ²
Frontage	20.14 m

TABLE 1. Parcel Details.



FIGURE 1. Aerial Photo of Subject Site.

2.0

Site & Surroundings

2.1 The Site

The subject site is legally described as PLAN 300E LOT 9. It is located on the north side of High Street East between Elizabeth Street North and Helene Street North in Ward 1 of the City of Mississauga (see Figure 1). Situated between the two major intersections of Lakeshore Road East and Elizabeth Street North (150 meters to the south) and Lakeshore Road East and Hurontario Street (280 meters southeast), 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 200 meters to the north of the site.

The site has a rectangular shape with an approximate area of 1,022 m² (0.25 acres) and a frontage of 20 meters along High Street East. Currently, it is occupied by a three-storey apartment building and a surface parking lot.

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



FIGURE 2. View of the existing apartment building, looking south from High St E



FIGURE 3. View of the existing apartment building, looking north from High St E

2.2 Planning History

There are no previously approved Official Plan or Zoning By-law amendments pertaining to the site. Further, there are no prior applications and approvals through the Committee of Adjustment associated with the site.

2.3 Surrounding Area

2.3.1 Area Context

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 200 meters 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 Road East.



FIGURE 4. Site Context

- P11 Fresco Way Park
- P12 Tecumseh Park
- P13 Michael J. Collins Pond

- L1 Port Credit Memorial Arena Pop Up Library
- L2 Cranberry Cove Free Little Library
- L3 Port Credit Library

- S1 Forest Avenue Public School
- S2 The School Creative Arts Education
- S3 Applewood Rainbow Montessori School
- S4 Impressions School of the Arts
- S5 Riverside Public School
- S6 St. Luke Catholic Elementary School
- S7 Port Credit Secondary School
- S8 Mineola Public School
- S9 Kenollie Public School
- S10 Mentor College - Main Campus

- C1 Trinity Anglican Church
- C2 Saint Andrew's Memorial Presbyterian Church
- C3 St. Mary Star of the Sea
- C4 Christ First United Church
- C5 Westedge Community Church of St. Mark-Lutheran

- D1 PLASP Child Care Services - Forest Avenue
PLASP Child Care Services - Riverside
- D2 Fun School
- D3 Prince Edward Montessori School
- D4 Mississauga Kenollie YMCA Before and
- D5 After School Program
- D6 Blue Elephant

- Port Credit Royal Canadian Legion
- Lions Club of Credit Valley Outdoor Pool



FIGURE 5. Surrounding Heights

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, with recent approvals permitting heights up to 36 storeys. Land uses adjacent to the subject site include a mix of low to high density residential apartments with surface and underground parking and low-rise commercial buildings. The description of the immediate land uses outlined below are based on the orientation noted in Figure 3. Immediate surroundings within the apartment neighbourhood include:

North

Located directly north of the site are several 1-2 storey detached dwellings fronting Park Street East and Elizabeth Street North and a 14-storey apartment building (55 Park Street East). Across Park Street East to the north and northwest are several apartment buildings, ranging in height from 6 to 14-storeys (52 Park Street East, 28 Helene Street North, 49 Queen Street East, 28 Elizabeth Street North, 26 Park Street East), with a mixture of surface and underground parking. Further north is the Port Credit GO Station and railway line. Beyond the railway line is the Mineola neighbourhood and PMTSA, which consists primarily of single detached dwellings. Approximately 800 meters northwest of the site is Port Credit Secondary School and Mineola Public School.

East

Directly east of the site is a 10-storey apartment building (12 Helene Street North) with a surface parking lot and underground parking. On the east side of Helene Street North is a 14-storey apartment building (66 High Street East) and 12-storey apartment building (65 Park Street East). Further east is a 2-storey detached residence, 2-storey Bell utility building, and surface parking lot. Within 400 meters east of the site is Harold E. Kennedy Park and Forest Avenue Public School. Further east and about 800 metres from the site is Mentor College.

West

Directly west of the site is a 10-storey apartment building (15 Elizabeth Street North) with surface and underground parking. Across Elizabeth Street North are two three-storey apartment dwellings (14A and 14B Elizabeth Street North) and a 10-storey apartment building (20 Elizabeth Street North). Further west are 16 and 17-storey residential buildings with underground parking (30 High Street East and 21 Park Street East).

Of note, Port Credit Memorial Park and Arena and the Port Credit Library are located within 400 meters west of the subject property. On the other side of the Credit River, about 500 meters from the site, is Riverside Public School and Marina Park. JC Saddington Park is located approximately 800 meters southwest of the site.

South

On the south side of High Street East is an 8-storey apartment building (7 Elizabeth Street North) and a one-storey convenience store and two-storey retail building with surface parking (6 and 8 Helene Street North). To the southwest is a 14-storey apartment building (31 High Street East) and to the southeast is a 5-storey apartment building with surface parking (7 Helene Street North). Further south are surface parking lots and a variety of 1-2 storey commercial businesses that front Lakeshore Road East, primarily consisting of retail, medical services, and restaurants.

The Port Credit Harbour Marina is located at the southern terminus of Elizabeth Street North and is adjacent to St. Lawrence Park.

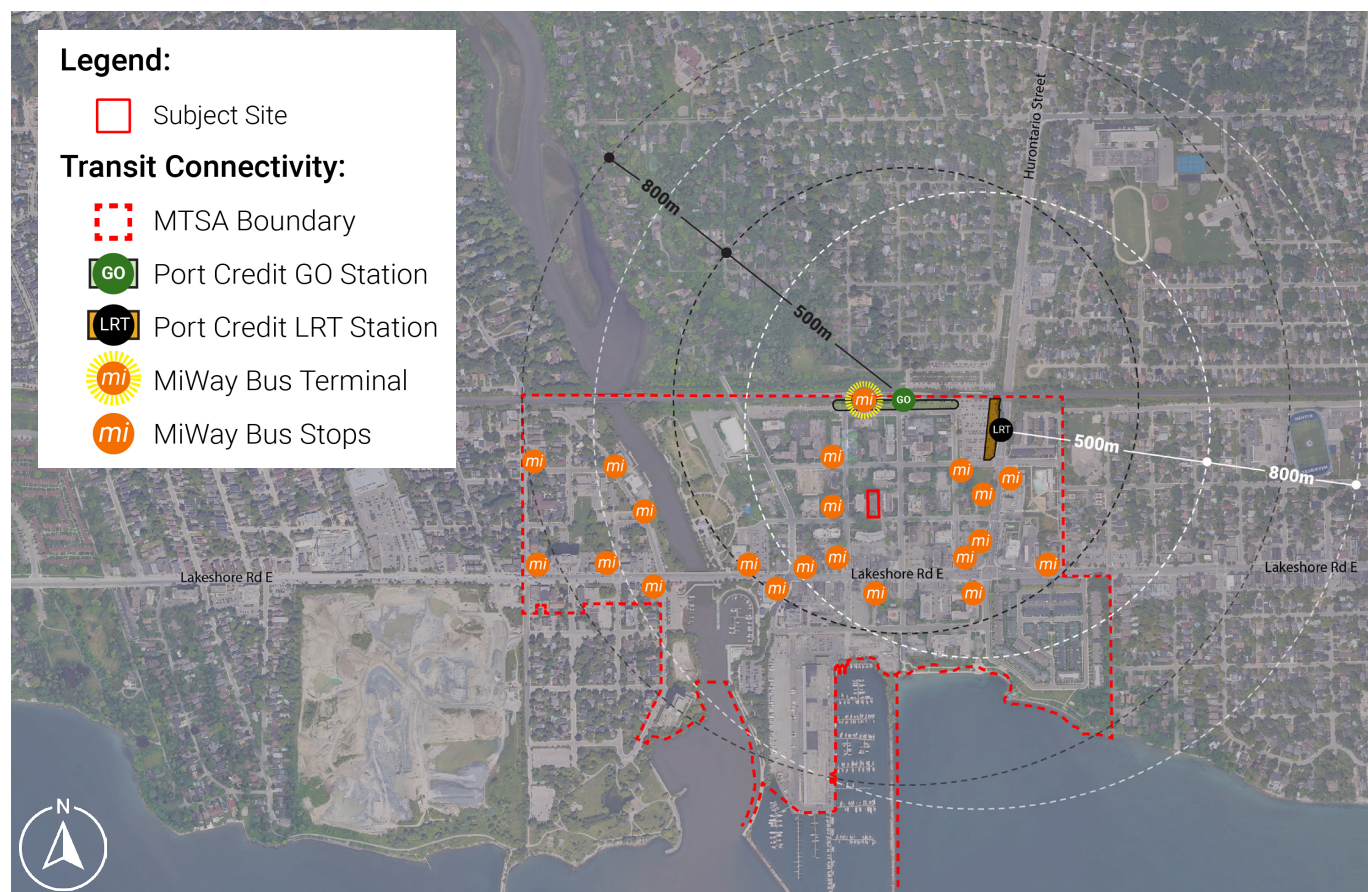


FIGURE 6. Existing Site Conditions and Transit Proximity

2.4 Nearby Development Activity

Port Credit is an established residential apartment neighbourhood with a mix of walk-up apartment buildings, slab tower buildings, newly constructed high density apartment buildings, surface parking lots, and several single-detached dwellings. The built form typology along Lakeshore Road 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 residential and mixed-use apartment buildings. Table 2 outlines major active development applications within 400 meters of the site. The locations of the proposed developments are also highlighted in Figure 8.

TABLE 2. Nearby Development Activity Within 400m Radius

#	Address	Location	Description	Status
1	42-46 Park Street East and 23 Elizabeth Street North	~120 m northwest of site	» 30 storey residential building containing 444 units	Under Review
2	42 Port Street East and 99 Lakeshore Road East	~150 m southeast of site	» 10 storey mixed use building with 221 units and 1,719 m ² of commercial/retail space	Under Review
3	128 Lakeshore Road East	~180 m east of site	» 8 storey residential building containing 37 units and ground floor commercial space	Approved (OLT)
4	23, 25, 29 and 31 Helene Street North, 53 Queen Street East and 70 Park Street East	~200 m northwest of site	» 38 storey mixed-use building containing 530 units. » 463 square meters of commercial floor area » Existing residential apartment building on the site will be retained	Under Review
5	17 & 19 Ann Street and 84 & 90 High Street East and 91 Park Street East	~200 m northeast of site	» 23 storey residential building containing 363 units and ground floor commercial uses. » Public park » Retention of two historic buildings	Approved
6	88 Park Street East	~250 m north of site	» 36 storey and 29 storey buildings with ~1000 units and commercial and office space within the first three storeys	Approved (OLT)

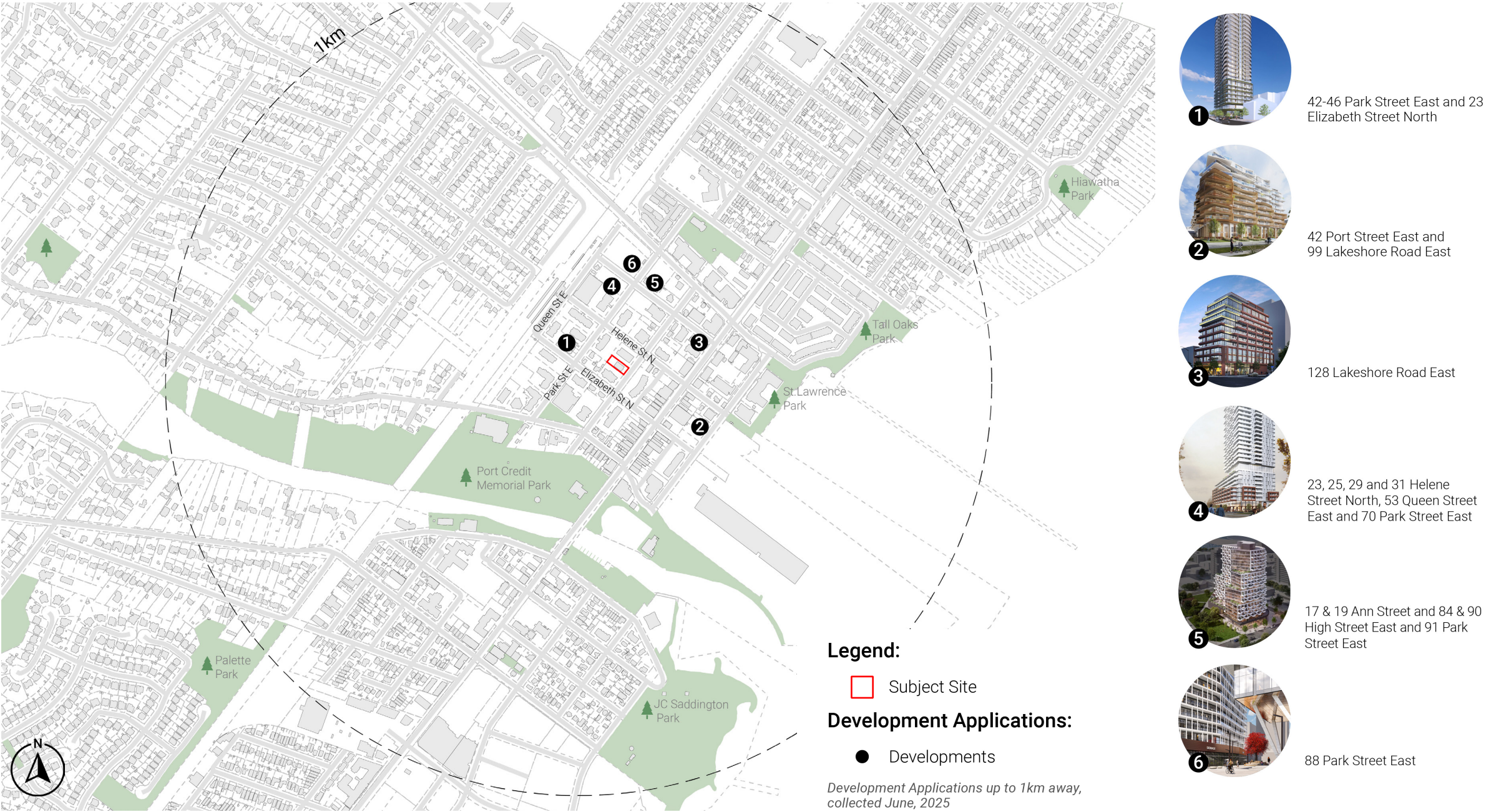


FIGURE 7. Map of Recent Developments within 400m Radius

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. 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

High Street East is a single-lane, two-way local road that generally runs east- west from Hurontario Street in the east to the Port Credit Library in the west. The portion of High Street East fronting the subject site includes sidewalks along both sides and has a current width of approximately 10 meters. Per Chapter 8: Create a Multi-Modal City of the Mississauga Official Plan, the Right-of-Way (ROW) range for local streets in the Port Credit Community Node is 17 to 22 meters.

Elizabeth Street North is a single-lane, two-way Minor Collector, as identified in Schedule 5 of the MOP, running north-south between Park Street

East and Port Street East. The intersection with High Street East is a four-way stop. Sidewalks are located on both sides of the street.

Helene Street North is a single-lane, two-way local road that runs north-south from the Port Credit GO Station to Port Street East. The intersection with High Street East is a four-way stop. Sidewalks are located on both sides of the street.

Hurontario Street is identified as an Arterial Road in Schedule 5 of the MOP and has a ROW width of 30 meters. 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 Schedule 5 of the MOP, with a ROW width of 26 meters. In proximity to the site, Lakeshore Road East is four lanes wide with on-street parking on both sides of the roadway.

Legend:



Schedule 5 Long Term Road Network

	Provincial Highway and Interchange
	Regional Arterial
	Arterial
	Future Arterial (conceptual)
	Major Collector
	Future Major Collector (conceptual)
	Major Collector (Scenic Route)
	Regional Major Collector (Scenic Route)
	Minor Collector
	Future Minor Collector
	Minor Collector (Scenic Route)
	Future Road Link to be added.

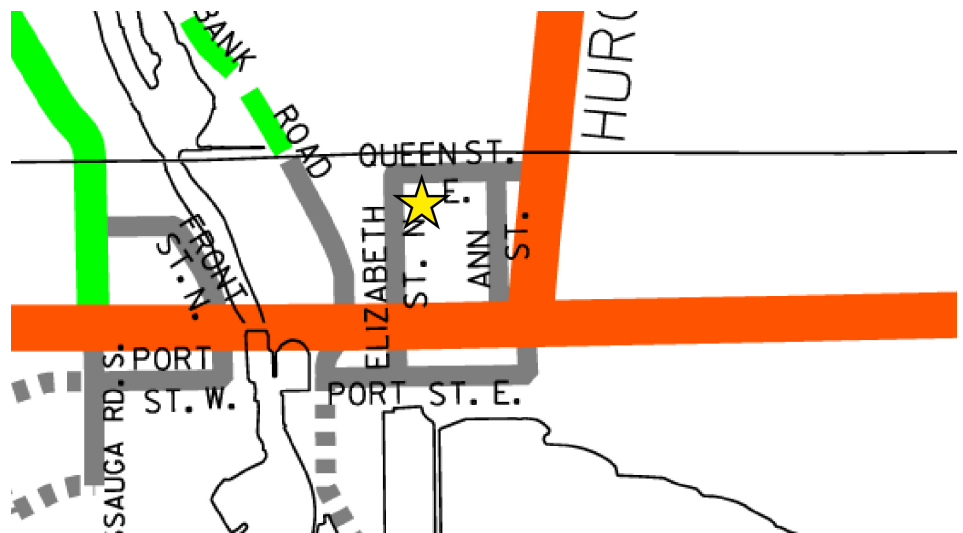


FIGURE 8. Road network (Source: City of Mississauga)

2.5.2 Transit Network

The subject site is well-connected to the existing and planned transit network. It is approximately 200 meters south of the entrance to Port Credit GO Station and approximately 350 meters southwest of the under-construction Hazel McCallion LRT Station along Hurontario Street, which will be located adjacent to the Port Credit GO Station.

GO Train Service

At Port Credit GO Station, the Lakeshore West train operates on a 30-minute delivery window throughout the day. More frequent train service is provided during rush hour. Eastbound trains stop at Long Branch, Mimico, Exhibition and Union Station in Toronto. Westbound trains stop at Clarkson Station in Mississauga, the Oakville and Bronte Stations in Oakville, the Appleby and Burlington Stations in Burlington, and the Aldershot, Hamilton, and West Harbour Stations in Hamilton. Further train service to the St. Catherine's and Niagara Falls Stations is provided a few times a day.

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. The 18-kilometer line will run north-south along Hurontario Street between Port Credit GO Station and the Brampton Gateway Terminal. A total of 19 stations are proposed, which will provide connections to the Lakeshore West GO Transit Line, Milton GO Transit Line, Mississauga Transit Way, Zum Transitway, various MiWay bus routes, and future higher order transit along Dundas Street. By 2031, the LRT is expected to accommodate 118,000 passengers each weekday. Within the vicinity of the subject site, a new LRT stop is under construction at the northwest corner of Hurontario Street and Park Street East.

Bus Services

Bus stops at Port Credit GO Station and the intersection of Elizabeth Street North and High Street East support the following MiWay routes:

- » Route 2: Provides regular service along Hurontario Street between the Port Credit GO Station and the City Centre Transit Terminal.
- » Route 8: Provides regular service from the Port Credit GO Station east to Cawthra Road then north to Bloor Street. The route then continues west along Mississauga Valley Boulevard to the City Centre Transit Terminal.
- » Route 14: Provides regular service east-west from the Port Credit GO Station to Clarkson

GO Station. The route primarily travels east-west along Indian Road and Truscott Drive then north-south along Winston Churchill Boulevard and Southdown Road. At Clarkson GO Station, connections to Oakville Transit services are provided.

- » Route 23: Provides regular service east-west along Lakeshore Road East between Clarkson GO Station and Long Branch GO Station. At Long Branch GO, connections to Toronto Transit Commission (TTC) transit services are provided.

Legend:



Subject Site

Schedule 6 Long Term Transit Network

- Provincial Highway and Interchange
- Bus Rapid Transit Corridor
- Bus Rapid Transit Station
- Existing Commuter Rail
- Existing Commuter Rail Station
- Transit Airport Connection
- Higher Order Transit Corridor
- Light Rail Transit Station
- Transit Priority Corridor
- Existing Mississauga Transit Terminal
- Mobility Hub
- Potential Mobility Hub
- Intensification Corridor
- Potential 407 Transitway
- Potential 407 Transitway Station
- Future Enhanced Transit Route

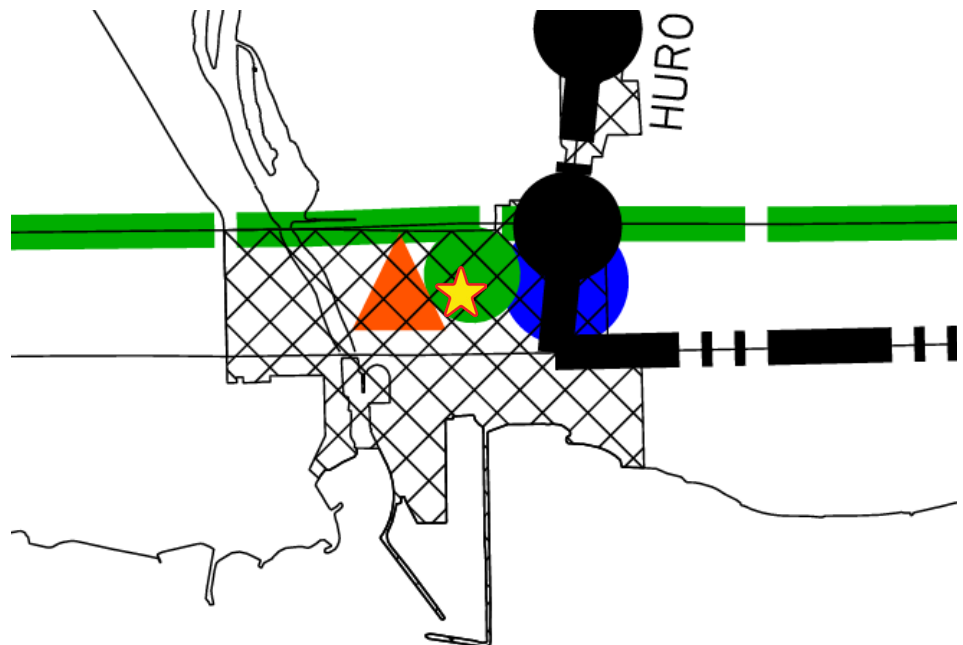


FIGURE 9. Transit Network (Source: City of Mississauga)

2.5.3 Future Transit Services

MOP Schedule 6: Long Term Transit Network identifies Hurontario Street and Lakeshore Road East, between Mississauga Road and Long Branch GO Station, as Higher Order Transit Corridors. Improvements along Hurontario Street will correspond with the implementation of the Hazel McCallion LRT, while those along Lakeshore Road East will reflect the Lakeshore Connecting Communities Transportation Master Plan (LCCTMP).

Per the LCCTMP, local bus service is to be increased by expanding capacity and doubling peak frequency. In addition to the local bus service improvements, express bus service will be introduced by the year 2025. Beyond 2041 and during the final phase of the plan's implementation, the express bus service will be converted into an extension of the Toronto Transit Commission streetcar service from Long Branch GO Station. Per the plan, a stop will be provided at the intersection of Lakeshore Road East and Elizabeth Street – a short walk from the site.

2.5.4 Cycling and Pedestrian Network

Per Schedule 7 – Long-term Cycling Routes of the MOP, the site is located in proximity to the Primary On-Road / Boulevard Routes of Hurontario Street and Lakeshore Road East. These routes will run north-south and east-west respectfully, and connect with several key bicycle corridors.

Currently, a signed “Trail-to-GO” bicycle route is located between Port Credit GO Station and Port Street East. This route runs south along Helene Street North, west along Park Street East, then south along Elizabeth Street North to connect the station with the Waterfront Trail, which is a paved multi-use trail shared by cyclists and pedestrians extending over 3,600 kilometers. The trails at Port Credit Memorial Park and J.C. Saddington Park may be accessed via the Waterfront Trail connection.

3.0

Proposal

3.1 Development Overview

50 High Street East adds much-needed purpose-built rental housing to Port Credit. The proposal targets 100% affordable housing units of varying types and sizes to help broaden the range of housing available within the local neighbourhood, and ensures the community remains accessible to residents of all ages and incomes.

The design of the building maximizes the site’s potential and creates a strong sense of place and identity through unique architectural detailing, while respecting the existing character of the surrounding apartment neighbourhood.

Further, the design enhances the landscaping, front yard, and streetscape of 50 High Street East, is transit-supportive, and encourages the use of active transportation.

The proposed development consists of an 11-storey rental apartment building with a total Gross Floor Area (GFA) of 5,612.89 m² (60,417 ft²) and a target of 100% affordable units. The 96 units consist of a range of types and sizes, as detailed below in Table 3.

Amenity space is proposed at-grade and on the 10th floor and roof of the building at a ratio of 6.0 m² per unit, totaling 580.86 m²

A limited number of parking spaces are proposed, given that the site is within a PMTSA. The five proposed parking spaces are located at-grade and include one accessible parking space and 4 vehicle visitor parking spaces, accessed from a driveway off High Street East. A total of 64 bicycle parking spaces are proposed.

TABLE 3. Proposed Site Statistics

Site Area	1,022.21 m ²
Building Height - Storeys	11 storeys
Building Height - Metres	40.8 m
Gross Floor Area (GFA)	5,612.89 m ²
Floor Space Index (FSI)	5.49
Dwelling Units	96 Units
	One-Bedroom 60 (63%)
	Two-Bedroom 35 (36%)
	Three-Bedroom 1 (1%)
Amenity Space	580.86 m ²
	Outdoor Amenity 493.64 m ²
	Indoor Amenity 87.22 m ²
Bicycle Parking Spaces	64
	Residents (Class A) 58
	Visitors (Class B) 6
Vehicle Parking Spaces	5
	Vehicle Parking Spaces (Visitors) 4
	Vehicle Parking Spaces (Accessible) 1
Loading Spaces	1

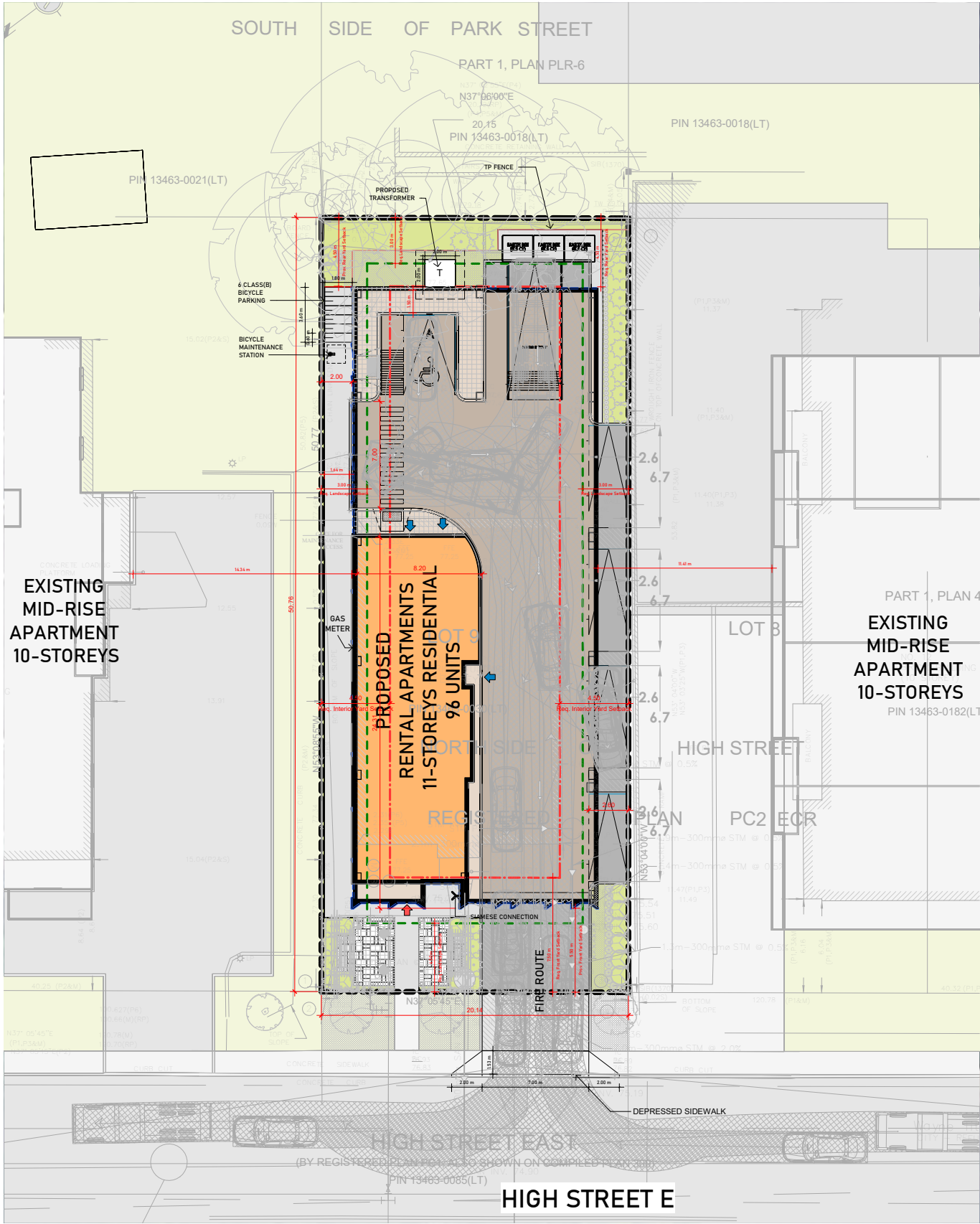


FIGURE 10. Proposed Site Plan (Source: Chamberlain Architects)

3.1.1 Site Layout, Connectivity and Landscaping

The proposed development is an 11-storey residential building fronting High Street East. At grade, the building is setback 5.5 meters from the front property line, 2.0 meters from the interior lot lines to the east and west, and 4.5 meters from the rear property line. The setbacks include a landscaped buffer in the front and rear of the property.

A 1.8 meter wide pedestrian walkway wraps around the front, western edge, and rear area of the building, providing a link between the main building entrance, bicycle parking areas, accessible parking space, and loading space.

The proposal includes a total soft landscaped area of 117.81 m² at-grade, of which 73.93 m² is proposed for outdoor amenity area. The building is generously setback from High Street East to reflect the existing built form pattern and landscaped setbacks along High Street East. As part of the proposal, this area will receive refreshed landscaping that will be integrated with the proposal's landscape plan for the front yard.

3.1.2 Massing and Built Form

The building can be characterized as a taller mid-rise building, at 11-storeys and 40.8 meters in height. The proposed built form is highly compact, with a gross floor area of 5,612.89 m² and FSI of 5.49. The typical floor plate for the residential floors is approximately 640 m² of gross constructable area, with the plate reducing to 536 m² at the rooftop. The building's overall massing is consistent with that of the adjacent properties on the development block.

The building is positioned at the site to maintain the character of the surrounding neighbourhood by preserving the generous front yard setback. The above grade separation between the proposed building and the 10-storey apartment building to the east (12 Helene Street North) is 11.4 meters, and the separation to the 10-storey apartment building to the west (15 Elizabeth Street North) is 14.3 meters.

The front of the building steps back at the 10th floor, at which point an outdoor amenity area wraps around the indoor amenity area along High Street and along the front portion of the side facades. The stepback varies in width from 2 to 3 meters. The 11th floor and roof deck mirror the stepback imposed by the outdoor amenity area of the 10th floor. Throughout all other floors of the building, architectural elements and different building materials are creatively utilized to create the illusion of additional stepbacks. No residential unit balconies are provided in order to maintain the privacy of adjacent properties and increase the interior size of the units.

3.1.3 Servicing and Access

Vehicular access to the accessible parking space, visitor parking spaces, and loading space is proposed via a single driveway off High Street East. The driveway is “L” shaped connecting from the property line to the rear of the site, where it then extends west to provide space for truck maneuvering. The driveway, parking spaces, and loading area are located at-grade within the footprint of the building. Further, a waste collection area is located at the rear of the site.

A total of five parking spaces are provided on site, including four visitor parking spaces and one Type A accessible parking space. Six bicycle parking spaces are provided outdoors at the rear of the building and 58 are provided indoors in designated parking areas (30 on the ground floor behind the property management office and 28 in the basement). The bicycle parking area on the ground floor has a designated entrance from the rear of the building.

The main entrance to the building is off of High Street East and is adjacent to the proposed outdoor amenity area in the front yard. The main entrance leads into a vestibule and modest lobby space. Two elevators are located on the eastern side of the lobby, and a property management office is located on the north side. A sidewalk runs around the east side of the building from the main entrance, along the driveway, to the stairs at the rear of the building. The staircase is positioned at the center of each residential floor.

3.1.4 Amenity Areas

An amenity ratio of 6.0 m² per unit is proposed, resulting in a total amenity area of 580.86 m². Table 4 provides a breakdown of the amenity areas.

The outdoor and indoor amenity spaces are located in the front yard, on the 10th floor, and on the roof deck, with each oriented towards High Street East. The 10th floor and roof deck amenity areas provide 360-degree views of the surrounding neighbourhood, including of the marina and Lake Ontario to the south. The roof deck amenity area occupies 70% of the roof’s floor plate to maximize its capacity, and is protected on all sides by 1.8-meter wind barriers to create a comfortable experience for all users.

TABLE 4. Amenity Areas

Location	Type	Area
Front Yard (At-Grade)	Outdoor Amenity	73.93 m ²
10th Floor	Indoor Amenity	87.22 m ²
	Outdoor Amenity	45.15 m ²
Roof Deck	Outdoor Amenity	374.56 m ²
TOTAL		580.86 m ²

3.2 Required Approvals

3.2.1 Overview

The subject site is designated Residential High Density 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 per Schedule 2B – Port Credit Community Node Height Limits. No amendment to the Official Plan is required to facilitate the development.

The site is zoned Residential Apartment 1 (RA1) with site-specific Exception 6, which permits a maximum height of 4-storeys or 13 meters. The exception permits a minimum floor space index of 1.0 and a maximum floor space index of 1.8.

Amendments to the Zoning By-law are required to permit the proposed development. The proposed zone is Residential Apartment 3 (RA3) with a site-specific exception to permit the proposed height, setbacks, and floor space ratio, amongst other performance standards.

3.2.2 Zoning By-Law Amendment

The site is zoned Residential Apartment 1 with an exception (RA1-6) in City of Mississauga Zoning By-law 0225-2007. This zoning permits residential apartment use but restricts density to a far greater extent than the Official Plan permits. Specifically, zoning regulations restrict the maximum height to 4-storeys, whereas the Port Credit Local Area Plan permits up to 15-storeys. The key objective of this application is to contemporize the site's zoning regulations to align them with the City's vision and modern policy framework, as provided by the Official Plan.

A Zoning By-law amendment is required to permit the proposed development on the site, including the proposed building height and density. The

proposed zone is RA3-XX. The Residential Apartment 3 (RA3) zone permits heights of up to 12-storeys.

3.2.3 Rental Housing Demolition Application

The protection of the existing rental housing supply is a key City imperative. Developments will seek to demolish or convert six or more rental units are subject to the City's Rental Housing Protection By-law 0121-2018, which was approved by Council in June 2018. The by-law requires a Section 99.1 Permit to allow for the removal of rental housing. The by-law applies when the following conditions are met:

- a. There are six or more existing rental units on site
- b. The City's vacancy rate is below 3%
- c. Rents are 1.75 times the average market rent or low

It is anticipated that the 11 rental units within the existing building will be subject to the Rental Housing Protection By-law. As such, a Rental Housing Demolition & Conversion Application has been filed concurrently with this ZBA application.

3.2.4 Site Plan Approval (SPA)

Per the Site Plan Control By-law 0293-2006, all land within the City is designated a Site Plan Control area and no development may be undertaken without site plan approval. The site plan process ensures the proposed development is consistent with the policies of the Official Plan and that technical matters and design issues are resolved prior to the issuing of a building permit.

The proposed apartment building will require a Site Plan Approval Application, which will be filed at a later date.

3.3 Public Consultation

Public consultation relating to this project will follow the regulations of the Planning Act and City of Mississauga planning approvals process. 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 both online and in-person, and an application notice sign will be posted on the subject site and updated throughout the development process as required. A statutory public meeting at Planning and Development Committee 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 meters.

To date, the following meetings have occurred to keep the community informed about the development and receive feedback on the proposal:

- » May 12th, 2025: Meeting with Ward 1 Councillor Stephen Dasko and the Local Ratepayers Association Board Members (Virtual)
- » June 18th, 2025: Community Meeting (Virtual; Coordinated by the Councillor's Office)

A summary of the community meeting is found in the Community Meeting Report provided in Appendix C.

4.0

Policy Framework

The following sub-sections provide an overview of Provincial and Municipal planning policies that apply to the site. This discussion outlines how the proposed development is consistent with the Provincial Planning Statement, conforms to the Region of Peel Official Plan, and conforms with the direction and policy framework of the City of Mississauga Official Plan.

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:

- (e) the supply, efficient use and conservation of energy and water;
- (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- (h) the orderly development of safe and healthy communities;
- (j) the adequate provision of a full range of housing, including affordable housing;
- (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 or not conflict with provincial plans that are in effect on that date.

The proposed development of the site is consistent with the Planning Act and has regard to matters of provincial interest. The site is an appropriate location for growth as it makes efficient use of provincial and municipal infrastructure, including energy, sewage, water, and waste management systems, as well as local and regional transportation services, such as the Port Credit GO Station and under-construction Hazel McCallion LRT Station. The compact development represents a transit-supportive redevelopment that contributes towards the creation of new housing options, particularly affordable housing. Further, the well-designed built form encourages a sense of place and appropriately fits within the existing and planning surrounding context.

4.2 Provincial Planning Statement 2024

The Provincial Planning Statement (PPS) is a provincial policy document that establishes a planning and land use framework applicable across Ontario. The PPS 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.

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

Chapter 2 of the PPS provides a number of policies intended to support housing development and the creation of strong and competitive communities. Policy 2.1.4(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 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 a variety of housing options and 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 states that settlement areas are to be the focus of growth and development, especially within strategic growth areas, including major transit station areas. Policy 2.3.1.3 requires planning authorities to support intensification and redevelopment to achieve complete communities, including by planning for a range and mix of housing and prioritizing planning and investment in necessary infrastructure and public service facilities.

Section 2.4.1 of the PPS 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 also outlines policies for major transit station areas (MTSAs), requiring municipalities to delineate the boundaries of MTSAs in their official plans. Policy 2.4.2.2 requires municipalities to establish minimum density targets for MTSAs. Policy 2.4.2.3 encourages development and intensification within MTSAs by planning for land uses and built forms that support the achievement of minimum density targets. The PPS 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.

4.3 Region of Peel Official Plan

Chapter 3 of the PPS 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 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.

The proposed development, and the associated ZBA application, are consistent with the PPS. The proposal contemplates a range of affordable 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 Port Credit PMTSA. The site is located within an existing settlement area and within the Region of Peel and City of Mississauga's designated Urban Boundary. The surrounding neighbourhood has abundant schools, community services, trails and parks, and retail/commercial opportunities. The site is within a Strategic Growth Area (Port Credit Community Node and PMTSA) and represents redevelopment that results in a more efficient use of land and existing infrastructure. Further, the proposed development enhances multimodal transportation options around the site by providing bicycle parking spaces and limited vehicular parking to encourage active transportation use.

Policy Context

The Region of Peel Official Plan (ROP) provides a long-term regional strategic policy framework for growth and development while protecting the environment and managing resources. 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, the Cutting Red Tape to Build More Homes Act. Bill 185 received Royal Assent on June 6, 2024, and includes changes to the Planning Act first introduced through Bill 23, the More Homes Built Faster Act, 2022. As a result, Region of Peel land use planning responsibilities were assigned to lower tier municipalities. Consequently, as of July 1, 2024, sections of the Region of Peel Official Plan applicable to Mississauga now constitute part of the Mississauga Official Plan.

Of note, the Province is now the approval authority for certain Official Plan Reviews and amendments under the Planning Act which had previously been the responsibility of Peel Region. The proposed Mississauga Official Plan 2051 (MOP 2051) was adopted by Council on April 16th, 2025. The Plan has been submitted to the Ministry of Housing and Municipal Affairs (MMAH) for final review and approval. Upon its approval by MMAH, MOP 2051 will replace the existing Mississauga Official Plan and repeal the former ROP, as it applies to the City.

As MOP 2051 has not yet been approved by the MMAH, applicable draft policies from MOP 2051 are reviewed in Section 4.5. Policies of the existing City of Mississauga Official Plan (August 7, 2024 Office Consolidation) are reviewed in Section 4.4. below.

Region of Peel Official Plan Policies

Per the ROP, the following designations apply to the site:

TABLE 5. Region of Peel Official Plan Designations

ROP Schedule	Designation
Schedule E-1: Regional Structure	Urban System
Schedule E-2: Strategic Growth Areas	Primary Major Transit System Area (MTSA) and Node/Centre
Schedule E-3: Built-Up Area	Within the Built-up Area
Schedule E-4: Employment Areas	None
Schedule E-5: Major Transit Station Areas	Primary Major Transit System Area (MTSA) and Growth Plan Priority Transit Corridors
Schedule F-1: Rapid Transit Corridors	GO Rail Station, GO Rail Line – 15 Minute Two-Way All Day, and LRT (Light Rail Transit)

Chapter 5 of the ROP contains planning goals, objectives and policies to support the development of complete communities and growth management policy directions. Per Schedule E-1, the site is designated as being within the Urban System. Per Schedule E-3, it is within the Built-up Area. Growth and development are directed to these areas to leverage existing and planned infrastructure investments. (Policy 5.3.1).

New growth in built-up areas through intensification is encouraged (Policy 5.4.11), and municipalities are directed to develop complete communities that are well-designed and transit-supportive with a diverse mix of land uses in a compact built form, able to accommodate people at all stages of life. An appropriate mix of housing, good range of jobs, high quality public open space, and easy access to retail and public service facilities should be provided (Policy 5.4.10).

Policies in Section 5.4.18 further direct intensification to Strategic Growth Areas and promote a compact built form (Policy 5.4.18.1) that optimizes the use of existing infrastructure and services (Policy 5.4.18.2). Reducing dependence on automobiles through mixed-use, transit-supportive, and pedestrian friendly urban environments is encouraged (Policy 5.4.18.5).

Per Schedule E-2 and E-5, the site is within a Primary MTSA and a Node/Centre. Policy 5.6.19.6 defines 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...”. Primary MTSA’s differ from Secondary MTSA’s in that they can support and exceed established density targets.

Per Schedule E-2, the site is within a Node/Centre. Nodes are defined by the ROP as being Strategic Growth Areas. Policies 5.10.34.2 and 5.10.34.5 state that Nodes/Centres will be supported by transit-supportive densities and patterns, particularly along rapid transit corridors, near GO rail stations and transportation hubs, and within Urban Growth Centres, Strategic Growth Areas, and Major Transit Station Areas (MTSAs). Intensification is encouraged at such locations to promote sustainable transportation usage (Policy 5.10.34.40). Policy 5.6.3 encourages compact built forms, and a mix of land uses in areas where existing infrastructure and servicing exists.

Per Schedule F-1, the site is located in proximity to a GO Rail Station (Port Credit GO Station) and GO Rail Line, as well as an under-construction LRT (Hazel McCallion LRT). As such, the site is very well serviced by existing and planned higher order transit.

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, a new LRT station, and MiWay bus routes. The site is within the Urban System and Built-up Area, where the majority of growth is directed by the ROP, and leverages existing infrastructure and services, helping to generate ridership, promote transit use, and more efficiently use land and resources. The proposal includes bicycle parking facilities to reduce dependency on automobiles and is designed with a range of affordable unit types to accommodate people at all stages of life.

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 Office Consolidation of August 7th, 2024, which includes appeal decisions and Council-approved amendments to date. It should be noted that City of Mississauga Council adopted the new City of Mississauga Official Plan 2051 on April 16, 2025.

However, the new Official Plan has not taken effect as it is with the Minister of Municipal Affairs for final approval. This process is further outlined in Section 4.5.

This Section outlines chapters of the MOP that contain relevant policies to help guide the development potential of the site. In the schedules of the MOP, the subject site is designated as the following:

TABLE 6. MOP Schedule Designations

MOP Schedule	Designation
Schedule 1: Urban Structure	Urban System
Schedule 2: Intensification Areas	Primary Major Transit System Area (MTSA) and Node/Centre
Schedule 5: Long Term Road Network	Within the Built-up Area
Schedule 6: Long Term Transit Network	None
Schedule 7: Long Term Cycling Routes	Primary Major Transit System Area (MTSA) and Growth Plan Priority Transit Corridors
Schedule 9: Character Areas	GO Rail Station, GO Rail Line – 15 Minute Two-Way All Day, and LRT (Light Rail Transit)
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; the ability for residents to engage in healthy, safe, and active lifestyles; access to daily needs in 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, wherein development is directed 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 by encouraging compact, mixed-use development that is transit supportive 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 the Port Credit Community Node and PMTSA, as identified on Schedule 1: Urban System and Schedule 2: Intensification Areas, respectively. Community Nodes should provide a mix of uses at a lower density than Major Nodes, but greater density than areas outside of a Node.

In the Official Plan, a Community Node is described as follows:

“Community Nodes provide access to 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 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 to be 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 active transportation (Policy 5.3.3.13).

Policies relating to Intensification Areas are outlined in Section 5.5 of the MOP:

"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 is directed to 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). Intensification Areas are to be planned to maximize the use of existing and planned infrastructure (Policy 5.5.9).

The site is located within two Intensification Areas: the Port Credit Community Node and Port Credit PMTSA. The proposed development is appropriate based on its location in a designated Intensification Area in proximity to several higher order transit routes. The development contributes additional density to a site that is currently underutilized, is transit-supportive, and maximizes the use of existing and planned infrastructure. Its built form is compatible with the 10-storey adjacent developments, being only 11-storeys in height when up to 15-storeys are permitted.

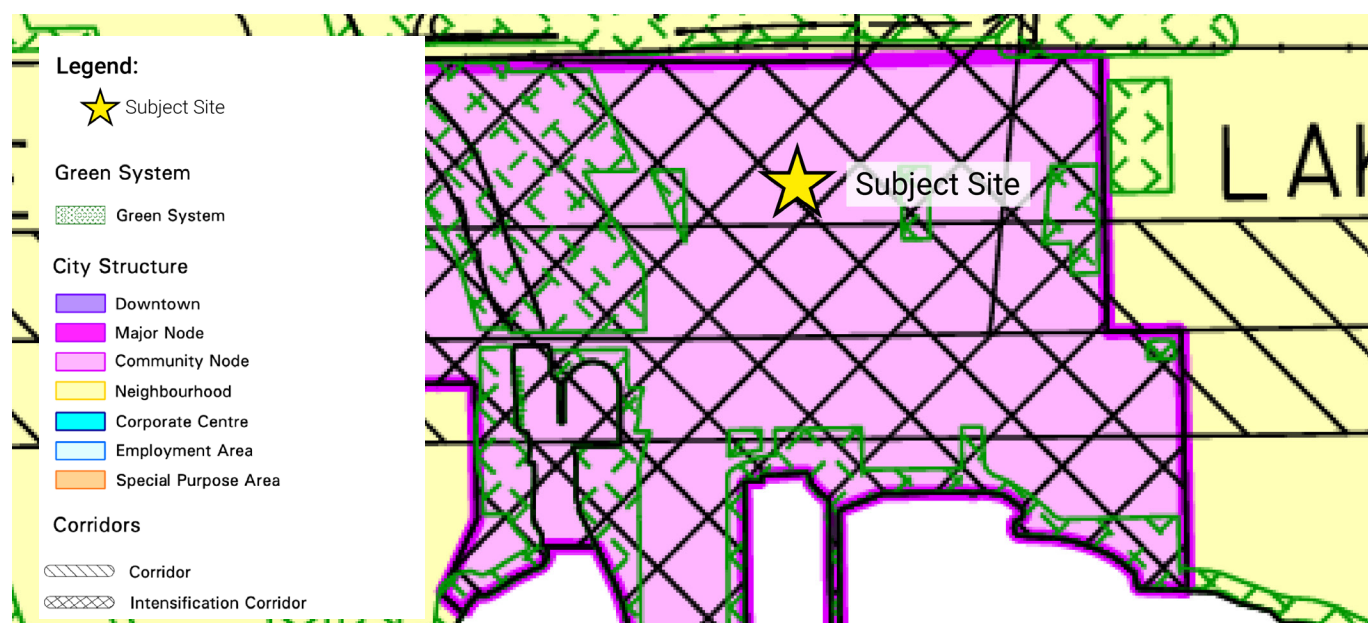


FIGURE 11. Site within MOP Schedule 1 - Urban Structure (Source: City of Mississauga)

Chapter 7 - Complete Communities

The City of Mississauga has a diverse mix of housing types. New housing is anticipated to take the form of high-density buildings, particularly apartments (Section 7.2). The MOP encourages opportunities for the creation of new housing that meets the needs of a diverse population through the development of a range of housing choices in terms of type, tenure and cost. Further, the production of a variety of affordable dwelling types, including for both ownership and rental markets, is encouraged (Policy 7.2.2). Design solutions that support housing affordability while maintaining functional and aesthetic quality are further encouraged (Policy 7.2.8).

The proposal supports the creation of a range of housing options and a complete, diverse and inclusive community. The development targets 100% affordable rental housing units and contemplates a range of unit types and sizes. The following unit mix is proposed:

- » **One-bedroom: 60 Units (63%);**
- » **Two-bedroom: 25 Units (36%); and,**
- » **Three-bedroom: 1 Unit (1%)**

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 an Intensification Area and a Community Node per Schedule 1 – Urban Structure of the MOP.

Policies encourage a high quality, compact, and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation,

complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas (Policy 9.2.1.4). Per the City of Mississauga, the preferred location of tall buildings – which are defined as buildings that have a height greater than the width of the street on which they front – is in proximity to existing and planned MTSAs (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 (Policies 9.2.1.10, 9.2.1.11, and 9.2.1.12). 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).

Section 9.5 provides policies relating to site development and buildings. 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. To ensure compatibility and appropriate transitions to existing and planned surrounding developments, amongst other elements, the proposed development should have regard to the following per Policy 9.5.1.2:

- a. the size and configuration of properties along a street, including lot frontages and areas
- b. continuity and enhancement of streetscapes
- c. the size and distribution of building mass and height
- d. the orientation of buildings, structures, and landscapes on a property
- e. views, sunlight and wind conditions
- f. 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.

The proposed development is of high quality and compact, with minimal vehicle parking provided. It offers a generous number of bicycle parking spaces and is located within the Port Credit MTSA, thereby encouraging active transportation and transit usage. The built form, including the building's mass and height, is appropriate for the surrounding context and respects the character of the area, including the size and configuration of adjacent properties along the street. For example, an 11-storey building with a generous front yard setback is proposed to ensure compatibility with adjacent 10-storey properties, despite 15-storey building heights being permitted as-of-right per the Official Plan.

Further, the design enhances the landscaping of the front yard, as well as the streetscape, along High Street East. Amenity areas, including the lobby on the ground floor and outdoor and indoor spaces on the 10th floor and roof deck, all front High Street East, thereby activating the street frontage and animating the building.

Chapter 11 – Land Use Designations

The site is designated Residential High Density per Schedule 10 of the MOP. In addition to uses permitted in all designations, such as community and transportation infrastructure, conservation, parkland, and transit facilities, the Residential High Density land use permits apartment dwellings, all forms of townhouse dwellings, and uses permitted in the Convenience Commercial designation, except for commercial parking facilities, gas bars, and drive-through facilities (Policy 11.2.5.6).

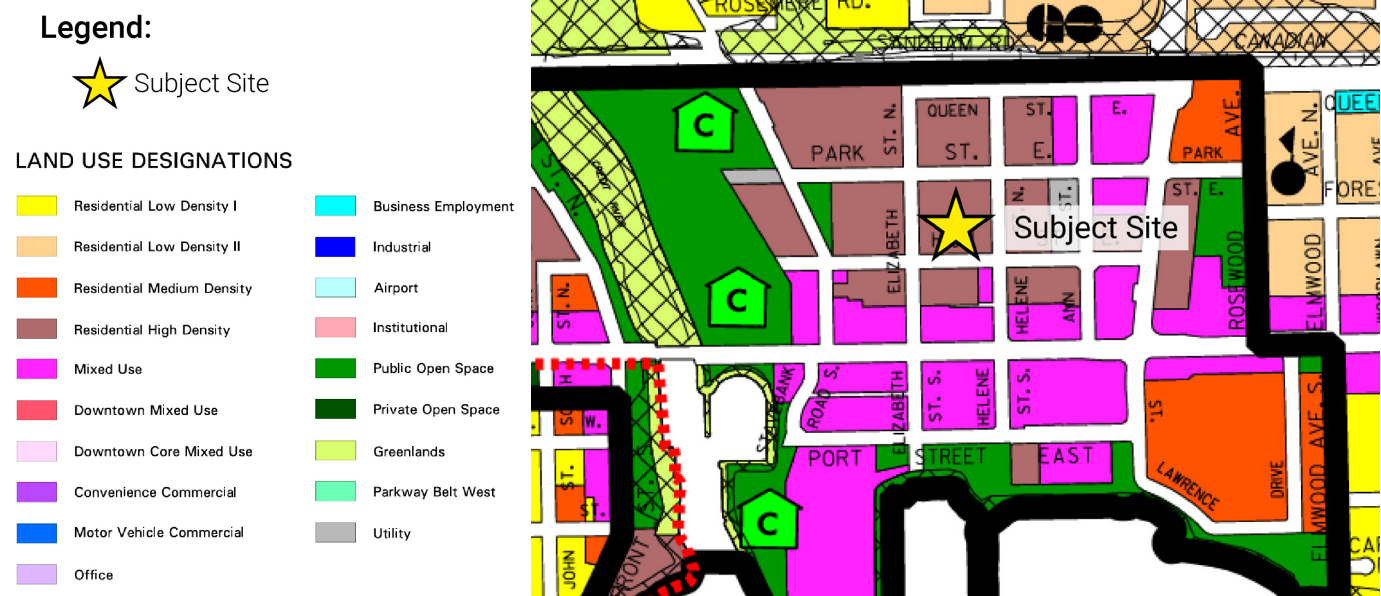


FIGURE 12. Site within MOP Schedule 10 - Land Use Designations (Source: City of Mississauga)

The site's current land use designation permits the proposed residential apartment use. No amendment to the land use designation is required to facilitate the proposed development.

Chapter 14 - Community Nodes

The subject site is within the Port Credit Community Node per Schedule 9 – Character Areas of the MOP. Development applications in a 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). Per Section 14.6, the Official Plan policies for lands within the Port Credit Community Node are outlined in the PCLAP and discussed below.

4.4.1 Port Credit Local Area Plan

The PCLAP provides 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. The plan's policies came into effect on November 7, 2014, and provide a vision for directing growth, protecting the environment, creating complete communities, supporting a multi-modal city, building a 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 and include the following:

- » 5.1.1 Protect and enhance the urban village character
- » 5.1.2: Support Port Credit as a distinct waterfront community
- » 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.
- » 5.1.6: Promote a healthy and complete community.

Section 5.2 recognizes the different functions of elements subject to the PCLAP, including the Green System, Community Node, Neighbourhoods, and Corridors. The site is within the Port Credit Community Node, which represents the focus for the surrounding neighbourhoods. The Community Node exhibits a mixture of uses, compact urban form, and 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 Port Credit's vision to create an evolving urban waterfront village that respects the existing character while allowing additional height and density in the vicinity of the Port Credit GO Station and Hurontario LRT Station, as stated in Section 5.2.2. The proposed development is within a planned higher-density growth area, with an existing height limit of up to 15-storeys, as provided in Schedule 2B – Port Credit Community Node Height Limits. The proposed 11-storey rental apartment building helps to support appropriate infill and contributes to the overall community vision for Port Credit.

Legend:



* Buildings will include appropriate transition to Lakeshore Road East - Mainstreet Precinct.

** Buildings will stepdown to a maximum of 6 storeys along Port Street East.

*** Buildings will step down to a maximum of 3 storeys along Lake Ontario.

Subject to Special Site policies that require studies to determine appropriate development including building heights.

Node Boundary

Notes:

- Height limits represent the minimum and maximum number of storeys permitted.
- Existing buildings that exceed height limits are permitted.
- Building heights, as measured in metres, are regulated through the zoning by-law. As a general guide to converting storeys to metres for new high density residential development, a height of 3.1 metres may be used. Typically there may be a modest increase in height for lobby areas and/or commercial space.

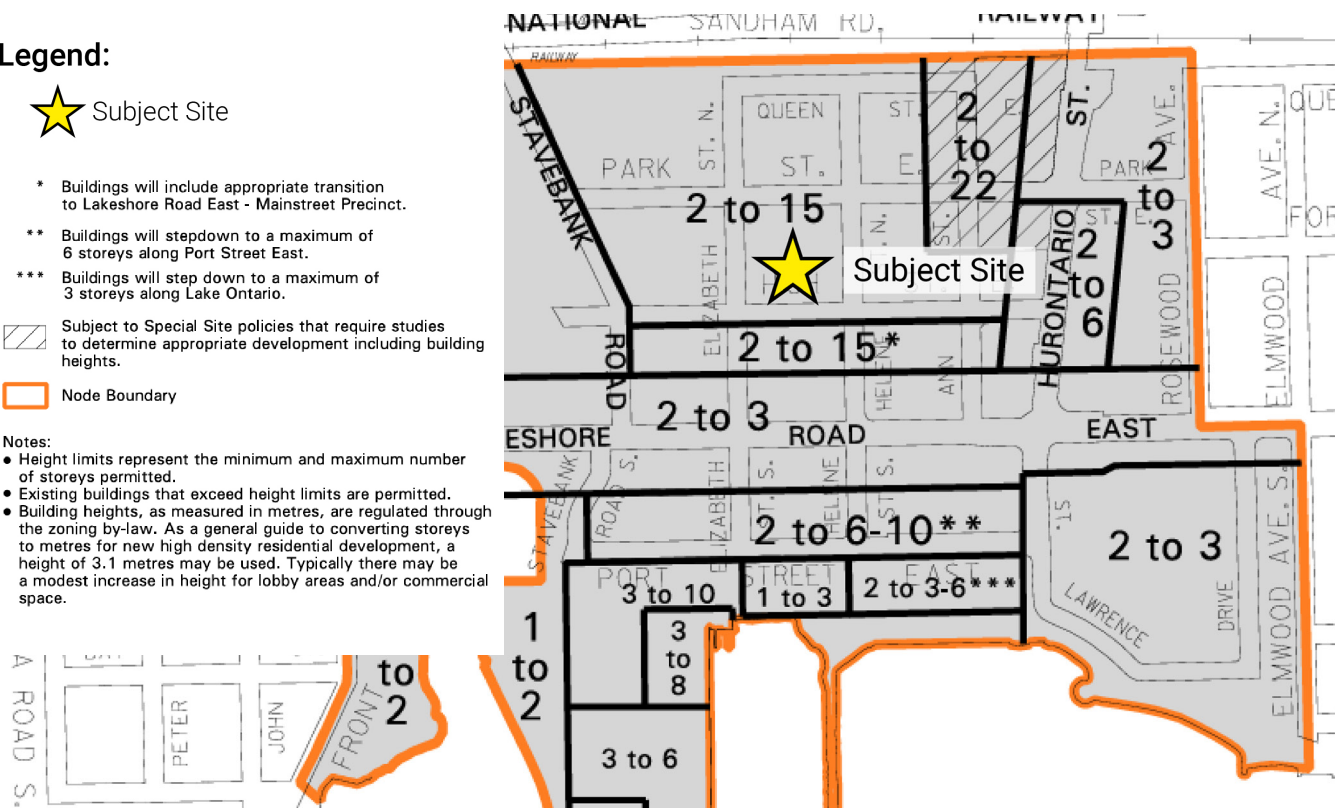


FIGURE 13. Site within PCLAP Schedule 2B (Source: City of Mississauga)

Chapter 6: Direct Growth

Chapter 6 of the PCLAP directs intensification to be consistent with the planned function of a Community Node. It divides the Node into precincts, which are identified on Schedule 1 – Port Credit Character Areas and Precincts. The subject site is located within the Central Residential Community Node Character Area.

Section 6.1 outlines policies for the Community Node Character Area, identifying a gross density 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 (Section 6.1).

Per Policy 6.1.6, intensification is 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 low, medium, and high-density residential development, and is appropriate for the existing and planned context of the area at 11-storeys. The proposed built form is compact and protects views and access to the Lake Ontario waterfront.

Of note, the PCLAP pre-dates the PPS 2024 and ROP, which require a minimum combined density target of 200 residents and jobs per hectare. Provincial policies further encourage municipalities to go beyond the established minimum targets, particularly within urban areas supported by existing services and transportation infrastructure. With regard to the Official Plan, MOPA 144 was introduced city-wide to better align the City's targets with that of the Province. MOPA 144 established a minimum density target of 200 people and jobs per hectare across several Major Transit Station Areas, including that of the Port Credit GO Station and Hurontario LRT Station. This target exceeds that of the PCLAP and prevails.

Chapter 8: Complete Communities

Chapter 8 includes policies that encourage a compact urban form that is walkable and provides a range of housing options. A mixture of housing forms and densities, along with a significant rental stock, is an attribute associated with complete communities and the Port Credit Community Node.

Per Policy 8.1.2, the provision of additional affordable housing, with a focus on rental housing units, is encouraged in the Community Node. In the Port Credit Community Node, the preservation of existing affordable housing is a priority, and Mississauga encourages investment in new rental housing, and in particular, affordable rental housing that meets the needs of young adults, older adults, and families (Policies 8.1.3 and 8.1.4). Further, 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 (Sections 8.2, 8.3, and 8.4).

The proposed development targets 100% affordable housing units, which will help broaden the range of housing available within Port Credit and ensure that the community remains accessible to residents of all ages and incomes. The units are one, two, and three-bedroom and range in size from 46 m² to 87 m² to support a variety of household sizes and needs.

Chapter 9: Multi-Modal City

As outlined in Chapter 9, the transportation system is integral to Port Credit, and policies in this section support the vision of creating a multi-modal network in the neighbourhood. The area surrounding the Port Credit GO Station and future Hurontario LRT Station are identified as 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. 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 future LRT stops.

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 Protected Major Transit Station Areas. As result, there are no minimum parking requirements for sites within the Port Credit MTSA. The proposed development provides 5 parking spaces, including one accessible parking space and four visitor parking spaces, and over 60 bicycle parking spaces to encourage active transportation and transit usage.

Chapter 10: Desirable Urban Form

Chapter 10 provides 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 states that development will be in accordance with the minimum and maximum height limits shown in the PCLAP. Schedule 2B - Port Credit Community Node Height Limits identifies a minimum height of 2 storeys and a maximum height of 15 storeys for the site.

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 6 storeys should decrease as building height increases to address overall massing, the visual impact of buildings, protect skyviews, and limit shadow impacts (Policy 10.2.1.2). 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).

Urban form policies for the Central Residential Precinct are outlined in Section 10.2.2 of the PCLAP. The PCLAP states that the precinct has many apartment buildings with potential for intensification, especially within the vicinity of the GO Station. 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). Building heights are to generally decrease towards the east and west of the precinct and

demonstrate an appropriate transition if located near the Mainstreet Precinct (Policies 10.2.2.1 and 10.2.2.2).

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. Development does not have to conform to these guidelines, as they are not policies; rather, they provide direction to ensure the development is appropriate for the Port Credit Community Node and maintains the character of the Central Residential Precinct.

Key guidelines that are relevant to the proposed development include:

- » 2.2 – The greatest building heights are to be located near the GO station, then transition downward towards Lakeshore Road East;
- » 2.4.1 – Maximum floorplate: 1,200 sq.m between 7 to 10-storeys; 1,000 sq.m between 11 to 15-storeys;
- » 2.4.2 – Minimum building separation distance of 35 to 40 metres for any portion of a building over 6-storeys;
- » 2.4.7 – Minimum building setback of 4.5m along residential streets, such as High Street East;
- » 2.4.9 – Minimum 30% landscaped area; and,
- » 2.4.11 – Integrating parking and servicing areas within the building.

The building can be characterized as a taller mid-rise building, at 11-storeys and 40.8 meters in height. It conforms with the minimum and maximum height limits shown on Schedule 2B - Port Credit Community Node Height Limits, and the overall massing of the building is consistent with that of the adjacent properties. The typical floor plate for the residential floors is approximately 640 m² of gross constructable area, with the plate reducing to 536 m² at the rooftop. A stepback is introduced on the south side of the building, fronting High Street East, on the 10th floor. No private balconies are proposed in order to minimize potential adverse impacts relating to privacy, overlook and building separation distances.

The proposal implements the goals and vision for Port Credit, in particular the Central Residential Precinct, and meets the intent of the PCLAP. The site is located within the Central Residential Precinct, within 200 meters of the Port Credit GO Station and future Hurontario LRT Station. The PCLAP directs the tallest heights in Port Credit to be located in the immediate vicinity of the GO Station, with heights generally decreasing 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 area, wherein the site is located. The proposed development therefore conforms to the policies in the PCLAP related to building heights and transition.

The proposed development achieves various recommendations of the Port Credit Built Form Guidelines, including those relating to front yard setbacks, floor plate size, building heights, and the integration of parking and servicing within the

building. The application of building separation distances above 6 storeys is not appropriate in this case, given that a mid-rise building is proposed and not a tower.

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 much-needed affordable housing to an existing underutilized site within an apartment neighbourhood through a compact, transit-supportive urban form that encourages active transportation and transit usage.

4.4.2 Official Plan Summary

The MOP and PCLAP encourage new development to contribute to the creation of a complete community by providing a range and mix of housing options and supporting a variety of mobility choices. In particular, the provision of affordable housing is encouraged, and new development is directed to areas well supported by existing municipal services and infrastructure, including higher order transit. Development is to be of high quality and compact, respect the character of the area, and be compatible with surrounding developments. Per the PCLAP, developments of up to 15-storeys are permitted at the site, which is located within an existing apartment neighbourhood.

The proposed development implements the goals, vision, and policies of the MOP and PCLAP. The site is located within the Central Residential Precinct, within 200 meters of the Port Credit GO Station and future Hurontario LRT Station, making it an ideal location for intensification. The proposal targets 100% affordable housing units, which will help broaden the range of housing available within Port Credit and ensure that the community remains accessible to residents of all ages and incomes. The building provides one, two, and three-bedroom units to support a variety of household sizes and needs. To encourage active transportation and transit usage, the development provides over 60 bicycle parking spaces and limited vehicle parking (1 accessible parking space and 4 visitor parking spaces). The proposal is appropriate for the site

and respects the character of the neighbourhood. Up to 15-storeys are permitted as-of-right, however, as adjacent developments are 10-storeys, the taller mid-rise apartment development is proposed to be 11-storeys in height to ensure compatibility with the immediate block context. Further, no private balconies are proposed to limit privacy and overlook concerns.

As the development conforms to the policies of the MOP and PCLAP, no Official Plan amendment is required as part of this application.

4.5 City of Mississauga Official Plan 2051

Policy Context

The City of Mississauga Council adopted the new Mississauga Official Plan 2051 (MOP 2051) on April 16, 2025. However, it has not taken effect as it is with the Minister of Municipal Affairs for final approval. Once the new MOP is approved, it will replace the Regional Official Plan, with relevant Regional policies having been integrated into MOP 2051.

MOP 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 where heights of 35-storeys will be permitted as-of-right.

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 like 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 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.

Mississauga Official Plan 2051 Policies

This Section outlines chapters of MOP 2051 that contain relevant policies to help guide the development potential of the site. In the schedules of MOP 2051, the subject site is designated as the following:

TABLE 7. MOP 2051 Schedule Designations

MOP 2051 Schedule	Designation
Schedule 1: City Structure	Within a Growth Node and Protected Major Transit Station Area (PMTSA)
Schedule 3: Long Term Street Network	Located adjacent to Elizabeth Street North, which is designated a Strategic Growth Minor Collector Road.
Schedule 4: Long Term Transit Network	Within 200 meters to a GO Rail Station and GO Rail Line (Port Credit GO Station), a Light Rail Transit Station (Huronario LRT Station) and Existing Mississauga Transit Terminal.
Schedule 5: Long Term Cycling Routes	Located approximately 250 meters from Hurontario Street and 120 meters from Lakeshore Road East, both are identified as a Primary On-Road / Boulevard Route.
Schedule 7: Land Use Designations	Designated Residential High Rise.
Schedule 8: Protected Major Transit Station Areas	Within the Port Credit Protected Major Transit Station Area (PMTSA) 2-15 Storeys permitted per Schedule 8n

Chapter 2 – Vision

Chapter 2 of MOP 2051 sets out the guiding principles for the growth and development of Mississauga. The guiding principles include creating distinct, vibrant, and complete communities, planning for a wide range of housing options, prioritizing pedestrians and providing a wide range of mobility options, and supporting sustainable and climate-resilient growth. To achieve the guiding principles, the MOP 2051 identifies the following areas for strategic actions: Growth Management and Strategic Growth Areas, Natural Environment and Climate Change, Housing and Community Infrastructure, Heritage and Culture, Transportation, Urban Form and Design, Economy and Collaboration.

Chapter 3 – Directing New Development

Chapter 3 of MOP 2051 directs development and growth within Mississauga. The Official Plan forecasts a population of 995,000 people by 2051, with most of the growth directed to Strategic Growth Areas, including the Downtown, Growth Centres, Growth Nodes, and MTSA's (Policy 3.2.4), to ensure development is mixed use, compact,

and transit and active transportation supportive in appropriate locations (Policy 3.2.5). Per Schedule 1 – City Structure, the site is within a Growth Node and PMTSA. MTSA's will accommodate future growth with transit-supportive development, and Growth Nodes will generally provide for a mix of population and employment uses at densities and heights less than the Downtown Core and Growth Centres, but greater than other areas of the City (Policy 3.3.1.1).

Per Figure 3.2. of MOP 2051, Growth Nodes are planned to have a minimum density of 100 to 250+, and a mixture of low-rise, mid-rise and tall buildings, depending on Character Area policies and applicable PMTSA provisions.

The site is located within the Port Credit PMTSA and Growth Node. The proposed taller mid-rise development is appropriate for this location as it contributes additional density to a site that is currently underutilized, is transit-supportive, and maximizes the use of existing and planned municipal services and infrastructure. Further, the built form respects the Character Area policies of the neighbourhood, as discussed further below.

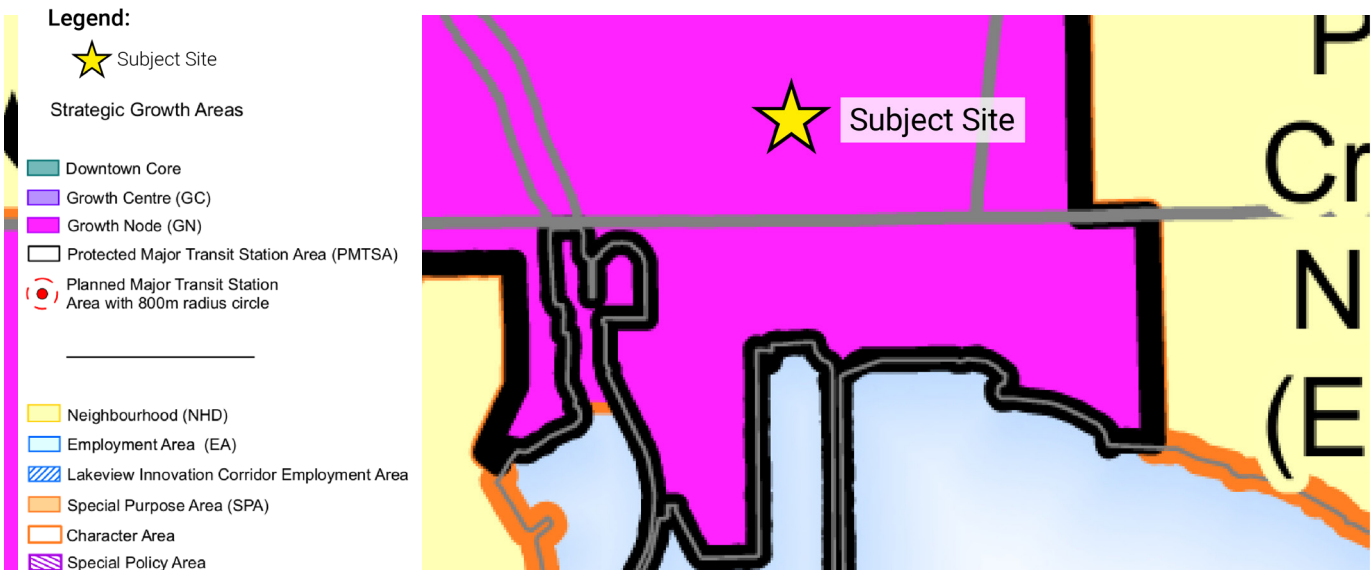


FIGURE 14. Site within MOP 2051 Schedule 1 – City Structure (Source: City of Mississauga)

Chapter 5 – Housing Choices and Affordable Homes

Chapter 5 of MOP 2051 outlines how Mississauga will provide a broad range of housing options and tenures to meet increasing demand. With regard to affordable housing, per Policy 5.2.4:

The City will plan for an appropriate range and mix of housing options and densities that contributes to achieving the following housing targets:

- a. 30 percent of all new housing units are affordable housing (rental and ownership), of which 50 percent of all affordable housing units are encouraged to be affordable to low-income households. The majority of units affordable to low-income households are anticipated to be rental and will include units such as subsidized housing, supportive housing, emergency shelter beds, and transitional housing; and
- b. 25 percent of all new housing units are rental tenure. These rental units include private rental market and non-market units.

Alongside the Region, the City will explore offering incentives to support affordable and purpose built rental housing and opportunities to prioritize planning approvals for affordable housing developments (Policy 5.2.7).

Section 5.3 outlines the various mechanisms that are in place to achieve the City's housing objectives. Subsection 5.3.1 provides direction on supporting complete communities through policies that ensure the quality and quantity of the existing housing stock is maintained (Policy 5.3.1.5), and that housing provisions meet the needs of young adults, older adults, and families (Policy 5.3.1.8). The City will also explore opportunities to provide additional affordable housing, with a focus on rental housing units (Policy 5.3.1.9). Section 5.3.3 provides policy direction to support the City's commitment to increasing affordable housing.

Per Policy 5.3.3.4, the City encourages design solutions that support housing affordability while maintaining appropriate functional, sustainable, and aesthetic quality, and encourages all landowners and community agencies of suitable sized sites to develop affordable housing (Policy 5.3.3.7). Further, the City requires new residential development in specified locations, such as the Port Credit PMTSA, to include affordable units by way of inclusionary zoning policies. However, development that contains purpose built rental housing is exempt from this requirement, until such time as it ceases to serve as purpose built rental housing (Policy 5.3.3.11).

Section 5.3.4 of MOP 2051 focuses on protecting and growing the rental housing stock, which is noted to be an important component of a sustainable housing supply. Policies in this section discourage the demolition or conversion of existing residential rental properties if it adversely affects the supply of affordable rental housing (Policies 5.3.4.2 to 5.3.4.5). Per Policy 5.3.4.6 of the MOP 2051, if the replacement of rental units is permitted, replacement or retention of rental units should include:

- c. the same or higher number of units of comparable sizes (i.e. number of bedrooms);
- d. 20-year retention of units; and
- e. replacement units will be retained at similar rents for 10 years. Similar rents are defined as the last rent paid by the tenant with an increase no higher than the annual Provincial Guideline and a one-time capital allowance of 3 percent.

The proposed development is purpose built rental housing that targets 100% affordable units. The 11 rental units within the existing building will be subject to the Rental Housing Protection By-law and will be replaced with units of comparable size in the new development. The development contributes towards the fulfillment of the City's affordable housing targets through the provision of 96 units of rental tenure, with varying types and sizes (one-, two-, and three-bedroom units). The variety of unit types support the needs of young adults, older adults, and families alike. The site is an ideal location for the provision of affordable rental housing as it is within the Port Credit PMTSA, which is well-supported by existing municipal services and higher-order transit.

Chapter 8 – Well Designed Healthy Communities

Chapter 8 of MOP 2051 establishes the urban form and design framework that complements the City Structure policies to support the development of a resilient, healthy, and accessible city. The urban design framework is intended to help the city mature and intensify in a way that supports the overall vision for the city; is healthy and low-carbon; protects and enhances natural systems; promotes design excellence; prioritizes accessibility; and ensures the connectivity, compatibility, and integration of surrounding uses (Section 8.1).

Section 8.2 and 8.3 guides the urban form and pattern of the city. Within Strategic Growth Areas, the urban form is required to promote a diverse mix of uses and support pedestrian movement, transit, and active transportation modes (Policy 8.2.2). Green building design and practices are encouraged to help the City achieve its greenhouse gas emission targets and adapt to climate change

(Policy 8.2.6). Per Policy 8.3.4, a high quality, compact and urban built form is encouraged to reduce the impact of extensive surface parking areas, complement adjacent uses, and distinguish the significance of the Strategic Growth Areas from surrounding uses. Buildings within Strategic Growth Areas are to be oriented to, and positioned along the street edge, with clearly defined primary entry points (Policy 8.3.10).

Per Policy 8.3.12, new development is not required to mirror existing development, but will:

- » be designed to respect the existing scale, context, massing and grades of the surrounding area;
- » minimize overshadowing on adjacent neighbours;
- » contribute to a cohesive silhouette and a well-articulated architectural expression through the use of appropriate height transitions and separation distances;
- » incorporate stormwater best management practices and sustainable development approaches;
- » identify opportunities to integrate green infrastructure and to enhance and protect adjacent natural areas; and
- » preserve mature high quality trees and ensure replacement of the tree canopy

Section 8.6 outlines policies regarding buildings and site development, and subsection 8.6.1 defines low-rise, mid-rise, and high-rise buildings. High-rise buildings, which are also referred to as tall buildings, represent buildings with height maximums as prescribed by local area policies and land use designations. These types of buildings provide transit-supportive densities and help the city meet its growth targets, particularly within Strategic Growth Areas.

Tall buildings are to be sited and designed to enhance the area's skyline, and appropriately spaced to provide privacy and permit light and sky views (Policies 8.6.1.5 and 8.6.1.6). New development will generally maintain a minimum 30 metre separation distance between portions of buildings that are greater than six-storeys, unless otherwise prescribed by Character Area or Special Site policies (Policy 8.6.1.8). Additionally, buildings are to provide visual interest and relief through changes in materials (Policy 8.6.1.10), and address pedestrian scale. For tall buildings, the lower portion of the building is to include built form that achieves street frontage and at grade relationships that prioritize a pedestrian oriented environment (Policy 8.6.1.19).

Moreover, tall buildings are to "minimize undue physical and visual negative impact relating to microclimatic conditions, including sun, shadow, and wind, noise, views, sky views and adjacent residences" (Policy 8.6.1.17). Building and site design is to be compatible with the surrounding context, uses, public realm, and landscape (Policies 8.6.2.1, 8.6.2.7, and 8.6.2.11). As per Policy 8.6.2.2, development will provide appropriate transition to existing and planned development by having regard for various street and block patterns, the size and configuration of properties along the street, the building massing and height, privacy and overlook, and streetscape continuity, among other matters. Buildings are to create a sense of place through distinctive architecture, streetscaping, public art, and other means (Policy 8.6.3.2), and site development should respect and maintain existing grades on-site (Policy 8.6.3.8).

Parking is to be located underground or internal or to the rear of the building (Policy 8.6.4.1), and secure bicycle parking for long term and short term use is to be provided (Policy 8.6.4.5). Service, loading, and waste storage areas should be internal to the building or located at the rear and screened from the public realm (Policy 8.6.4.7).

The proposed development is designed to support transit usage and active transportation modes through the provision of a significant number of bicycle parking spaces and limited surface parking spots. The proposed 11-storey building's compact, high-quality design creates a sense of place, respects the existing scale, context, and massing of surrounding developments, minimizes overshadowing on neighbouring lots, and contributes towards a cohesive silhouette along the block. The absence of private balconies minimizes privacy concerns and increases light and sky views between adjacent residences.

Although the minimum 30 metre separation distance between portions of the building greater than 6-storeys is not met, the development includes a stepback on the 10th floor and utilizes changes in materials to visually suggest additional stepbacks. Moreover, the exclusion of additional stepbacks in the built form is appropriate for the context given that it is reflective of the design of adjacent buildings, therefore increasing neighbourhood compatibility.

With the lobby and amenity areas oriented towards High Street East, the street is animated by the development. This is further aided by locating the development's parking, service, loading, and waste storage areas internal to the building and at the rear of the lot.

In terms of sustainability, the development incorporates stormwater best management practices and green infrastructure, maintains the existing grades on-site, and preserves all the mature high quality trees in the development area

Chapter 10 –Land Use Designations

The site is designated Residential High Rise per Schedule 7 of MOP 2051. In addition to uses permitted in all designations, such as community and transportation infrastructure, conservation, parkland, and transit facilities, the Residential High Rise land use permits home occupation, additional needs housing, and dwelling units in buildings above eight storeys, with a maximum height specified in the Character Area or Special Site provisions. If the Character Area does not specify a maximum height, then the maximum height is that of the tallest existing building on the property (Policies 10.2.5.2 and 10.2.5.10).

The site's current Residential High Rise designation permits the proposed 11-storey apartment use.

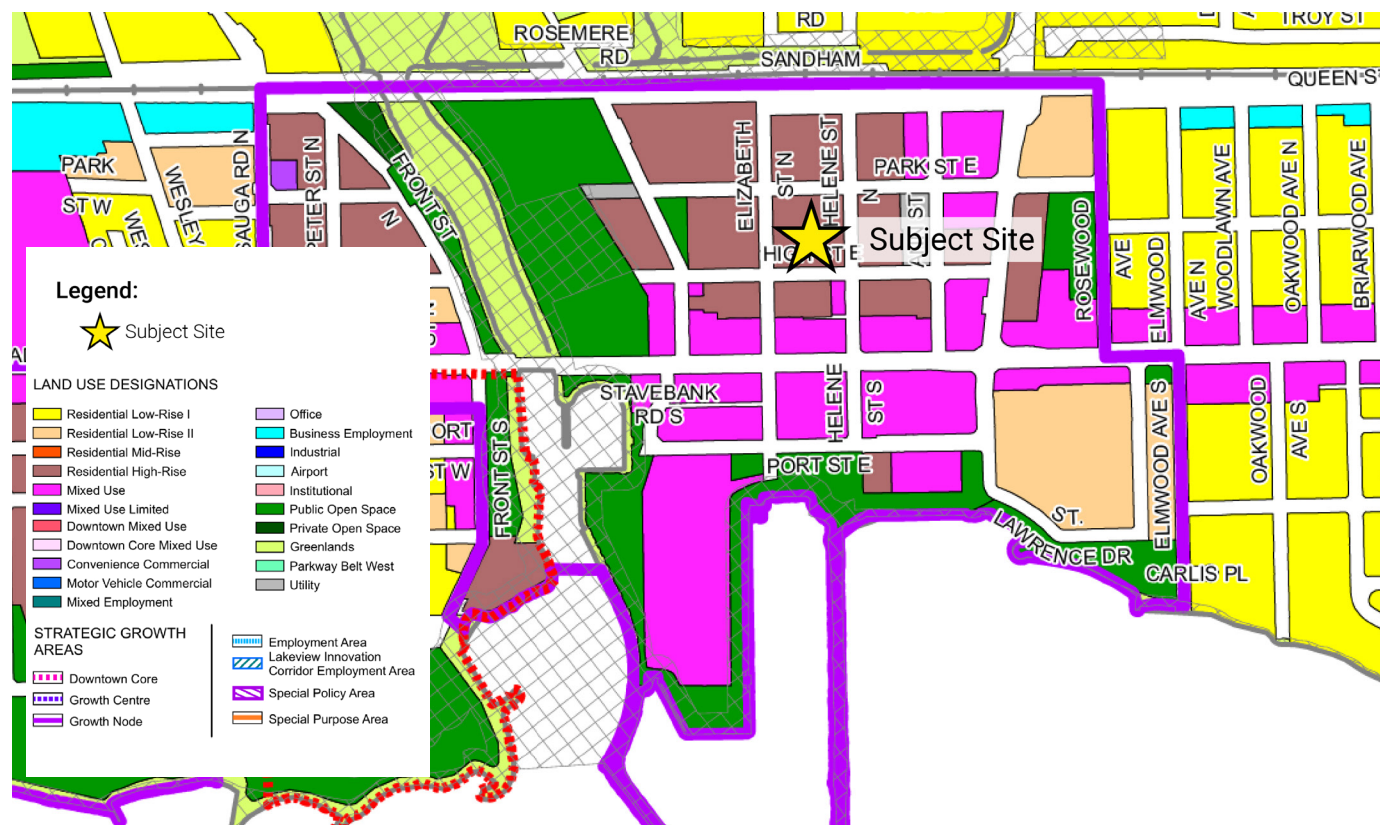


FIGURE 15. Site within MOP 2051 Schedule 7M (Source: City of Mississauga)

Chapter 11 – Transit Communities

Chapter 11 of MOP 2051 outlines major transit station area (MTSA) policies. These areas, which are generally within a 500 to 800 metre radius of a major transit station or stop, are intended to develop in a way that supports existing and planned transit and active transportation infrastructure. Development is to accommodate a balance of residents and jobs through a diverse mix of land uses, housing options, tenures and affordability, employment, and amenities. Each MTSA will be planned based on the local context, growth potential, and limitations (Section 11.1).

Of note, the policies of Chapter 11 are to be read in conjunction with all other policies of the Official Plan. In the event of a conflict, the policies of Chapter 11 take precedence (Policy 11.2.1).

Per Policy 11.3.1.3, development within MTSA's will contribute towards the creation of transit-supportive communities by:

- » including a broad and balanced mix of residential and non-residential uses;
- » providing housing choices to facilitate affordable housing options with a mix of tenure, affordable rental and ownership options for lower and middle income households;
- » including a range of employment uses to achieve a well-balanced mix of office and retail uses;
- » recognizing that some PMTSA's will have limited opportunities to accommodate a mix of uses and varying building forms due to the existing and planned context;
- » being subject to required land use compatibility assessments as identified by the City;
- » protecting and mitigating against natural hazards including flood risk;
- » identifying, protecting, restoring, and

enhancing the Natural Heritage System and the Water Resource System, and promoting the establishment of natural linkages; and

- » providing high quality and pedestrian friendly public realm improvements to enhance connections to transit stations.

For the Port Credit PMTSA, a minimum density of 200 residents and jobs combined per hectare and floor space index (FSI) of 1.30 is to be achieved across the lands within the PMTSA per Table 11-1 of the Official Plan and policies 11.3.2.1 through 11.3.2.3. Per Schedule 8o and 8n of MOP 2051 and policies 11.3.1.1 and 11.3.3.1, the authorized land use and permitted heights at the site are High Rise Residential, a minimum of 2-storeys, and a maximum of 15-storeys.

Development within MTSA's is to be compatible with surrounding uses (Policy 11.3.4.1), minimize surface parking, and contribute to the creation of a high standard of public and private realm streetscape design (Policy 11.3.5.2).

The proposed development contributes towards the creation of transit-supportive communities. The development facilitates affordable housing options by targeting the provision of 100% affordable rental units and advances the achievement of the Port Credit PMTSA's density target by intensifying an underutilized lot. The proposed 11-storey residential building is within the minimum and maximum height limitations for the site and exceeds the minimum planned FSI for the neighbourhood. Further, the site minimizes surface parking, improves the streetscape and public realm, and is compatible with the surrounding apartment uses.

Chapter 14 – Growth Nodes

Chapter 14 provides additional policies specific to Growth Nodes, which are intended to accommodate future growth and development while making efficient use of land and infrastructure. Development in Growth Nodes will support complete communities, provide diverse employment opportunities, ample community infrastructure and amenities, and a range of housing options, where permitted (Section 14.1).

Policy 14.1.1.2 states that Growth Nodes will support the achievement of healthy, sustainable, complete communities that, among other considerations, provide a wide range of uses, including residential; supply a mixture of built forms, unit types, and sizes, with a varied range of housing options and affordability; deliver a compact built form and density that allow people to meet their needs locally; support transit ridership; have access to a range of transportation options, including higher order transit and active transportation; maximize the use of existing infrastructure; and, integrate green building design.

Tall buildings will be required to incorporate podiums to mitigate wind impacts on the pedestrian environment and maximize sunlight on the public realm, in appropriate locations, per Policy 14.1.3.4. With regard to parking, in Growth Nodes a limited amount of surface parking may be permitted to accommodate accessible parking spaces, car-share spaces, and pick-up/drop-off point delivery services. Where permitted, the parking should be located at the rear or side of the building (Policy 14.1.3.7).

Per Schedule 1 – City Structure, the site is located within the Port Credit Growth Node. Section 14.2.7 provides policies for lands within the Port Credit Growth Node. These policies are to be read in conjunction with the policies of the Port Credit

Local Area Plan. Per Map 14-2.7.1 of MOP 2051, a minimum height of 2-storeys and maximum height of 15-storeys is permitted at the site.

Development of the Port Credit Growth Node is to contribute towards the achievement of a balanced residents to jobs ratio of 2:1 (Policy 14.2.7.1.2), and intensification will address matters such as contribution to a complete community, sensitivity to existing and planned context, respect for heritage, and the protection of views and access to the waterfront (Policy 14.2.7.1.7).

Urban design policies for the Port Credit Growth Node are to exhibit high standards and reinforce and enhance the identity of Port Credit as a vibrant and memorable urban place. Per Policy 14.2.7.2.1, the greatest height and density of the Growth Node will be in close proximity to the GO Station and LRT transit stop at Hurontario Street and Park Street, and appropriate transitions will be introduced towards the Credit River, Lake Ontario Shoreline, mainstreet area, and surrounding neighbourhoods. Further, development is to be sensitive to the existing context, heritage resources, and planned character of the area, and a variety of building heights and massing are to be well spaced to provide skyviews and an articulated skyline (Policy 14.2.7.2.1).

Floorplate sizes for buildings over 6-storeys are to decrease as building height increases to reduce the “wall effect”, visual impact of buildings, and shadow impact, amongst other matters. Further, buildings over 6-storeys are to maintain separation distances that address the existing separation between buildings, overcrowding of skyviews and skyline, protection of view corridors, and privacy and overlook of occupants, amongst other matters (Policies 14.2.7.2.3 and 14.2.7.2.4).

Specifically within the Central Residential Precinct, building heights will generally decrease towards the east and west of the precinct and demonstrate appropriate transition to the Mainstreet Precinct (Policies 14.2.7.3.1 and 14.2.7.3.2).

The proposed development advances the objectives of Growth Nodes by making more efficient use of land and infrastructure and contributing towards the development of healthy, sustainable, complete communities. The proposal provides a range of unit types and sizes, at affordable rates, and supports transit ridership and active transportation usage by nature of its close proximity to the Port Credit GO Station and future Hurontario LRT Station, provision of over 60 bicycle parking spaces, and a limited number of vehicle parking spaces (5 spaces – 1 accessible and 4 visitor spaces), which are located at the side and rear of the building.

Although the development does not incorporate a podium or the required separation distances, its design is compact, sensitive to the existing and planned context and character of the block, and protective of existing views. The proposed 11-storey building is a taller mid-rise concept that is consistent with the height and density policies of the Port Credit Growth Node and Central Residential Precinct. The floorplate size decreases as building height increases, from a typical floor plate of approximately 640 m² of gross constructable area to 536 m² at the rooftop, and the building exhibits a high standard of design that enhances the identity of Port Credit. These design strategies help ensure that the building fits appropriately within the immediate block context and within the Growth Node.

4.5.1 Port Credit Local Area Plan

While the Port Credit Local Area Plan (PCLAP) is largely consistent with the version contained in the in-force Official Plan, there have been some refinements to the language. For completeness, below is a summary of the latest version of the PCLAP contained in MOP 2051 is provided below.

The PCLAP provides policies for lands in south central Mississauga, including lands identified as part of the Port Credit Growth Node. Per the PCLAP, the Port Credit Built Form Guide (PCBFG) is found under separate cover and is to be used during the review of development applications. This Guide is not part of the PCLAP, however, it demonstrates how the urban form policies can be achieved and serves as a guide for development (PCLAP Chapter 1 and Chapter 12). The Port Credit Built Form Guide is reviewed within Section 4.4.1 of this report.

Per Chapter 3 of the PCLAP, Port Credit is an evolving urban waterfront village with transit-supportive urban forms, a mixture of land uses, significant public realm, and variety of densities. The vision for Port Credit is intended to manage change to ensure an appropriate balance between growth and preservation and includes the following elements:

- » Move: directing growth to support transit;
- » Belong: providing a range of housing options;
- » Connect: developing walkable connected neighbourhood;
- » Prosper: encourage employment uses; and,
- » Green: promote conservation, restoration, and enhancement of the natural environment

The guiding principles of the vision are provided in Chapter 4 and include the following:

- » 4.1 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.

- » 4.2: 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.
- » 4.3: 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.
- » 4.4: Support the preservation, restoration and enhancement of the natural environment.
- » 4.5: Balance growth with existing character by directing intensification to the Growth Node, along Lakeshore Road (east and west), and brownfield sites. Intensification and development will have regard for the identity and general building scale and setbacks of the surrounding context and Vision.
- » 4.6: 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.

Chapter 5 recognizes the different functions of elements subject to the PCLAP, including the Green System, Growth Nodes, and Neighbourhoods. The site is within the Port Credit Growth Node, which represents the focus for the surrounding neighbourhoods. The Growth Node exhibits a mixture of uses, compact urban form, walkable and cycle friendly streets, and a strong sense of place and community identity. To support this, secure storage facilities for bicycle parking are to be provided on the ground floor of developments (Policy 12.1.4).

Chapter 12 provides urban form policies for each neighbourhood of the Port Credit Character Area. Development in each area is to be in accordance with the minimum and maximum height limits shown on Map 2A, with the appropriate heights within the range determined by other policies of the PCLAP (Policy 12.1.1). The site is within the Central Residential Precinct wherein a minimum height of 2-storeys and a maximum height of 15-storeys is permitted. Policies pertaining to the Central Residential Precinct Growth Node Character Area are provided in Chapter 14 of MOP 2051 and reviewed in Section 4.5 of this report.

The proposed development is supportive of Port Credit's vision to create an evolving urban waterfront with a transit-supportive urban form. The development is located within an existing apartment neighbourhood and accommodates additional density within 200 metres of the Port Credit GO Station and Hurontario LRT Station. The development is compatible in scale, design, and use with the surrounding neighbourhood, and respects its context and vision.

The development targets 100% purpose-built affordable rental units of varying configurations and sizes, which will help broaden the range of housing available within Port Credit and ensure that the community remains accessible to all. The design of the building is compact and creates a strong sense of place and identity due to unique architectural detailing. The proposed 11-storey height is permitted as-of-right per the Central Residential Precinct policies of the PCLAP and is an appropriate infill opportunity with a massing consistent with that of adjacent properties.

Although no vehicle parking spaces are required to be provided, the proposal provides 5 parking spaces, including one accessible parking space and four visitor parking spaces, and over 60 bicycle parking spaces to encourage active transportation and transit usage.

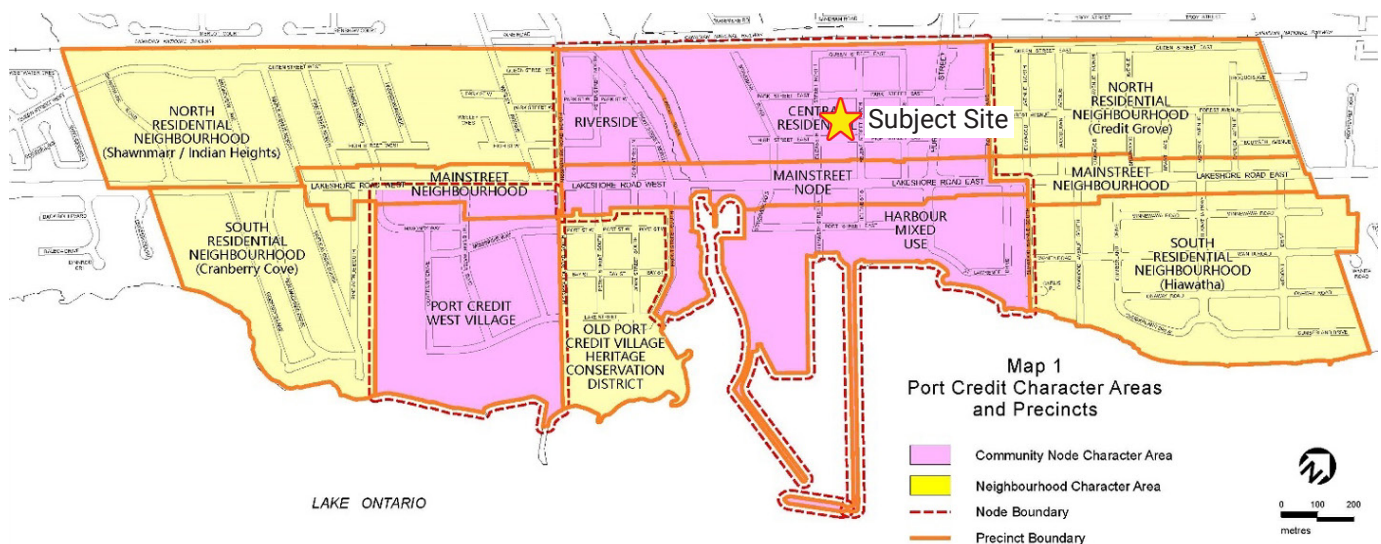


FIGURE 16. Site within MOP 2051 PCLAP Map 1 (Source: City of Mississauga)

4.6 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 Apartment 1 with site-specific exception 6 (RA1-6). The current zoning permits a maximum height of four-storeys or 13 meters and a FSI of 1.8.

A Zoning By-law Amendment is required to facilitate the proposed development. The proposed amendment would rezone the site to RA3 and introduce site-specific provisions. Details regarding the proposed Zoning By-law Amendment are discussed further in Section 3.2.2 of this report.



FIGURE 17. Site with Zoning Labels (Source: City of Mississauga)

4.7 Additional Considerations

4.7.1 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 .

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.

On January 29, 2025, City Council approved the Mayor's Housing Task Force Motion implementing some of the recommendations of the report. Key points of the motion included:

- » Reduce the amount of residential development charges payable by 50%, effective immediately, for all residential developments with building permits allowing footings and foundations issued prior to November 13, 2026.
- » Reduce the amount of residential development charges payable by 100%, effectively immediately, for all 3-bedroom units for purpose-built rental residential apartment developments with building permits allowing footings and foundations issued prior to November 13, 2026.
- » Defer the collection of development charges until first occupancy permit is issued.
- » Repeal the Community Benefits Charges By-law.
- » Request the Region of Peel to implement a new purpose-built rental housing tax subclass for new purpose-built rental developments (reduction up to 35% for 35 years).
- » Request the Region of Peel to consider matching incentives relating to development charges.

On June 26, 2025, Region of Peel Council approved a motion to implement financial incentives including deferral of regional development charge (DC) payment on residential development to first occupancy, and reduction of DCs by 50% for eligible building permits pulled between July 10, 2025, and November 13, 2026. This approval is supported by expectations of Provincial and Federal funding commitments as outlined in a letter received from the Ministry of Municipal Affairs and Housing (MMAH).

5.0

Supporting Studies and Reports

5.1 Sun / Shadow Study

A Sun/Shadow Study was completed by Chamberlain Architects for the proposed development at 50 High Street East. The study evaluated the potential impacts of shadows from the proposed development on surrounding areas.

An analysis of shadows on June 21st, September 21st, and December 21st was undertaken. Overall, the study demonstrates compliance with the City of Mississauga's Standards for Shadow Studies.

The study concluded that the required sunlight thresholds were met on adjacent amenity spaces, communal areas, public sidewalks, parks, and low-rise residential facades. Shadows do not persist for more than two consecutive hourly test times in most areas, with the exception of a small area of residential private outdoor amenity space to the west. In this area, shadows persist for more than two consecutive hourly test times on September 21st and June 21st. However, this area is already shaded by existing buildings and the proposed development will have minimal impact.

5.2 Pedestrian Level Wind Study

A Pedestrian Level Wind Assessment was prepared by Theakston Environmental. The study assessed pedestrian-level wind velocities relative to comfort and safety on and around the proposed development. The study concluded that wind conditions are mainly suitable for sitting or standing throughout the year. In limited locations, some windier conditions are noted, particularly in the corners and spaces between neighbouring buildings. The proposed building design and mitigation strategies, including stepbacks, overhangs, and modest height, help to reduce overall wind conditions relative to a taller building.

With regard to outdoor amenity areas, the at-grade space was found to be seasonally appropriate for its intended use. The 10th floor amenity space, with consideration of 1.5 meter high screen walls around the perimeter of the space, is seasonally appropriate for its intended use.

Portions of the rooftop outdoor amenity area are considered seasonally appropriate for their intended use. To achieve more appropriate conditions throughout the entirety of the space, a mitigation plan is recommended, including higher perimeter screens, trellis/shade structures, privacy/wind screens, raised planter beds with coarse plantings, and coniferous vegetation. Many of these mitigation measures have been incorporated into the rooftop's amenity area plan, including a pergola, fiberglass planters, concrete planters, deciduous trees, and other plants.

5.3 Environmental Noise and Vibration Feasibility Study

Overall, the proposed development is expected to result in similar or improved wind conditions compared to the existing context. Localized areas proximate to the proposed development's corners and gaps between buildings will realize slightly windier conditions but remain suitable for standing or better. Through the use of mitigation measures, the rooftop amenity area will be comfortable all year round.

Of note, the Pedestrian Level Wind Assessment was prepared prior to further architectural refinement of the rooftop outdoor amenity area, wherein the size of the mechanical penthouse was reduced. Theakston Environmental has confirmed within their study that these changes are not anticipated to affect pedestrian level comfort categories but may impact conditions on the rooftop amenity space. An updated Pedestrian Wind Study which considers this design change is anticipated to be submitted as part of a future submission.

An Environmental Noise and Vibration Feasibility Study was conducted by Valcoustics Canada Ltd. for the proposed 11-storey residential development to assess compliance with environmental noise and vibration guidelines. The study reviewed transportation noise sources, including road traffic along Hurontario Street and Lakeshore Road East, and rail traffic on the Canadian National Railway/GO Lakeshore West Line. No significant vibrations or stationary noise sources were identified in the vicinity of the proposed development.

As the proposed development is over 200 meters from the railway line, which is significantly greater than the 75-metre maximum setback required for vibration assessments, vibration from the railway was not considered further. Moreover, there is no heavy industry in the vicinity of the site.

The study evaluated sound levels against the guideline limits specified by the Ministry of the Environment, Conservation, and Parks (MECP) and Region of Peel to determine the need for noise mitigation. For the proposed development to meet the guideline limits for transportation noise, several mitigation measures are required.

These noise control measures fall into two categories: i) architectural upgrades to achieve acceptable indoor sound levels; and ii) design features to protect outdoor living areas. The report recommends exterior wall assemblies with a Sound Transmission Class (STC) rating of 45 and exterior windows with ratings up to STC 35. Further, it is recommended that air conditioning be provided for all dwelling units to allow windows to remain closed for noise control purposes. Lastly, a 1.1 meter high parapet sound barrier is recommended at the rooftop outdoor amenity area to mitigate sounds. With the incorporation of the recommended mitigation strategies, the study concludes that MECP guidelines can be achieved, and the development is feasible from an acoustics perspective.

5.4 Transportation Study

A Traffic Operations Study (TOS) was prepared by WSP for the proposed development. The site is located within a Protected Major Transit Station Area (PMTSA), approximately 300 metres from Port Credit GO Station, and is well served by MiWay bus routes. Since no parking is required and minimal parking spaces are being provided, this study is scoped and focuses transit connectivity, site access, multimodal travel, parking and loading, and transportation demand management (TDM) strategies.

The study confirms that the development will generate minimal auto traffic, especially as it replaces the existing residential building with a reduced supply of vehicular parking (5 spaces proposed versus 10 existing). The surrounding street network, supported by all-way stop-controlled intersections, will continue to operate effectively. The proposed driveway design meets municipal standards, and a sightline analysis confirms that the proposed access point (replacing the current driveway) provides adequate visibility for vehicles entering and exiting the site.

The site supports active transportation, with 64 bicycle parking spaces meeting zoning requirements, and strong connectivity to nearby transit options. A single at-grade loading space is proposed to support deliveries and waste collection via a private molok system. AutoTURN analysis confirms that service vehicles can access and maneuver within the site. Overall, the study concludes that the development is feasible from a transportation perspective, with no concerns impacting approval or construction.

5.5 Arborist Report and Tree Inventory & Preservation Plan

An Arborist Report and Tree Inventory and Preservation Plan has been prepared by JDB Landscaping Inc. The study identifies and assesses trees on the site and within the right-of-way, as well as those on neighbouring lots when a tree is located near a shared property line. The current condition of each tree and its potential for preservation was evaluated. A total of 9 trees were inventoried and classified based on species, size, health, and structural integrity. Amongst the 9 trees, 6 are owned by neighbours and 3 are owned by the City of Mississauga.

The plan proposes that one kentucky coffeetree be removed and one honey locust be transplanted to support the proposed development. Both trees are 3 to 4 metres in height, considered newly planted deciduous trees (immature), in fair condition, and owned by the City of Mississauga.

The plan supports the use of tree preservation fencing at the rear of the property to protect the six mature Norway maple trees located on the neighbouring lot. Other protective guidelines for tree preservation are included as part of the plan to ensure each tree's long-term health and stability. Amongst other items, the protective guidelines address hoarding outside of or at the drip line, and prohibitions on equipment operation, material storage, and contaminant discharge within designated Tree Protection Zones. Further, the Tree Preservation Plan notes that a letter of consent for potential impact to the trees is required for the installation and construction of the transformer and retaining wall at the rear of the site.

Overall, the Tree Inventory and Preservation Plan complies with municipal policies and seeks to balance the desire for preservation with the needs of the proposed development.

5.6 Functional Servicing and Stormwater Management Report

The Functional Servicing and Stormwater Management Report (FSSMR), prepared by Crozier Consulting Engineers, supports the Zoning By-law Amendment (ZBA) application for the proposed 11-storey residential development at 50 High Street East in Mississauga. The study evaluates the feasibility of water servicing, sanitary drainage, and stormwater management for the development, and assesses stormwater quantity, quality, and runoff volume. The projected population of the proposed 11-storey building is approximately 259 persons.

Key Servicing Findings:

- » **Water Servicing:** The site will connect to the existing 200 mm watermain on High Street East, with a 100 mm domestic water service and 150 mm fire service connection. Due to the height of the building, a single watermain connection is sufficient.
- » **Fire Hydrant:** A private hydrant near the building entrance is proposed to service the site. On June 11, 2025, a hydrant flow test was performed by Watermark Solutions. The test demonstrated that the existing municipal water supply can support the development without the need for external upgrades or retrofit.
- » **Sanitary Servicing:** A 150 mm sanitary service connection to the existing 375 mm sanitary sewer along High Street East is proposed.
- » **Drainage:** Storm flows from the building are proposed to be directed to roof drains and an on-site catch basin, which will ultimately discharge into the proposed stormwater management tank. The tank is proposed to connect into the existing 825 mm storm sewer along High Street East. Due to the low point at the southern corner of the site, uncontrolled flows are proposed to drain to the High Street East right-of-way.

- » **Stormwater Management:** A stormwater management tank, with a storage volume of 20.5 m³, is proposed within the subject site. Flows will be controlled by a 75 mm orifice tube downstream from the tank. Stormwater quality control will be provided through an oil and grit separator unit, which will remove 80% of the TSS and be located upstream from the tank to promote clean water entering the tank. The grading plan ensures proper stormwater runoff management while minimizing impacts on adjacent properties.

Overall, the report demonstrates that the site can be developed in compliance with City of Mississauga and Region of Peel functional servicing and stormwater management requirements.

5.7 Geotechnical Report

A geotechnical engineering report was prepared by Toronto Inspection Ltd. The geotechnical investigation was intended to determine the subsoil and groundwater conditions that may affect the design and construction of an 11-storey residential building with a partial basement. The study provides information and recommendations relating to:

- » Existing ground conditions
- » Foundation design
- » Construction recommendations
- » Excavation recommendations

The investigation included four boreholes drilled on April 15, 2025, which revealed a layer of subsoil under the topsoil and asphalt pavement consisting of fill, silt and sand, and till deposit. While no major groundwater issues are anticipated, localized perched water may be encountered and can be managed through sump pits and pumping.

Key geotechnical recommendations include that any new fill at the site should consist of organic free material, placed in lifts of 200 to 300 mm, and meet a minimum compaction of 98%. Further, conventional spread or strip footings founded in engineered fill and native compact study silt till deposit, at depths of 1.2 meters from grade, should be designed for bearing pressures of 150 kPa at Serviceability Limit State (SLS) and 225 kPa at Ultimate Limit State (ULS). Footings in engineered fill should be continuously reinforced with 2-15M rebars to bridge potential loose pockets. Additionally, it is recommended that all perimeter wall footings exposed to freeze-thaw conditions be founded at a minimum of 1.2 meters below the outside grade.

Per the report, floor slab construction, both ground and basement slabs can follow conventional slab-on-grade methods. Seismically, the site is classified as Class C (very dense soil) per the Ontario Building Code, and the structural design should include seismic resistance in accordance with code.

No ground water problems in excavation are anticipated for foundations. Localized seepage of water from perched water, if encountered, can be drained to sump pits and removed by pumping. Of note, organic free, on-site excavated soil may be reused for backfilling and topsoil and other compressible fill may be reused in landscaped areas, subject to approval by the landscape architect.

In terms of pavement design and construction, minimum pavement thicknesses of 65 mm up to 300 mm is recommended, depending on the material used and whether the area is intended for light duty parking or heavy duty driveways. Pavement thickness recommendations are based on the assumption that construction would be carried out in the dry season.

Overall, the geotechnical investigation report provides critical recommendations to ensure the stability and long-term performance of the proposed development.

5.8 Phase 1 Environmental Site Assessment

A Phase One Environmental Site Assessment (ESA) has been prepared in support of the proposed development. The assessment was completed by Toronto Inspection Ltd. in accordance with the Canadian Standards Association (CSA) Z768-01.

Historical records, including a review of aerial photographs and city directories, indicate that the site remained undeveloped until approximately 1960, when the current residential building was constructed. Since that time, the site has consistently been used for residential purposes. No significant changes to the building structure or land use were observed between 1966 and 2023. Surrounding properties within the study area have historically been used for a mix of residential and commercial uses.

A review of historical records, visual site inspections, and interviews found no evidence of potentially contaminating activities (PCAs) either on-site or in the vicinity that would represent an Area of Potential Environmental Concern (APEC). The assessment did not identify any signs of environmental concern that could impact the subsurface soil or groundwater at the site.

While no environmental concerns were identified, the report notes that due to the age of the building, designated substances may be present. A designated substance survey is recommended prior to any demolition or renovation work. In addition, fill material of unknown quality may have been used during the site's initial development; testing of this material is recommended as part of future redevelopment planning.

Based on the findings, no further environmental investigation is required.

6.0

Summary Planning Analysis

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 summarize the key planning merits of the proposal and outline how the proposed development represents good planning.

6.1 Delivering Affordable Housing in Port Credit

Per the Mayor's Housing Task Force Report, the City of Mississauga is in the midst of a housing crisis. To address the crisis, the City aims to facilitate the development of 370,000 homes prior to 2051 by unlocking new supply and making housing more affordable.

In targeting the provision of 100% affordable units of rental tenure, the proposed development contributes new, affordable housing to the City's supply in an ideal location. The Port Credit Central Residential Precinct is well-supported by existing municipal services and infrastructure, including higher-order transit services provided by the Port Credit GO Station and future Hurontario LRT station – both within a few minute walking distance north of 50 High Street East.

Policies in the Mississauga Official Plan and draft MOP 2051 encourage the provision of additional affordable housing, with a focus on rental housing units, particularly within Community Nodes and Growth Nodes. In providing 96 affordable units of varying sizes and configurations, including one, two and three-bedroom units ranging in size from 46 m² to 87 m², the proposal increases housing affordability in the area for individuals and families alike.

As such, it is our opinion that the proposed redevelopment of 50 High Street East is consistent with the PPS 2024 and conforms to the housing policies of the regional and municipal Official Plans.

6.2 Transit-Supportive and Complete Community Development

The proposed development furthers provincial, regional, and municipal goals of increasing densities at major transit nodes to encourage the use of transit and active transportation over that of personal vehicles. In further support of this, the site provides over 60 bicycle parking and restricts vehicle parking to only 1 accessible parking space and 4 visitor parking spaces. The site is within an existing settlement area and a PMTSA, being only a few hundred meters south of the Port Credit GO Station, MiWay bus terminal, and future Hurontario LRT station. The Province, Region of Peel, and City of Mississauga direct future growth to transit-supportive areas.

Redevelopment and intensification is appropriate for the site given its location within an existing apartment neighbourhood and proximity to existing and planned regional and local transit services. The site is currently underutilized, with significant potential to accommodate new housing. The proposed 11-storey development is compatible with its immediate surrounding area, which includes 10-storey residential buildings directly to the west and east. The development seeks to contribute 96 affordable dwelling units to the housing supply, thereby supporting the City in meeting the planned density target for the Port Credit PMTSA.

Increasing housing supply in one of the most desirable neighbourhoods of Mississauga

provides more residents with access to valuable natural amenities, such as Lake Ontario and the Credit River, as well as key regional infrastructure investments, such as the Port Credit GO Station. The site is also within walking distance to Lakeshore Road, which features a mix of commercial, retail, and office uses, and the green space and park and trail network of the Lake Ontario waterfront. Several community amenities are also within close walking and/or biking distance from the proposed development, including the Port Credit Library, the Port Credit Memorial Park and Arena, and Harbour Marina.

Overall, the proposal supports provincial, regional, and municipal planning policies that encourage the development of transit-oriented, healthy, and complete communities that offer a range of opportunities to access transportation, housing, and recreation.

6.3 Compatible Built Form and High-Quality Design

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 Port Credit Local Area Plan, as detailed in this Planning Justification Report. The proposal is sensitive to the existing and planned context and ensures compatible scale, massing, and height with surrounding developments. For example, although up to 15-storeys is permitted as-of-right in the Central Residential Precinct of Port Credit per the Official Plan, the proposal is for an 11-storey building.

The site is located within the Port Credit Community Node and PMTSA. 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, such as 50 High Street East.

The proposal represents the efficient use of an underutilized site with access to existing servicing and infrastructure. The building has been massed to respect that of adjacent properties. The design provides a stepback at the 10th level, while careful architectural detailing and facade treatment creates the perception of additional stepbacks at lower levels. The use of varying materials and unique design elements provides the building with a mid-rise character, which is suitable for the block. No private residential balconies are provided, reducing potential concerns for privacy and overlook. In addition, the building's orientation seeks to maintain adequate sunlight and sky views.

6.4 Aligning the Zoning-By-law with the Contemporary Policy Framework

The site is zoned Residential Apartment 1 with an exception (RA1-6) in City of Mississauga Zoning By-law 0225-2007. This zoning permits residential apartment uses but restricts density to a far greater extent than the Official Plan permits. Specifically, the existing zoning regulations restrict buildings to 4-storeys, whereas the Port Credit Local Area Plan permits up to 15-storeys as-of-right.

A key objective of this application is to align the site's as-of-right zoning permissions with the City's vision and contemporary policy framework, as provided by the Mississauga Official Plan and new MOP 2051. Specifically, a rezoning of the site to the Residential Apartment 3 (RA3) zone, which permits heights of up to 12-storeys, is being sought.

The proposed rezoning contributes to the efficient use of land on an underutilized, well-connected site that is suitable to accommodate growth. It also supports the provision of new affordable housing units and amenity spaces within an existing apartment neighbourhood. Further, the rezoning will contribute towards the achievement of minimum density targets for the Port Credit PMTSA.

It is our opinion that the proposed redevelopment provides an opportunity for the City to align the Zoning By-law with its Official Plan policies, to ensure a clear and consistent policy framework, particularly for an area that is projected to experience significant growth in the coming years.

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 Zoning By-law Amendment will facilitate an appropriate redevelopment of the subject site. The proposal represents good planning, as it supports the creation of affordable rental housing 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 and ZBA are consistent with the Provincial Planning Statement, 2024;
- » The proposed development and ZBA conform to the Region of Peel Official Plan;
- » The proposed development and ZBA conform to the City of Mississauga Official Plan, including the Port Credit Local Area Plan;
- » The proposed development and ZBA have regard for and achieve the intent of the draft policies of Mississauga Official Plan 2051 and the Port Credit Built Form Guide;
- » 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.

Respectfully submitted,



Tony De Franco

MScPI, RPP, MCIP

Lead, Development Planning
Sajecki Planning Inc.

Appendix A:

Planning Application Checklist

Submission Requirements Checklist

Type of Application:

- ☐ Official Plan Amendment (OPA)
- ☐ Removal of H (H-OZ)
- ☒ Rezoning (OZ)
- ☐ Plan of Subdivision (T)

Planning and Building
Department
Development and Design Division
300 City Centre Drive
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plans.devdes@mississauga.ca



General Information		
Address / Legal Description of Site 50 High St E		Ward No. 1
Meeting Date March 5, 2025		
Description of Proposal 10 storey rental apartment building with 80 units		
Applicant Name Sajecki Planning- Tony		Planner Name D. Ferro
Pre-Application Meeting No. DARC 25-30 W1		

Standard Requirements	
<input checked="" type="checkbox"/> Official Plan Amendment and/or Rezoning Application Form , including ALL Schedules	<input checked="" type="checkbox"/> Region of Peel Commenting Fee Receipt (prior to formal application submission)
<input checked="" type="checkbox"/> City Application Fees / Deposits	<input checked="" type="checkbox"/> Context Plan / Map
<input checked="" type="checkbox"/> Cover Letter including the proposed tenure	<input checked="" type="checkbox"/> Arborist Report
<input checked="" type="checkbox"/> Concept / Site Plan	<input checked="" type="checkbox"/> Grading / Site Servicing Plan / Cross Sections / Underground Parking Plans (if applicable) / Phasing (if applicable)
<input checked="" type="checkbox"/> Recent Survey Plan	<input checked="" type="checkbox"/> Parcel Register showing Easements / Restrictions on Title
<input checked="" type="checkbox"/> Building Elevations	<input checked="" type="checkbox"/> Floor Plans
<input checked="" type="checkbox"/> Planning Justification Report	<input checked="" type="checkbox"/> Zoning By-law – Table/List of requested Site-Specific Exemptions)
<input checked="" type="checkbox"/> Functional Servicing Report (FSR)	<input checked="" type="checkbox"/> Stormwater Management Report
<input checked="" type="checkbox"/> Geotechnical Report	<input checked="" type="checkbox"/> Storm Sewer Use By-law Acknowledgement form
<input checked="" type="checkbox"/> Traffic Impact Study	<input checked="" type="checkbox"/> Environment Site Screen Questionnaire and Declaration Schedule (ESSQD)
<input checked="" type="checkbox"/> Tree Inventory/Tree Preservation Plan	<input checked="" type="checkbox"/> Draft Notice Sign Mock-up & Proof of Notice Sign Installation
<input checked="" type="checkbox"/> Phase 1 Environmental Site Assessment (ESA) and a Phase 2 ESA if one is warranted according to the Phase 1 ESA	<input checked="" type="checkbox"/> Community Engagement Meeting - if a meeting is warrant by Ward Councillor, a Community Engagement Report is required
Site Specific Requirements	
	Submission Requirements Notes – See Terms of Reference for more detail information when the following study(s) are required
<input type="checkbox"/> Conservation Authority Review Fee Receipt and/or GTAA Review Fee Receipt (prior to formal application submission)	when site is within Conservation Authority or GTAA review area
<input type="checkbox"/> Plan of Subdivision Application Form	with Subdivision Proposal
<input type="checkbox"/> Draft Plan of Subdivision	with Subdivision Proposal
<input type="checkbox"/> Official Plan – Table/List of requested Site-Specific Exemptions	with Official Plan Amendment Application
<input type="checkbox"/> Digital 3D Building Mass Model (pdf and Sketchup, AutoCAD, Revit, 3DsMAX or Collada)	when buildings are greater than 10.7 metres in height
<input type="checkbox"/> Parking Utilization Study	when 10% or more parking deficiency is proposed
<input type="checkbox"/> Streetscape Feasibility Study (includes an existing utility plan that meets the Terms of Reference)	when site is within City’s Intensification Areas in the Official Plan
<input type="checkbox"/> Right-of-Way Package	when a public road is proposed
<input checked="" type="checkbox"/> Pedestrian Wind Comfort and Safety Study	when proposal is greater than 20 metres or more in height (refer to Terms of Reference for detail requirement information)
<input checked="" type="checkbox"/> Shadow Study	when proposal is greater than 10.7 metres in height
<input checked="" type="checkbox"/> Noise and Vibration Study	all proposal with or near a noise sensitive land use defined by the Ministry of Environment (MOE), Conservation and Parks, NPC-300 Environmental Noise Guideline
<input type="checkbox"/> Air Quality Study	when proposal includes sensitive uses and is within 1000 metres from industrial uses with emission
<input type="checkbox"/> Land Use Compatibility Study	when the proposal is for residential that is within an Employment Area and/or a previous Employment Area OR When site is on Dundas Street and designated as Mixed Use Limited designated

<input type="checkbox"/> Urban Design Advisory Panel	when a site is: <ul style="list-style-type: none">• in the City Centre• all major proposed development in Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors, Major Transit Stations, Special Purpose Area• all major mixed use and high-density residential development applications
<input type="checkbox"/> Hydrogeological Report	when underground parking is proposed
<input type="checkbox"/> Slope Stability Study / Top of Bank Survey	when site is near Hazards Lands
<input type="checkbox"/> Environmental Impact Statement – Type (i.e. minor or major) to be determined following site visit prior to application submission	when site has environmental significance
<input type="checkbox"/> Archaeological Assessment	when there is archaeological significance on the property
<input type="checkbox"/> Heritage Impact Assessment	when the property is listed or designated as Heritage significance
<input type="checkbox"/> Parkland Dedication Study	when Parks and Culture Planning Section confirms a need for unencumbered park on the property
Other Site Specific Requirements	Notes/Explanation
<input checked="" type="checkbox"/> Waste Management Plan	

Other Information

- Terms of Reference for each study/report can be found on the City’s website: [Development Application Terms of Reference](#). If the Terms of Reference is not on the links, please contact the reviewer who made the comment for Terms of Reference.
- This checklist is valid for **one (1) year** from the date of the meeting. In the event that the checklist expires prior to the application being submitted, and/or new policy and/or by-laws apply, another updated checklist may be required.
- Application forms can be obtained at [Apply for an Official Plan amendment, Zoning By-law amendment or plan of subdivision – City of Mississauga](#)
- Additional information/reports/studies/plans may be required upon submission of the application.
- **Community Engagement Meeting** may be required where deemed necessary by the Ward Councillor and it will occur prior to the formal Development Application submission. The Community Engagement meeting will be held with surrounding residents to inform the community of the contemplated development proposal and to gather feedback. Further details on the meeting can be obtained by the Planner assigned to the file.
- Application submissions are via **ePlans only** at [Mississauga ePlans Login](#)

Preparing Drawings & Documents for an ePlans Submission

Drawing Standards

Drawing sheets should be saved and uploaded into ePlans with the proper view orientation, so that the drawings do not require to be rotated to a proper view.

The top right corner of all drawing sheets should be left blank with the exception of the border for the purpose of a City of Mississauga electronic approval stamp. Refer to the following chart for the approval stamp / location depending on the sheet size.

Sheet Size	Approval Stamp Size / Location
36” x 48”	<ul style="list-style-type: none">• 3” width x 2” height• ¾” from edge of sheet in both directions
24” x 36”	<ul style="list-style-type: none">• 3” width x 2” height• ¾” from edge of sheet in both directions
18” x 24”	<ul style="list-style-type: none">• 3” width x 2” height• ½” from edge of sheet in both directions
11” x 17”	<ul style="list-style-type: none">• 3” width x 2” height• ½” from edge of sheet in both directions

File Naming Standards for Drawings

File names for all drawings submitted through ePlans should include the first character of the discipline name followed by a 3-digit sheet number and drawing type.

File names **must not** include the project address, date, business name, dashes, hyphens or any other special characters. Each drawing plan sheet must be an independent file and the file name cannot exceed 70 characters. Files submitted with multiple drawing plan sheets will not be accepted.

The chart below for are examples of file naming conventions.

Drawing Type	Character - Discipline	Sample File Name
Site Plan	A Architectural	A100 Site Plan
Elevations	A Architectural	A200 North Elevation
Floor Plans	A Architectural	A300 Ground Floor Plan
Concept Plan	A Architectural	A400 Concept Plan
Grading Plan	C Civil	C100 Grading Plan
Survey Plan	C Civil	C105 Survey Plan
Tree Inventory Plan	L Landscape	L100 Tree Inventory Plan
Landscape Plan	L Landscape	L200 Landscape Plan

File Naming Standards for Documents

File names for all documents should clearly identify the type of document, such as an arborist report, shadow study, traffic impact study or stormwater management report.

File names must not include the project address, date, business name, dashes, hyphens or any other special characters. File name cannot exceed 70 characters.

File Type Standards

Only PDF or vector PDF (preferred) files will be accepted for drawings and documents. If drawings are created in AutoCAD, please convert the files to vector PDF by using the Autodesk Vector Graphic Converter “DWG to .pc3 plotter driver”.

File Size Restrictions

Individual file size restriction is up to 1 Gigabyte (GB).

Appendix B:

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.

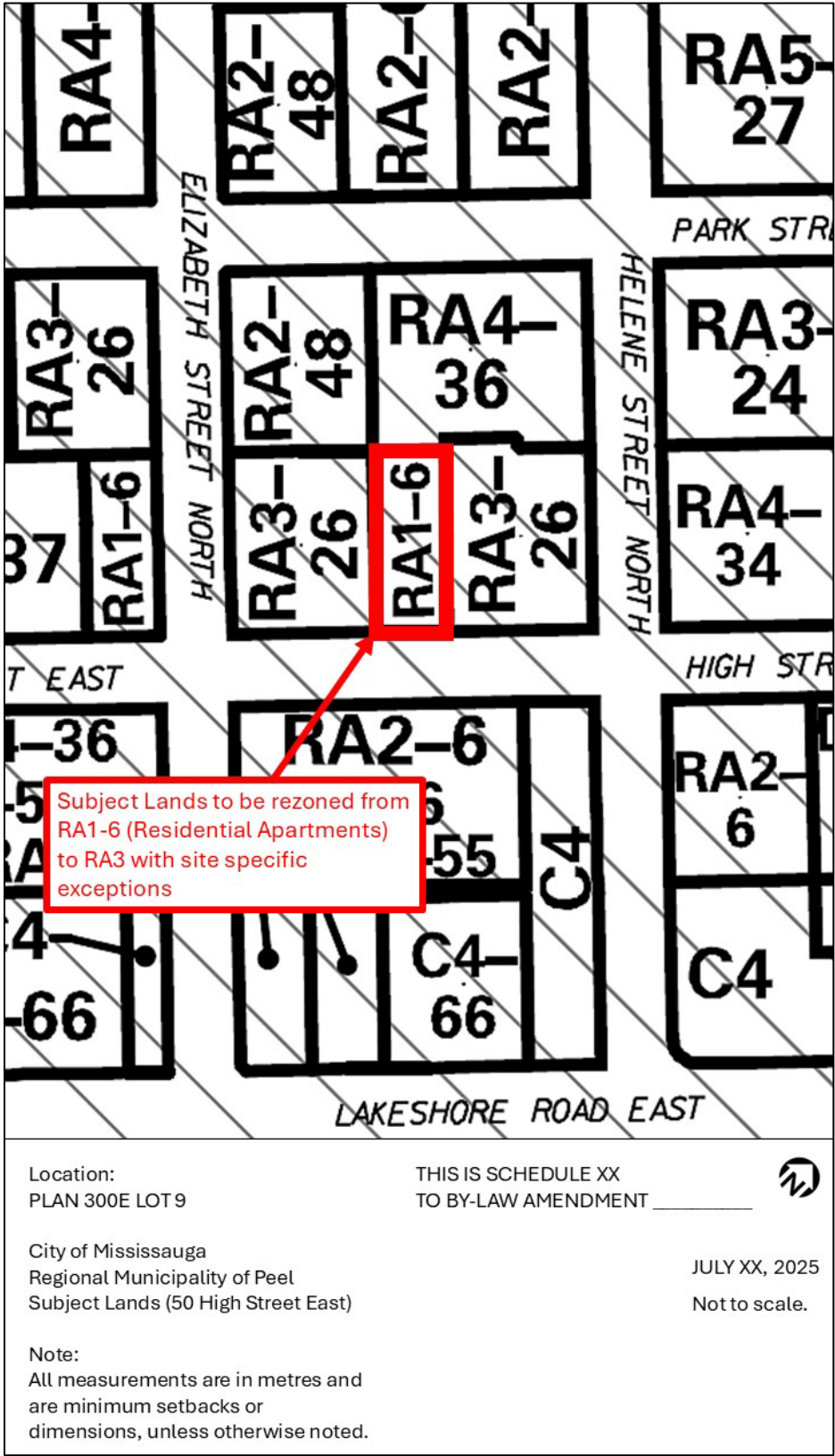
WHEREAS pursuant to section 34 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, the council of a local municipality may, respectively, pass a zoning by-law;

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

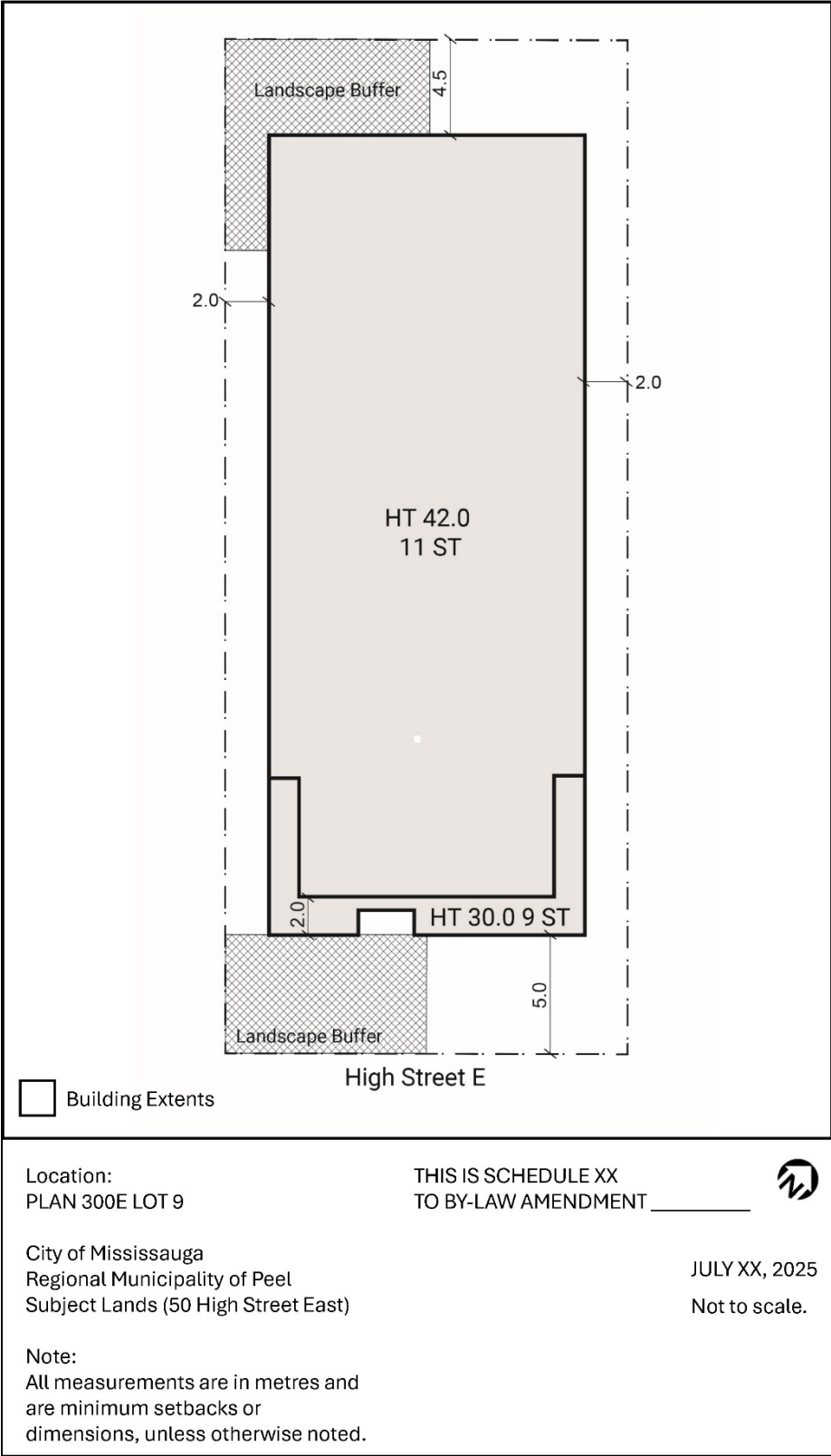
1. The lands subject to this By-law consist of PLAN 300E LOT 9, City of Mississauga, as shown on Schedule "A" and Schedule "RA3-XX" attached hereto, and that Schedule "A" and Schedule "RA3-XX" forms part of this By-law.
2. By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by adding the following Exception Table:

4.15.4.XX	Exception: RA3-XX	Map #X	By-law:
In a RA3-XX zone the permitted uses and applicable regulations shall be as specified for a RA3 zone except that the following uses/regulations shall apply:			
Regulations			
4.15.4.XX.1	Minimum Lot Frontage		20.0 m
4.15.4.XX.2	Maximum Floor Space Index - Apartment Zone		5.6
4.15.4.XX.3	Maximum Height		42.0 m and 11 Storeys
4.15.4.XX.4	Minimum Front Yard		5.0 m
4.15.4.XX.5	Minimum Interior Side Yard		2.0 m
4.15.4.XX.6	Minimum setback from surface parking spaces or aisles to any other lot line		0.0 m
4.15.4.XX.7	Minimum Landscaped Area		30% of the lot area
4.15.4.XX.8	Minimum depth of a landscaped buffer along the eastern lot line		0.0 m
4.15.4.XX.9	Minimum depth of a landscaped buffer along the western lot line		0.0 m
4.15.4.XX.10	Setback of a rooftop balcony from all exterior edges of a building or structure		0.0 m
4.15.4.XX.11	Notwithstanding regulations of this By-law, all site development plans shall comply with Schedule RA3-XX of this By-law.		

SCHEDULE A



SCHEDULE RA3-XX



Appendix C:

Community Meeting Report

Community Meeting Report

50 High Street East, Mississauga, ON

On behalf of Mahogany Management ("owner"), Sajecki Planning Inc. ("applicant") is pleased to submit the following Community Meeting Report as part of the Zoning By-law Amendment (ZBA) application for the property known municipally as 50 High Street East ("site"). The proposal seeks to redevelop the site with a 11-storey purpose-built rental apartment building that targets 100% affordable housing units.

1.0 Meeting Details

A community meeting was requested and organized by Councillor Dasko's office. The meeting took place virtually via Webex on June 18th, 2025 at 6:30 PM. Those in attendance at the meeting included:

Members of the Public:

- Approximately 20 people were in attendance.

Councillor's Office:

- Councillor Stephen Dasko
- Angie Dell –Executive Assistant to Councillor Dasko

City of Mississauga Staff:

- Hugh Lynch – Manager, Development South
- Lucas Petricca – Planner

Applicant's Team:

- Tim Neeb, Owner – Mahogany Management
- Ed Sajecki, Partner – Sajecki Planning Inc.
- Tony De Franco, Development Lead – Sajecki Planning Inc.
- Christina Borowiec, Planner – Sajecki Planning Inc.
- Steve Mauro, Principal - Architect – Chamberlain Architects
- Menna Ali, Architect – Chamberlain Architects

The materials that were prepared and presented at the meeting by the applicant team are attached to this report in Appendix 1.

2.0 Meeting Schedule and Minutes

Below are the meeting minutes and schedule of questions/responses:

Agenda	Individual Responsible
Opening Remarks	Councillor Dasko
City Presentation	Lucas Petricca
Applicant's Presentation	Tony De Franco and Steve Mauro
Closing Remarks	Councillor Dasko
Question and Answer Period	
A resident expressed concerns relating to the shared westerly property line in terms of grading, landscaping, tree planting, and fencing. Concerns for the ground water, grading, membrane, and vibrations during construction activities were also raised.	Resident / Board Member of PCC 27 (15 Elizabeth St N)
Response: The application will include all required reports to ensure these matters are being addressed (i.e., grading plans, servicing and stormwater reports, geotechnical study, etc)	Tony De Franco
A copy of the presentation was requested.	Resident
Response: A copy of the presentation was provided to the Councillor's office for upload to the Councillor's webpage.	Tony De Franco
A resident inquired as to the total number of parking spaces that will be provided as part of the development.	Resident
Response: A total of 5 vehicle parking spaces will be provided – 1 accessible parking space and 4 visitor parking spaces. Leases for tenants at the building indicate that no resident parking is provided. This approach has previously been successfully applied at a building in Toronto, near Casa Loma (200 Madison Ave), where there are 5 parking spaces for 82 units. It was also noted that the City of Mississauga does not require any minimum parking for sites near transit.	Tony De Franco and Tim Neeb
A resident inquired about the building ownership model.	Resident
Response: Ownership will be via a corporation owned by Tim Neeb.	Tim Neeb
A resident inquired about the differences between the affordable housing provided in the nearby Brightwater development and 50 High Street East.	Resident
Response: The Brightwater development has a 60/40 split, where 60% is supported through CMHC rent (social housing subsidized by the Region of Peel) and 40% is affordable rental housing. 50 High Street East is a private development providing affordable housing units.	Councillor Dasko

A resident inquired about the anticipated rents at the development.	Resident
Response: Rent levels will align with the City's affordable housing thresholds and are expected to be \$1,625 for 1 bedroom; \$1,855 for 2 bedroom; \$1,967 for 3 bedroom, plus utilities.	Tim Neeb
A resident inquired about the impact on neighbourhood safety and security with the recent influx of new residents.	Resident
Response: Initiatives are underway to build a new police station in the area and add another EMS outpost.	Councillor Dasko
A resident inquired if the development proposal has balconies.	Resident
Response: There are no private balconies. Balconies will only be provided as part of the common amenity area.	Steve Mauro
A resident inquired if there will be an on-site property manager.	Resident
Response: A property manager, who lives in the area, will be designated for the building and there will be an on-site supervisor.	Tim Neeb
A resident inquired about the process for displaced residents to move back in.	Resident
Response: Current tenants were notified of this meeting and have the right to first refusal to move back in, as well as ways to receive assistance with relocation. The owner will meet with tenants well in advance if the project moves forward. Further, the City has a rental protection by-law that will be adhered to. It is a legal and formal process that must be met to ensure existing tenants have a right to return.	Tim Neeb and Tony De Franco

3.0 Conclusion

Overall, the community meeting was successful and feedback from the meeting will be reviewed and considered in the development's final design. The key messages shared during the meeting emphasized how the proposed development respects the existing neighbourhood's character, is an appropriate scale and massing for the site, and is supported by nearby higher order transit facilities. The overall design of the building was positively received by the community. The comments from the public will inform future design refinements that may emerge following the first formal submission of the application.

Attachment:

Applicant's Presentation from the Community Meeting

Community Meeting

50 High Street East, Mississauga

Ward 1 - Councillor Stephen Dasko

June 18, 2025



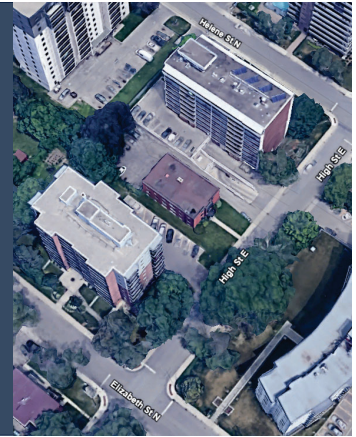
Sajecki
Planning

Chamberlain
ARCHITECTS • DESIGN • INTERIOR

Presentation Overview

1. The Vision
2. The Site
3. Planning Overview
4. The Proposal
5. What's Next?

Q + A

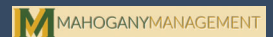


1. The Vision

3

Mahogany's Vision for the Site: Delivering Affordable Housing

- For over 20 years, Mahogany Management has been focused on building and managing affordable housing across Ontario
- Mahogany purchased the 50 High Street site in late 2024
- Intention is to develop a rental apartment building that is comprised of 100% affordable units
- The proposed Rezoning application will allow Mahogany to advance the redevelopment of the property and create new affordable housing in Port Credit



DEVELOPMENT PROJECTS

'Housing Now' Development On Victoria Park Ave Advances, New Renderings Released

The Victoria Park Avenue project is set to include 200 new rental homes, including 100 affordable and 400 rent-controlled market units.

By Zahra Karami July 30, 2024 10:40 AM

Mahogany has been involved in other affordable housing projects across the Region

4

2. The Site

5

The Site:

50 High St E
Port Credit



Site Area:
~1,020 m²
(~0.25 acres)

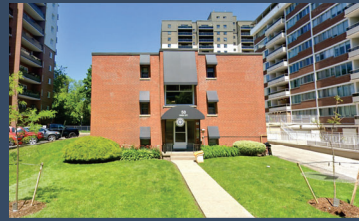
3 storeys

11 rental units

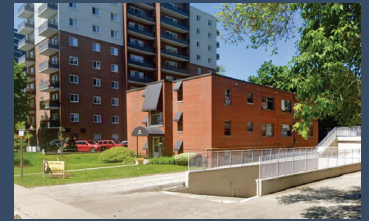


View along High Street

The Site



Front of the building from High Street



View looking northwest from High Street

8

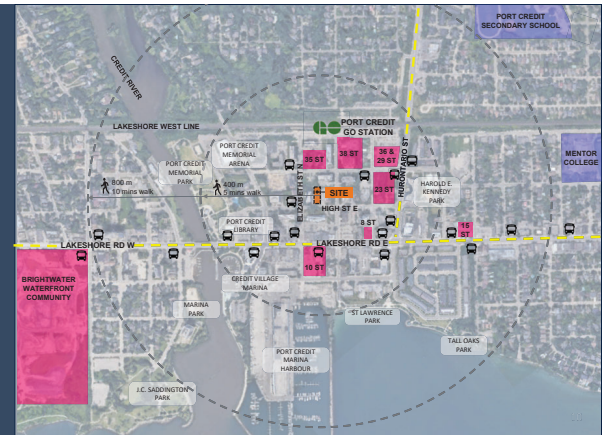
Surrounding Block

Apartments and
Surface Parking



9

Broader Community



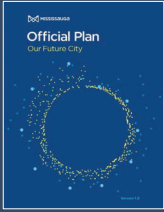
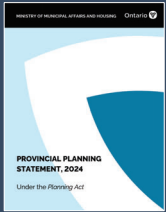
Port Credit Central Residential Precinct



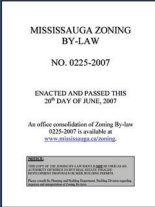
3. Planning Overview

12

Key Land Use Planning Documents



New Plan Adopted by Council

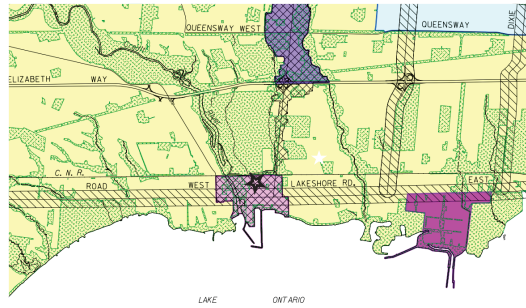


13



Policy Context

City of Mississauga Official Plan (Aug 7, 2024 Consolidation)

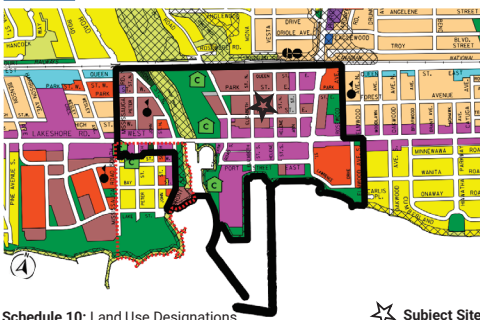


- Schedule 1: Urban System**
- Green System
 - Green System
 - City Structure
 - Downtown
 - Major Node
 - Community Node
 - Neighbourhood
 - Corporate Area
 - Employment Area
 - Special Purpose Area
 - Corridors
 - Corridor
 - Intensification Corridor
 - Subject Site



Policy Context

City of Mississauga Official Plan (Aug 7, 2024 Consolidation)



- LAND USE DESIGNATIONS**
- Residential Low Density I
 - Residential Low Density II
 - Residential Medium Density
 - Residential High Density
 - Mixed Use
 - Downtown Mixed Use
 - Downtown Core Mixed Use
 - Convenience Commercial
 - Motor Vehicle Commercial
 - Business Employment
 - Industrial
 - Airport
 - Institutional
 - Public Open Space
 - Private Open Space
 - Greenlands
 - Parkway Belt West
 - Utility
- City Structure**
- Downtown
 - Major Node
 - Community Node
 - Neighbourhood
 - Corporate Centre
 - Employment Area
 - Special Purpose Area

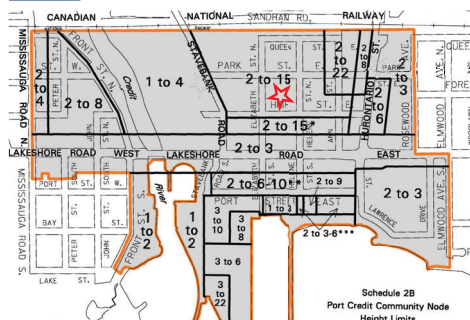
Schedule 10: Land Use Designations

Subject Site



Policy Context

City of Mississauga Official Plan (Aug 7, 2024 Consolidation)



Port Credit Height Map

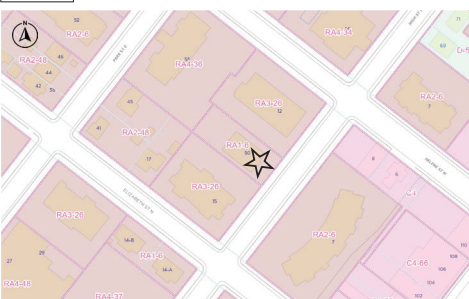
2 to 15-Storeys Permitted

Subject Site



Zoning

City of Mississauga Zoning By-law 0225-2007



Residential Apartment (With an Exception)

RA1-6

4 Storeys Permitted

Subject Site

City of Mississauga Zoning Map

4. The Proposal

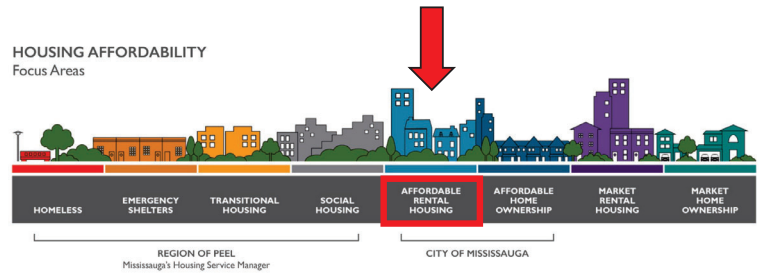
18

The Opportunity

Delivering affordable rental housing for residents and workers in Port Credit



HOUSING AFFORDABILITY Focus Areas



Mahogany's Vision for the Site:

- Affordable housing for working individuals, families and seniors
- Rent is at or below the City's affordable rent threshold

20

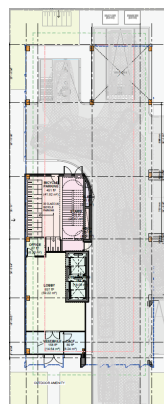
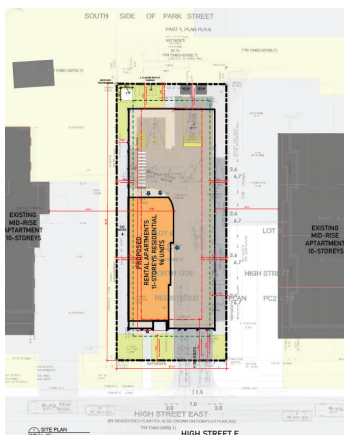
The Opportunity

- Requesting an amendment to the Zoning By-law
- Permit an 11-storey rental apartment building
- Deliver affordable housing

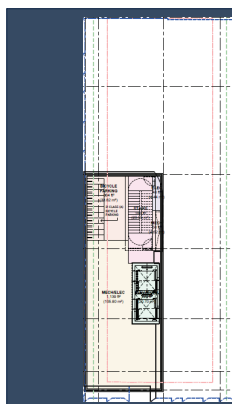


Site Plan

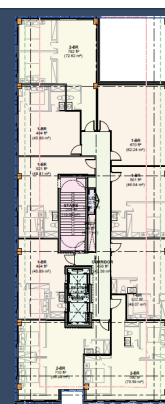
- ENTRANCE / EXIT
- PROPERTY LINE
- BUILDING SETBACK LINE
- LANDSCAPE SETBACK LINE
- EASEMENT AREA
- PROPOSED BUILDING
- EXISTING BUILDING
- ASPHALT
- LANDSCAPE / SOG AREA
- CONCRETE SIDEWALK / LOW SIDEWALK
- PEDESTRIAN CROSSWALK



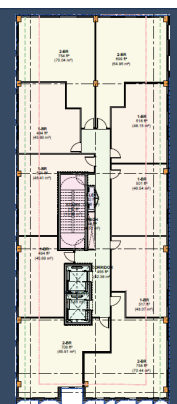
Ground Floor



Basement

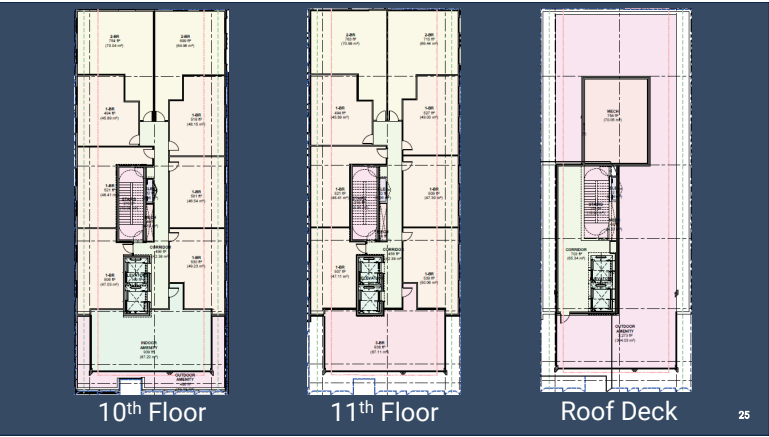


2nd Floor



Levels 3 to 9

24



25

Renderings



View looking Northeast



View looking Northwest

26

Renderings



Front of Building



Back of Building

27

Key Highlights

Height
11 Storeys



Density
5.48
Floor Space
Index



Total Amenity Area
510 m²

Amenity Areas
10th floor + Rooftop



96 Units

Targeting
100% Affordable
Housing

60 1-Bedroom (63%)
35 2-Bedroom (36%)
1 3-Bedroom (1%)



4 Visitor Parking Spaces
1 Accessible Parking Space



57 Bicycle Parking
Spaces

28

5. What's Next?

29

Zoning Approvals Process



DARC: Development Application Review Committee
PDC: Planning and Development Committee

Thank
You!

Sajecki»
Planning



Chamberlain
ARCHITECTS • INTERIORS • CONSTRUCTION



S|P

2025