



DECLARATION

Section 17 of the Planning Act

Applicant: Sajecki Planning Inc.

Municipality City of Mississauga

Our File: OPA 205

I, Sacha Smith, Deputy Clerk, solemnly declare,

1. That the decision in respect of the above-noted matter was made on December 10, 2025 when By-law Number 0192-2025 was enacted and that notice as required by Section 17 of the Planning Act was given on December 18, 2025.
2. That no appeal to the Ontario Land Tribunal of the decision in respect of the above-noted matter was received under Section 17 of the Planning Act within the time specified for submitting an appeal.

And I make this solemn declaration conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath.

Declared before me

at the City of Mississauga

in the Regional Municipality of Peel

this 8th day of January, 2026

Commissioner of Oaths

Donabelle Simtha Higgs, a Commissioner, etc.,
Province of Ontario, for the
Corporation of the City of Mississauga.
Expires September 24, 2026.

Declarant

Sacha Smith, Manager & Deputy Clerk



**NOTICE OF PASSING OF
AN OFFICIAL PLAN AMENDMENT AND A ZONING BY-LAW AMENDMENT**

Date of Notice	December 18, 2025
OPA Number	OPA 205 (By-law 0192-2025)
Zoning By-law Number	0193-2025
Date Passed by Council	December 10, 2025
Last Day to Appeal	January 7, 2026
File Number	OZ-OPA 25-10 Ward 1
Applicant	Sajecki Planning Inc.
Property Location	The lands affected by this Amendment are located north of Park Street East and east Elizabeth Street North. The subject lands are located in the Port Credit Community Node Character Area, as identified in Mississauga Official Plan. 23 Elizabeth Street North and 42-46 Park Street East

TAKE NOTICE that on December 10, 2025 the Council of the Corporation of the City of Mississauga passed the above noted Official Plan Amendment OPA 205 and Zoning By-law Amendment, under Section 17 or 21 of the Planning Act, R.S.O., 1990, c.P.13, as amended. Council has considered the written and oral submissions from the public on this matter.

THE PURPOSE AND EFFECT of the Official Plan Amendment is to amend Schedule 2B, Port Credit Community Node Height Limits and Protected Major Transit Station Areas (PMTSA), Schedule 11n (Hurontario LRT-Mineola, Port Credit), by increasing the height limit to permit a 30 storey apartment building.

The purpose of the Zoning By-law is to permit a 30 storey apartment. This By-law amends the zoning of the property outlined on the attached Schedule "A" from "RA2-48" (Apartments - Exception) to "H-RA5-78" (Apartments - Exception with a Holding Provision).

A description of the lands to which the By-law applies and/or a key map showing the location of the lands to which the By-law applies are attached.

The Zoning By-law shall not come into force until Mississauga Official Plan Amendment Number 205 is in full force and effect.

When the decision is final

The proposed official plan amendment is exempt from approval by the Minister of Municipal Affairs and Housing. The decision of the City of Mississauga is final if a Notice of Appeal is not received on or before the last date of appeal noted above.

IF YOU WISH TO APPEAL, a copy of an appeal form is available from the Ontario Land Tribunal (OLT) website at <https://olt.gov.on.ca/>. An appeal may be filed using the OLT e-file

service <https://olt.gov.on.ca/e-file-service/> (first-time users will need to register for a My Ontario Account) by selecting **Mississauga (City): Clerk and Secretary–Treasurer** as the Approval Authority. Alternatively, you may submit an appeal to the City Clerk in person or by registered mail/courier addressed to the City Clerk, City of Mississauga, Attention: Diana Rusnov, 300 City Centre Drive, 2nd Floor, Mississauga, ON L5B 3C1 no later than **4:30pm on January 7, 2026**. The filing of an appeal after 4:30pm will be deemed to have been received the next business day. If the e-file service is down, you can submit your appeal to city.clerk@mississauga.ca . An appeal will be processed once all fees are received.

Who can file an appeal

Only the applicant, the Minister, or an owner of land affected by the planning application, a specified person or a public body who made written or oral submissions to the Council of the City of Mississauga prior to Council's decision may appeal a decision of the City of Mississauga to the Ontario Land Tribunal.

No person or public body shall be added as a party to the hearing of the appeal unless, before the official plan amendment and/or by-law amendment was passed, the person or public body made oral submissions at a public meeting or written submissions to the Council of the City of Mississauga or, in the opinion of the Ontario Land Tribunal, there are reasonable grounds to add the person or public body as a party.

The Notice of Appeal must:

1. set out the reasons for the appeal and the specific part of the proposed official plan amendment to which the appeal applies;
2. be accompanied by the fee prescribed under the *Ontario Land Tribunal Act* in the amount of \$1,100.00 per application, payable to the Minister of Finance. Payment can be made directly to the OLT if using the e-file service to file an appeal or by certified cheque or money order if filing with the City Clerk. (An appellant may [request a reduction of the filing fee](#) to \$400.00. The request for a reduction of the filing fee must be made at the time of filing the appeal. For more information and a copy of the OLT Fee Schedule go to <https://olt.gov.on.ca/appeals-process/fee-chart/>.)
3. include the processing fee prescribed under the User Fees and Charges By-law in the amount of \$338.74 per application, payable by certified cheque to the City of Mississauga. This fee must be paid directly to the City of Mississauga in person, or by mail/courier, in addition to the OLT fee (Minister of Finance).

Additional Information

A copy of the Official Plan Amendment and Zoning By-law Amendment in their entirety can be found on the City's website at www.mississauga.ca/portal/cityhall/publicnotices.

Further information regarding these Amendments may be obtained from Lucas Petricca of the City Planning and Building Department at 905-615-3200 ext.5733.



Sacha Smith

Manager/Deputy Clerk,

Secretariat and Access & Privacy

300 City Centre Drive, Mississauga ON L5B 3C1

Amendment No. 205

to

Mississauga Official Plan

By-law No. 0192-2025

A by-law to Adopt Mississauga Official Plan Amendment No. 205

WHEREAS in accordance with the provisions of sections 17 or 21 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, ("*Planning Act*") Council may adopt an official plan amendment thereto;

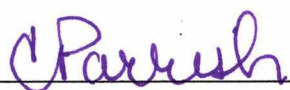
AND WHEREAS in accordance with O Reg 525/97, an official plan amendment is exempt from the approval of the Minister of Municipal Affairs and Housing;


AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding changes to Schedules 2B, Port Credit Community Node Height Limits and Protected Major Transit Station Areas (PMTSA), Schedule 11n (Huronario LRT-Mineola, Port Credit);

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

1. The document attached hereto, constituting Amendment No. 205 to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this 10th day of December, 2025.

Signed 
MAYOR

Signed 
CLERK

Amendment No. 205
to
Mississauga Official Plan

The following text and Maps "A" and "B" attached constitute Amendment No. 205.

Also attached but not constituting part of the Amendment are Appendices I and II.

Appendix I is a description of the Public Meeting held in connection with this Amendment.

Appendix II is a copy of the Planning and Building Department report dated October 8, 2025, pertaining to this Amendment.

PURPOSE

The purpose of this Amendment is to amend Schedule 2B, Port Credit Community Node Height Limits and Protected Major Transit Station Areas (PMTSA), Schedule 11n (Hurontario LRT-Mineola, Port Credit), by increasing the height limit to permit a 30 storey apartment building.

LOCATION

The lands affected by this Amendment are located north of Park Street East and east Elizabeth Street North. The subject lands are located in the Port Credit Community Node Character Area, as identified in Mississauga Official Plan.

BASIS

Mississauga Official Plan came into effect on November 14, 2012, save and except for the outstanding site specific appeals to the Ontario Land Tribunal.

The subject lands are designated Residential High Density which permits apartment buildings.

An Official Plan Amendment is required to amend Schedule 2B, Port Credit Community Node Height Limits and Protected Major Transit Station Areas (PMTSA), Schedule 11n (Hurontario LRT-Mineola, Port Credit) to permit a maximum height of 30 storeys on the subject lands.

The proposed Amendment is acceptable from a planning standpoint and should be approved for the following reasons:

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

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Schedule 2B, Port Credit Community Node Height Limits, of Mississauga Official Plan, is hereby amended by changing the height limits, as shown on Map "A" of this Amendment for lands north of Park Street East and east of Elizabeth Street North, from "2 to 15" to "2 to 30".
2. Protected Major Transit Station Areas (PMTSA), Schedule 11n (Huronario LRT-Mineola, Port Credit), of Mississauga Official Plan, is hereby amended by changing the height limits, as shown on Map "B" of this Amendment for lands north of Park Street East and east of Elizabeth Street North, from "2 to 15" to "2 to 30".

IMPLEMENTATION

Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, Mississauga Official Plan will be amended in accordance with this Amendment.

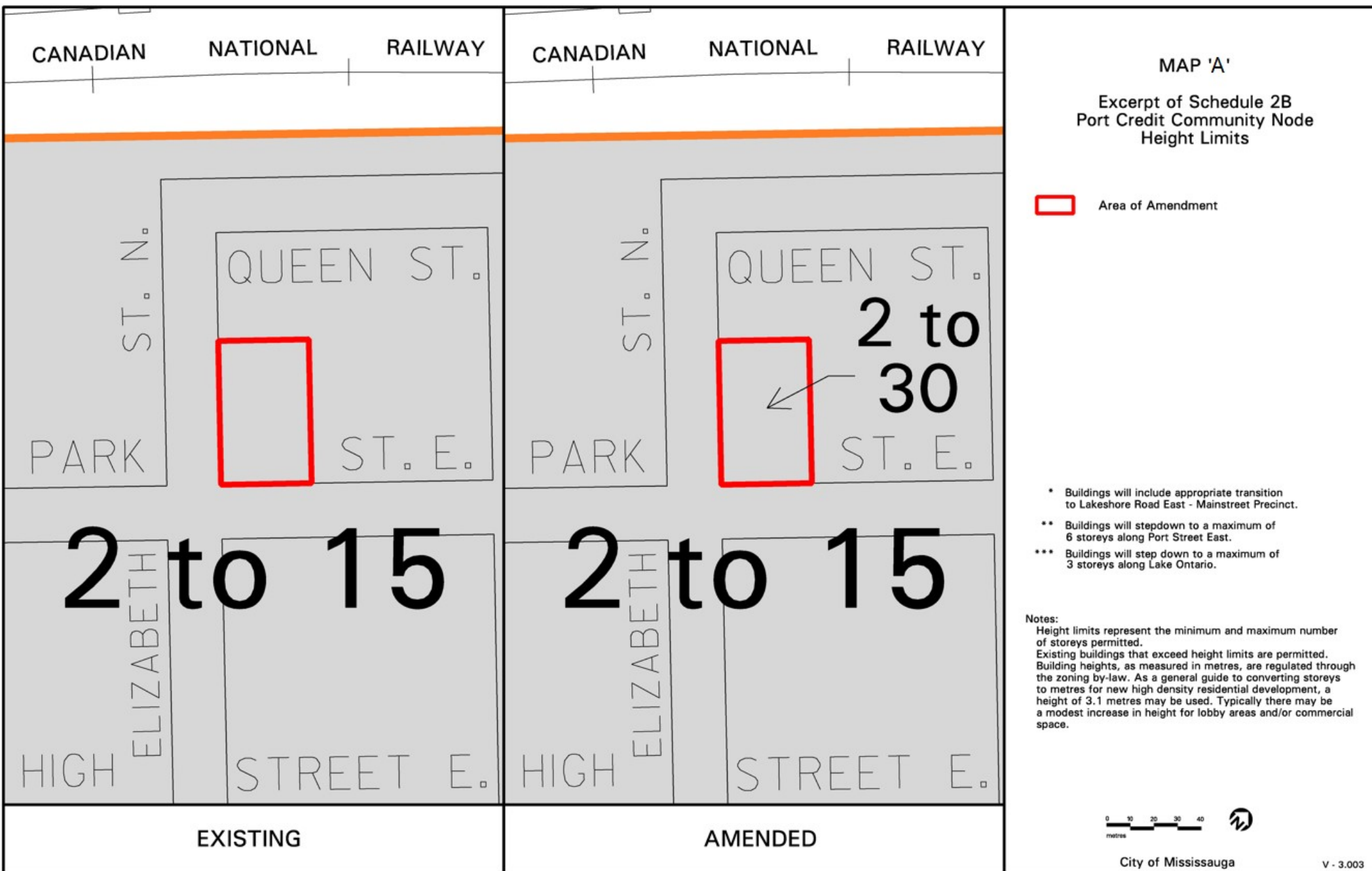
The lands will be rezoned to implement this Amendment.

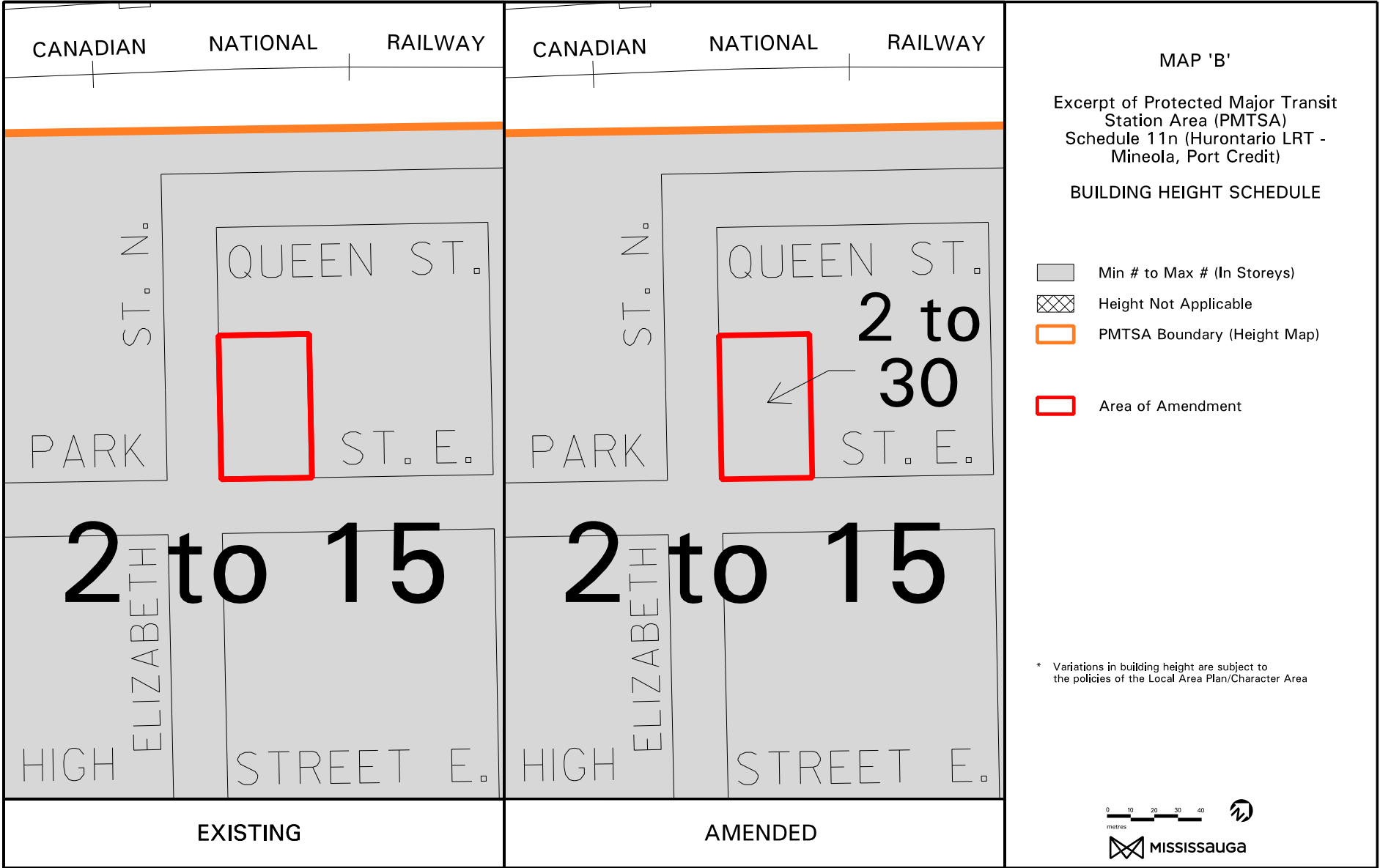
This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan dated May 15, 2025.

INTERPRETATION

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

This Amendment supplements the intent and policies of Mississauga Official Plan.





APPENDIX I

PUBLIC MEETING

All property owners within a radius of 120 m of the subject lands were invited to attend a Public Meeting of the Planning and Development Committee held on October 27, 2025 in connection with this proposed Amendment.

There was one member of the public that made a deputation with concerns around height. Additional concerns raised by the public, prior to Planning and Development Committee have been addressed in the Planning and Building Department report dated October 8, 2025, attached to this Amendment as Appendix II.

City of Mississauga

Corporate Report



<p>Date: October 8, 2025</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Originator's file: OZ/OPA 25-10 W1</p> <hr/> <p>Meeting date: October 27, 2025</p>
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Subject

PUBLIC MEETING RECOMMENDATION REPORT (WARD 1)

Official Plan Amendment and Rezoning applications to permit a 30 storey apartment building containing 378 dwelling units

23 Elizabeth Street North and 42-26 Park Street East, west of Hurontario Street, north of Park Street East

Owner: Edenshaw Elizabeth Developments Limited

File: OZ/OPA 25-10 W1

Recommendation

1. That the applications under File OZ/OPA 25-10 W1, Edenshaw Elizabeth Developments Limited, 23 Elizabeth Street North and 42-46 Park Street East, to amend the height schedule of the Port Credit Local Area Plan; to change the zoning to **H-RA5-78** (Residential Apartments – Exception) to permit a 30 storey apartment building, be approved in accordance with the provisions contained in the staff report dated October 8, 2025 from the Commissioner of Planning and Building, and that staff be directed to return to City Council with the appropriate implementing documents and by-laws for approval.
2. That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development.
3. That Planning and Development Committee's approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.
4. That the "H" holding provision is to be removed from the **H-RA5-78** zoning applicable to the subject lands, by further amendment upon confirmation from applicable agencies and City Departments that matters as outlined in the report dated October 8, 2025, from the Commissioner of Planning and Building have been satisfactorily addressed.

Executive Summary

- Official Plan amendment and rezoning applications have been submitted to amend the height schedule of the Port Credit Local Area Plan and to change the zoning by-law to permit a 30 storey apartment building, containing 378 dwelling units and 123 parking spaces in four levels of underground parking
- The property is located within the Port Credit Community Node and within the Port Credit Major Transit Station Area (MTSA)
- The Planning and Building Department has met its service target to bring forward a recommendation report to the closest Planning and Development Committee within the 120 day decision timeline as prescribed by the *Planning Act*
- The context of the Central Residential Precinct has changed since the previous application was considered. There have been OLT settlements east of the subject site to permit apartment buildings with heights of 36 and 33 storeys
- The proposed 30 storey apartment building maintains a downward transition to the Credit River, preserving the intent of the Port Credit Local Area Plan
- The applicant will enter into a Servicing Agreement with the Region of Peel to connect to their servicing once the infrastructure has been upgraded
- The applications support the direction established via the Mayors Housing Task Force by meeting statutory timelines and permitting 378 new apartment units
- Based on staff's evaluation, the development conforms to relevant planning policies and is supportable from a planning perspective
- Staff recommend approval of this proposed infill development application

Background

Official plan amendment and rezoning applications were deemed complete on June 19, 2025, and subsequently circulated for technical comments. The purpose of this report is to provide information on the applications and to provide a detailed planning analysis, including recommendations for the Planning and Development Committee's consideration.

Present Status

1. Site Information

(i) Site Location and Description

The site is located at 23 Elizabeth Street North and 42-46 Park Street East, within the Port Credit Community Node Character Area and Central Residential Precinct of the Port Credit Local Area Plan. The site is an assembly of four properties that contains three detached and one duplex dwelling. There is also mature vegetation lining the front and exterior side yard along Park Street East and Elizabeth Street North. The site is located approximately 100 m

Originator's file: OZ/OPA 25-10 W1

(328.1 ft.) from the Port Credit GO Station and approximately 250 m (820.2 ft.) from the future Hurontario LRT.



Aerial Photo of 23 Elizabeth Street North and 42-26 Park Street East



Existing Site Condition of 42-46 Park Street East



Existing Site Condition of 23 Elizabeth Street North

(ii) Site Context

The subject properties are located within the Central Residential Precinct of the Port Credit Local Area Plan (PCLAP). The surrounding area is generally characterized by apartment buildings ranging from 5 to 27 storeys, with some lower scale dwellings found throughout the precinct. There have also been OLT settlements to allow apartment buildings up to 36 storeys on the Port Credit GO Station parking lot (88 Park Street East).

North of the subject property is an 11 storey apartment building and further north, is the railway, Port Credit GO Station and MiWay bus drop off area. Adjacent to the subject property to the east is a six storey apartment building. On the west side of Elizabeth Street North is a 13 storey apartment building. To the south of the subject site are two detached dwellings.

Elizabeth Street runs north-south and connects the property to the Lakeshore Road corridor, which contains a mix of retail and commercial uses.

The surrounding land uses are:

North: 11 storey apartment building, Port Credit GO Station

East: 6 storey apartment building

South: detached dwellings

West: 13 storey apartment building

(iii) Surrounding Development Applications

The following development applications are in process or were recently approved in the immediate vicinity of the subject property:

- File OZ/OPA 23-3 – 23, 25, 29 Helene Street North, 53 Queen Street East and 70 Park Street East – applications have been approved by the OLT through a settlement between the City and the applicant, which proposed a 33 storey apartment building, containing 471 dwelling units and ground floor commercial uses
- Files OZ/OPA 22-10 and TM 22-02 – 88 Park Street East – applications have been approved by the OLT through a settlement between the City and the applicant, which proposed a 36 and 29 storey apartment building, containing a total of 1,122 dwelling units and ground floor commercial uses
- File OZ/OPA 22-3 – 17 and 19 Anne Street, 84 and 90 High Street and 91 Park Street East – applications endorsed by the Planning and Development Committee on December 9, 2024, which proposed a 23 storey apartment building, containing 363 dwelling units and ground floor commercial uses
- OZ 25-19 – 50 High Street East – a proposed 11 storey rental apartment building containing 96 dwelling units is in process

(iv) Site History

- June 20, 2007 – Zoning By-law 0225-2007, came into force which zoned the subject properties RA2-48 (Apartment – Exception)
- September 12, 2012 – Mississauga Official Plan came into force and effect which designated the subject properties, **Residential High Density**
- February 12, 2014 – The City adopted the Port Credit Local Area Plan which establishes the height permissions for the Community Node in the height schedule
- June 25, 2020 – Official Plan Amendment and rezoning applications under file OZ/OPA 20-006, were deemed complete which proposed a 22 storey apartment building containing 258 dwelling units
- November 19, 2021 – Applicant appealed OZ/OPA 20-006 to the Ontario Land Tribunal (OLT). The OLT refused the appeal on October 5, 2023
- May 19, 2025 – New Official Plan and rezoning applications submitted and were deemed complete on June 19, 2025

2. Mississauga Official Plan (MOP)

The lands are located within the Port Credit Community Node Character Area and are designated **Residential High Density**. The **Residential High Density** designation permits high rise apartment buildings. The Port Credit Community Node is an Intensification Area in Mississauga Official Plan and is, therefore, intended to be the focus of intensification within the City. The subject property is also located within a Major Transit Station Area (MTSA).

Refer to Appendix 1 for the existing Official Plan map.

3. Mississauga Official Plan 2051 (MOP 2051)

On April 16, 2025, Mississauga City Council approved MOP 2051, establishing an updated comprehensive framework to guide city-building and long-term growth. Aligned with the Provincial Planning Statement, the Plan introduces updated policies in transportation, housing, built form, culture and heritage, environment and economic development to support the creation of complete and resilient communities. MOP 2051 has been submitted to the Ministry of Municipal Affairs and Housing and will be in-force following Minister's approval. Upon approval by the Ministry, MOP 2051 will replace both Mississauga Official Plan and the Region of Peel Official Plan (2022).

In MOP 2051, the subject property is located in the Port Credit Growth Node Character Area and is designated **Residential High Rise**. The **Residential High Rise** designation permits apartment buildings. A maximum building height of 15 storeys is permitted on the subject property.

Development applications will continue to be evaluated under the current Mississauga Official Plan. However, should MOP 2051 be approved before a final decision is made by Council on this application recommendation, the applications will be evaluated based on the policies in MOP 2051. Applicants will be required to submit a request to amend the new policies and may be required to submit additional materials and justification for evaluation.

4. Current Zoning

The subject property is currently zoned **RA2 – 48** (Apartments – Exception), which permits an apartment, long-term care and retirement building up to 8 storeys. There are also additional permissions allowing for detached, duplex and triplex dwellings that are legally existing. Refer to Appendix 1 for the existing and proposed Zoning Map.

Proposed Development

1. Description

The applicant proposes to develop the property with a 30 storey apartment building, containing 378 dwelling units. Official plan amendment and rezoning applications are required to permit the proposed development. Refer to Appendix 1 for details of the proposed development.



North Elevation (from Park Street East)



West Elevation (from Elizabeth Street North)

2. Supporting Studies

The applicant has submitted various materials and studies in support of the applications which can be viewed at: <https://www.mississauga.ca/services-and-programs/planning-and-development/development-applications/active-development-applications/development-application-oz-opa-25-10-w1/>.

3. Green Development Initiatives

The applicant has not identified any green development initiatives that will be incorporated into the development.

Analysis and Evaluation

The following section summarizes the various elements that were considered in developing the Planning and Building Department's position on the applications.

1. Reason for Applications

An Official Plan Amendment is required to implement the proposal and amend the height in Schedule 2B, of the Port Credit Local Area Plan to permit a maximum height of 30 storeys. The existing height schedule permits 2-15 storeys.

An amendment to Zoning By-law 0225-2007 is required to implement the proposal as the current **RA2 – 48** zoning only permits an apartment building up to 8 storeys. An **RA5 – 78** (Apartments – Exception) zone is required to implement the current proposal.

2. Policy Summary

The *Planning Act* allows any property owner within the Province of Ontario the ability to make a development application to their respective municipality in order to accommodate a particular development proposal on their site. Upon the submission of mandated technical information, the municipality is obligated under the *Planning Act* to process and consider the application within the rules set out in the Act.

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Policy Statement and conform with the applicable provincial plans and Regional Official Plan. The policy and regulatory documents that affect these applications have been reviewed and assessed in the context of the proposed development applications. The following section summarizes how the proposed development is consistent with the applicable policy and regulatory documents.

(i) Provincial Planning Statement, 2024

The *Provincial Planning Statement, 2024* (PPS) provides policy direction on matters of provincial interest related to land use planning, such as increasing housing supply, supporting a strong economy, aligning development with infrastructure, protecting the environment, public health and safety.

The PPS recognizes that the official plan is the most important vehicle for implementation of these policies as "comprehensive, integrated and long-term planning is best achieved through official plans". The PPS contains a number of sections and associated policies that are relevant to the proposed development, including but not limited:

Section 2.2 of the PPS requires development to reflect densities and a mix of land uses which efficiently use land, resources and infrastructure and promoting transit supportive development. Additionally, the PPS promotes appropriate development standards that facilitate intensification, redevelopment and compact built forms while maintaining appropriate levels of public health and safety.

Section 2.3 of the PPS states that within settlement areas, growth should be focused in strategic growth areas, including major transit station areas (MTSA). This section of the PPS also states that planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including a range of housing options.

The application conforms to the PPS as it efficiently intensifies an underutilized site while applying appropriate development standards to produce a built form that maintains the

planned function and character of the neighbourhood. The proposal increases the range of housing options within an MTSA.

(ii) Regional Official Plan

General objectives of ROP, as outlined in Section 5.6, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.

The proposed development does not require an amendment to the ROP. The application conforms to the ROP as it efficiently uses land and promotes intensification that is transit supportive and located within an MTSA.

(iii) Mississauga Official Plan

The proposal requires an amendment to the Mississauga Official Plan Policies for the Port Credit Community Node Character Area, to permit an apartment building with a maximum height of 30 storeys. Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

- ***Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?***
- ***Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?***
- ***Are there adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application?***
- ***Has a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation been provided by the applicant?***

Planning staff have undertaken an evaluation of the relevant policies of Mississauga Official Plan against this proposed development application.

The following is an analysis of the key policies and criteria:

(i) What has changed?

On June 23, 2020, the City reviewed an application under file OZ/OPA 20-6, for a 22 storey apartment building containing 258 dwelling units located on the subject site. Through a review of the application, concerns were noted around height, building setbacks and landscaped buffers. The applications were appealed by the applicant to the OLT on November 19, 2021. Prior to the OLT hearing, the applicant increased the proposed height of the building to 24 storeys.

On October 6, 2023, the OLT issued a decision which refused the application. The key issues that were raised by staff and the OLT member were the reduced landscape buffers on the easterly lot line, building setbacks to the adjacent property to the east, and height, given the surrounding planning context at the time. At the time, the proposed 24 storey building would have been the tallest building in the Central Residential Precinct.

The table below compares key issues from the previous proposal, to what is currently proposed.

Provision	Previous application (OZ/OPA 20-006)	Current application (OZ/OPA 25-10)
Landscape buffer	0.86 m (2.82 ft.)	3 m (9.84 ft.)
Setback to parking garage	0.86 m (2.82 ft.)	3 m (9.84 ft.)
Podium floor plate	Approx. 1,045.5 m ² (11,253.67 ft ²)	Approx. 908 m ² (9,773.63 ft ²)
Podium setback to easterly lot line	7.6 m (24.93 ft.)	11 m (36.1 ft.)
Maximum Height	24 storeys and 82 m (269.03 ft.)	30 storeys and 95 m (311.7 ft.)

When comparing the applications, the new proposal adds more of an emphasis on landscaping, design, and compatibility by aiming to reduce the impact on the adjacent property. This is evident by the increased landscape buffer, setbacks and the reduced floor plate size of the podium, all of which contribute to a built form that incorporates sufficient urban design elements and maintains the existing and planned context of the Central Residential Precinct of the PCLAP.

Planned Context

During the appeal, there were two other development applications in process, OZ/OPA 22-10 – 88 Park Street East (Port Credit GO Station parking lot) and OZ/OPA 23-3 – 23, 25, 29 Helene Street, 53 Queen Street East and 70 Park Street East.

After the OLT issued the decision on the subject property, settlements were reached on these two applications.

OZ/OPA 22-10 – 88 Park Street East (Port Credit GO Station parking lot)

In March 2025, the OLT approved a settlement between the City and the applicant for a maximum height of 36 storeys and 131.5 m (431.43 ft.) and 29 storeys and 104.7 m (343.5 ft.) apartment buildings, containing approximately 1,122 dwelling units and 3,255 m² (35,040 ft²) of non-residential floor area.

OZ/OPA 23-3 – 23, 25, 29 Helene Street, 53 Queen Street East and 70 Park Street East

In July 2025, the OLT approved a settlement between the City and the applicant which proposed an apartment building with a maximum height of 33 storeys and 107.7 m (353.35 ft.), containing approximately 471 dwelling units and 707 m² (7,610.08 ft²) of non-residential floor area.

Since both appeals were settled, the context of the Central Residential Precinct has changed. The tallest buildings are meant to be situated by the Port Credit GO Station and transition down towards the Credit River and south towards the Mainstreet Precinct. Despite the subject application increasing in height since the OLT refusal, the proposal still maintains this transition and is compatible with the planned surrounding developments. Further analysis regarding the Official Plan and PCLAP policies are provided below.

(ii) Directing Growth and Compatibility

The PCLAP contains criteria that is required to be met for additional height over and above what is permitted in the Port Credit Local Area Plan Height Schedule. The excerpt is detailed below:

Section 10.1.2 – Heights in excess of the limits identified on Schedules 2A and 2B within the Community Node... may be considered through a site specific Official Plan Amendment application, subject to demonstrating, among other matters, the following:

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

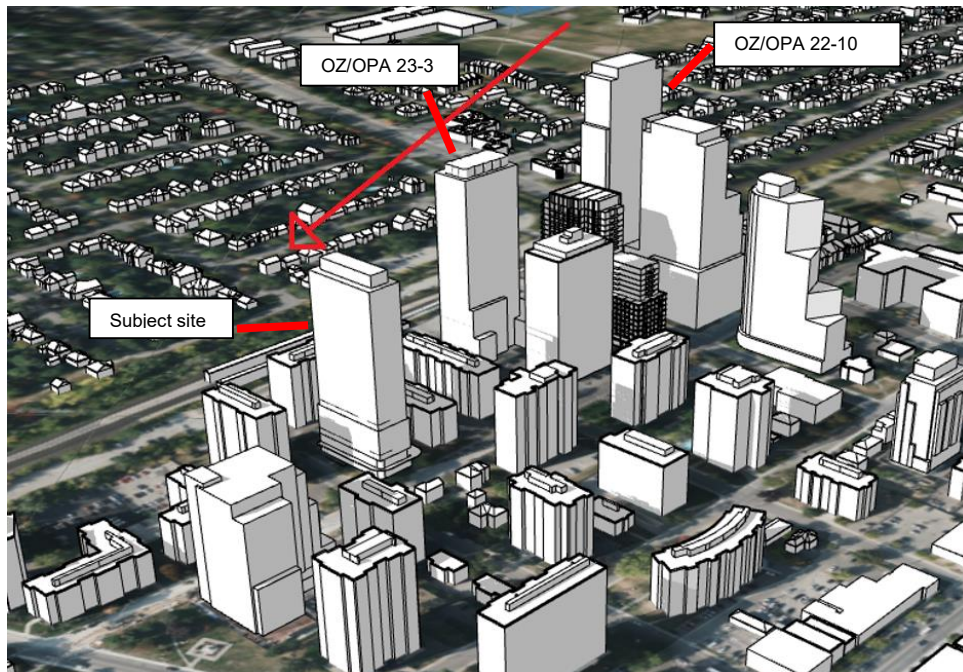
e. Measures to limit the amount of additional vehicular and traffic impacts on the Port Credit transportation network.

The below section provides an analysis of the proposal's performance with respect to the above criteria.

Intensification within the Port Credit Community Node

The subject site is located in the Port Credit Community Node Character Area, which is also an MTSA and within an intensification area. The site is designated **Residential High Density**, which permits apartment dwellings. The Official Plan contains policies to situate tall buildings in proximity to existing and planned MTSA's.

The PCLAP recognizes that the Central Residential Precinct contains a significant concentration of apartment buildings with potential for intensification. Proposed building heights are meant to decrease towards the Credit River and the established residential neighbourhoods. This transition in height is reinforced within the height schedule of the PCLAP as it permits heights ranging from 2 to 15 storeys on the subject site and surrounding properties, and increased heights located east at the four corners of Ann Street and Park Street East.



As seen in the above rendering, the proposed 30 storey apartment building maintains this transition towards the Credit River. The site is within an MTSA where intensification is intended to occur. The tallest planned apartment building in the Community Node is 36 storeys, located on the former Port Credit GO Station parking lot that was approved

through an OLT settlement. West of those lands, a 33 storey apartment building was also approved through a recent OLT settlement.

Section 5.3.3.11 within Chapter 5 of the Official Plan, states,

- Development in Community Nodes will be in a form and density that complements the existing character of historical Nodes or that achieves a high quality urban environment within more recently developed Nodes

When intensification occurs, it should be compatible in built form and scale to surrounding development. The planned context of the Central Residential Precinct includes a 36 and 33 storey apartment building east of the subject site. The proposed 30 storey apartment building conforms with the intent of the policies of the Official Plan and PCLAP as the highest densities will still be in close proximity to the GO Station with height transitioning down towards the Credit River.

Does the proposal fit within the existing and planned context by providing appropriate transition to the adjacent properties and does it impact sky views?

The general policies for the Community Node state that, floor plate sizes for buildings over six storeys will decrease as building height increases to address overall massing, visual impact of buildings, protect sky views and limit shadow impact.

The ground floor of the building proposes a gross floor area (GFA) of 1 010.43 m² (10,876.18 ft²), with the main portion of the podium being floors 3-7, containing a floor plate size of 907.99 m² (9,773.52 ft²). The remaining floor plates from the 8th to 30th storey are proposed to be 765.29 m² (8,237.51 ft²).

The decreased floor plates, reduces the visual massing of the building, limiting the overall impact to the streetscape and adjacent properties. The reduced floor plate size also improves sky views and permits better views between buildings.

Setbacks

MOP guides development to be compatible with and provide appropriate transitions to existing and planned developments by having regard for setbacks between buildings to lot lines to create appropriate buffers.



Podium rendering from Park Street East and Elizabeth Street North and the proposed building section showing the reduced floor plate above the podium.

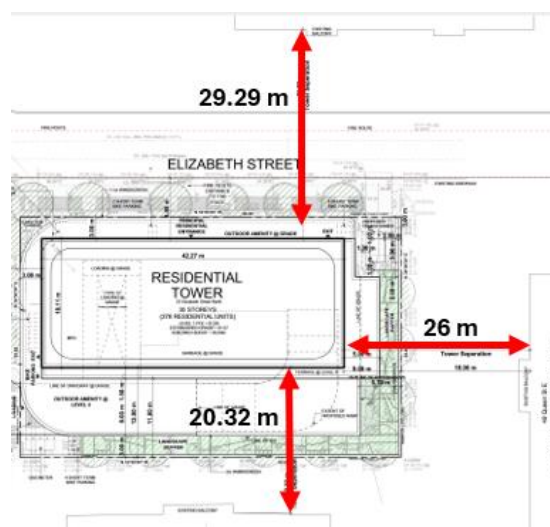
Additionally, Section 10.2.1.4, 'a' and 'b' of PCLAP states, new development will provide for landscape areas that maintain the landscaped character of existing properties and the planned function of the precinct and provide for a buffer between uses.

The proposed development maintains a 3 m (9.84 ft.) landscape buffer along the interior and rear lot lines, maintaining the minimum zoning by-law setback requirement. The application also proposes an easterly building setback of 3 m (9.84 ft.) from the parking ramp to the lot line, while the remaining portion of the ground floor setback is 12.5 m (41.01 ft.) to the easterly lot line. From the rear property line, the building is setback approximately 5.7 m (18.7 ft.). From a streetscape perspective, the building proposes sufficient setbacks to adjacent property lines, minimizing the visual impact of the proposal to the existing residential buildings.

Separation Distance

The PCLAP requires that buildings over 6 storeys adhere to a building separation distance to ensure tall buildings maintain sky views and develop as an elegant skyline.

The proposed tower separation distances are generally in keeping with recent development approvals. A separation distance of 30 m (98.43 ft.) is achieved throughout other applications and is what is required through new development applications. This is generally maintained to the existing 13 storey apartment building to the west. The separation distance to the 11 storey building to the north is only 26 m (85.3 ft.), however, this is the narrowest portion of the proposed tower and the proposed building face isn't fully in line with the adjacent building.



Tower separation distance between adjacent residential apartment buildings

Although a tower separation distance of 20.32 m (66.77 ft.) is proposed to the existing 6 storey residential building to the east, a setback of 12.5 m (41.01 ft.) from the tower to the property line is maintained. This setback protects for a future separation distance of 25 m (82.02 ft.) as a 12.5 m (41.01 ft.) setback will be required on the adjacent property, should it be redeveloped.

(iii) Services and Infrastructure

Based on the comments received from the applicable City Departments and external agencies, the existing infrastructure is adequate to support the proposed development.

The Region of Peel has advised that there is not adequate sanitary sewer capacity to service this site. The Region of Peel will enter into a Servicing Agreement with the applicant which will allow the commencement of construction (including private-side servicing works) prior to the full availability of servicing infrastructure. However, a servicing connection permit will not be issued until the Region of Peel grants substantial completion of the capital project to increase the sanitary sewer capacity in Port Credit.

(iv) Proximity to public transit

The site is located within 200 m (656.17 ft.) from the Port Credit GO Station. There is also a transit stop located across the street at the intersection of Elizabeth Street North and Park Street East.

The following major MiWay bus routes currently service the site:

- Route 2 – Hurontario
- Route 8 – Cawthra
- Route 14 – Lorne Park
- Route 23 – Lakeshore

(v) Proximity to existing community services

The following community services are located in proximity to the site:

- Port Credit Library
- Port Credit Memorial Park
- Port Credit Arena
- Lions Club of Credit Valley Outdoor Pool
- J.C. Saddington Park
- J.J. Plaus Park

For these reasons, these applications are consistent with MOP, the Region of Peel Official Plan, and the PPS.

3. Zoning By-law 0225-2007

The proposed **RA5 – 78** (Residential Apartments – Exception) zone is appropriate to permit a 30 storey apartment building containing 378 dwelling units with a maximum Floor Space Index (FSI) of 11.76.

A table summarizing the proposed zoning regulations can be found in Appendix 1.

4. "H" Holding Provision

Should this application be approved by Council, staff will request an "H" Holding Provision which can be lifted upon:

- Receipt of a signed Development Agreement

- Submission of a streetscape feasibility study and revised Stormwater Management Report
- Receipt of reliance letters and a revised Phase One Environmental Site Assessment
- Submission of a draft reference plan and dedication of required lands
- Receipt of a signed servicing agreement with the Region of Peel
- Receipt of a letter confirming that archaeological assessment concerns have met licensing and resource conservation requirements

5. Other Relevant Documents and Guidelines

Mississauga Official Plan, 2051

In MOP 2051, Growth Nodes are also Strategic Growth Areas (SGA). Most of Mississauga's future growth will be directed to SGA. Growth Nodes are meant to provide densities less than the Downtown Core and Growth Centres, but greater than elsewhere within the City. The policies also state that MTSA's will accommodate future growth with transit-supportive development reflective of their local context. The policies of the Port Credit Growth Node maintain the intent of the current Community Node policies within the PCLAP, with respect to sky views, setbacks/buffers, separation distance, etc. The Port Credit Growth Node within MOPA 2051 maintains a maximum height of 15 storeys on the subject site. An amendment to the height schedule of the Port Credit Growth Node would still be required.

6. Departmental and Agency Comments

The applications were circulated to all City departments and commenting agencies on June 19, 2025. The following section summarizes the comments received. Refer to Appendix 1 for detailed comments.

(i) Region of Peel

Comments dated September 24, 2025, state that the applicant will be required to enter into a Servicing Agreement to commence private-side construction prior to the full availability of upgrades to servicing infrastructure for increased wastewater capacity. If an executed Servicing Agreement remains outstanding prior to a by-law being approved, a condition will be required under the holding provision to secure for the Servicing Agreement.

(ii) City Transportation and Works Department

Comments dated September 25, 2025, state that technical reports and drawings have been reviewed to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic, and environmental compliance can be satisfactorily addressed and confirm feasibility of the project, in accordance with City requirements. The outstanding technical details and engineering items required to facilitate the development will be required through a future Holding Provision application.

(iii) City Community Services Department

Comments dated September 25, 2025, state that due to the surplus of parkland in the Port Credit Community Node Character Area and the proximity to existing city owned parkland, the development will be subject to cash-in-lieu prior to the issuance of building permits, pursuant to Section 42 of the *Planning Act*

(iv) Dufferin-Peel Catholic District School Board and Peel District School Board

Comments dated July 7, 2025, state that the Dufferin-Peel Catholic District School Board is requesting that warning clauses be entered into the Development Agreement, stating sufficient accommodation may not be available for all anticipated students from the area and students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood.

Comments dated July 16, 2025 from the Peel District School Board state that sufficient accommodation may not be available for all anticipated students from the area and students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood. Peel District School Board is requesting that warning clauses be placed in the Development Agreement.

Refer to Appendix 1 for the School Accommodations Summary by school board.

7. Housing Affordability, Housing Supply and the Mayor's Housing Task Force

Housing affordability and housing supply within the City of Mississauga continues to be a challenge and is a critical priority. As Mississauga continues to grow, a broad range of housing options and tenures are necessary to fulfill increasing demand.

To achieve a balanced mix of unit types and sizes, and support the creation of housing suitable for families, development containing more than 50 new residential units is encouraged to include 50 percent of a mix of two and three bedroom units.

For development applications of 50 units or more, the applicant may be required to demonstrate how the application can meet the City's housing objectives and policies and can contribute to the regional housing unit target of 30 percent of all new housing units being affordable, and that 25 percent of all new housing units be rental in tenure.

The applicant has previously stated that tenure of the apartment building has not yet been determined. If rental is proposed, inclusionary zoning (IZ) is not required. However, inclusionary zoning is in force and effect on all lots within IZ Areas, identified by the IZ Overlay in Mississauga Zoning By-law 0225-2007 where condominium/ownership tenure is proposed. Pursuant to Subsection 2.1.34 of the zoning by-law, the subject lands fall within IZ Area 1. The minimum required percentage of gross floor area – inclusionary zoning to be provided as affordable ownership housing is currently 7% or 3.5% if it is provided as affordable rental housing. An IZ legal agreement must also be enacted and registered on title prior to Building Permit issuance.

Engagement and Consultation

1. Community Feedback

A community meeting was held by Ward 1 Councillor, Stephen Dasko, on September 25, 2025. Approximately 14 people were in attendance at the community meeting and 3 pieces of written correspondence have been received. The following summarizes comments received on the applications:

Comment

Concerns with increased traffic generated by the building and there not being enough parking spaces for the units.

Response

A traffic impact study was prepared by C.F. Crozier and Associates Inc. and reviewed by the City's Transportation and Works Department. The study concluded that the proposed development is anticipated to generate 45 (16 in, 29 out) and 50 (27 in, 23 out) new two-way site trips for the weekday AM and PM peak hours in 2030. With the traffic generated by the proposed development, the study area intersections and proposed vehicular access are expected to operate at acceptable levels of service with minimal impact to existing traffic conditions.

On June 6, 2024, Bill 185 was passed by the Province which removed parking requirements within MTSA's. As the site is located within the Port Credit MTSA, the City cannot regulate parking within the building.

Comment

Why is a 30 storey building being proposed when the previous proposal was refused?

Response

Municipalities are obligated by the provisions of the *Planning Act* to process all complete development applications received. At the time the previous application was refused by the OLT, the proposed 24 storey building would have been the tallest building in the Port Credit Community Node. Since then, two other applications on properties east of the subject site have been approved through OLT settlements. Those applications permitted 36 and 29 storey apartment buildings on the Port Credit GO Station parking lot and a 33 storey apartment building on 70 Park Street East.

The tallest buildings are meant to be situated by the Port Credit GO Station and transition down towards the Credit River and south towards the Mainstreet Precinct. Despite the subject application increasing in height since the OLT refusal, the proposal still maintains this transition and is compatible with the planned surrounding development.

Comment

What types of trees will be planted?

Response

The applicant is currently proposing to plant autumn blaze freeman maple, Kentucky coffeetree and red oaks. Should the application be approved, a streetscape feasibility study and plan will be required where staff will look more in depth regarding the tree species to be planted based on the soil depth and location of the street trees.

Comment

Concerns regarding school infrastructure.

Response

The Dufferin Peel Catholic District School Board and Peel District School Board were both circulated the development application. Neither School Board raised objections to the application and have provided a summary of school accommodation within the area and how many students the development will yield. This summary can be found in Appendix 1 – School Accommodation Summary. Both School Boards have stated that they request warning clauses to be added to the Development Agreement stating that future students may be bussed to schools located outside of the catchment area.

Next Steps

Upon adoption of the recommendations contained in this report, Staff will prepare the implementing Official Plan Amendment and Zoning By-law Amendment and bring these documents to City Council for approval.

Prior to development of the lands, the applicant will be required to obtain site plan approval and building permits.

Conclusion

In conclusion, City staff has evaluated the applications to permit a 30 storey apartment building against the *Provincial Policy Statement*, Region of Peel Official Plan and Mississauga Official Plan.

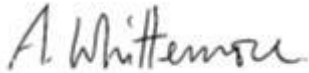
The proposed development directs growth to the Central Residential Precinct which is an MTSA and is located within an intensification corridor. The Provincial Policies, as well as the official plan and PCLAP, anticipate growth within these areas. The proposed 30 storey building fits within the planned context of the Central Residential Precinct and maintains the intent of the policies within the PCLAP. The proposed apartment building preserves the planned transition from the Port Credit GO Station to the Credit River. Furthermore, the application proposes improved built form standards with respect to landscape buffers, building setbacks, and floor plate size, when compared with the previous application. The decreased floor plates reduces the visual massing of the building, limiting the overall impact to the streetscape and adjacent

properties. The setbacks proposed are acceptable and provide sufficient transitions to surrounding properties.

Staff is of the opinion that the applications conform to the *Provincial Policy Statement*, Region of Peel and Mississauga Official Plan.

Attachments

Appendix 1: Supplementary Information



Andrew Whitemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Lucas Petricca, Development Planner

Supplementary Information

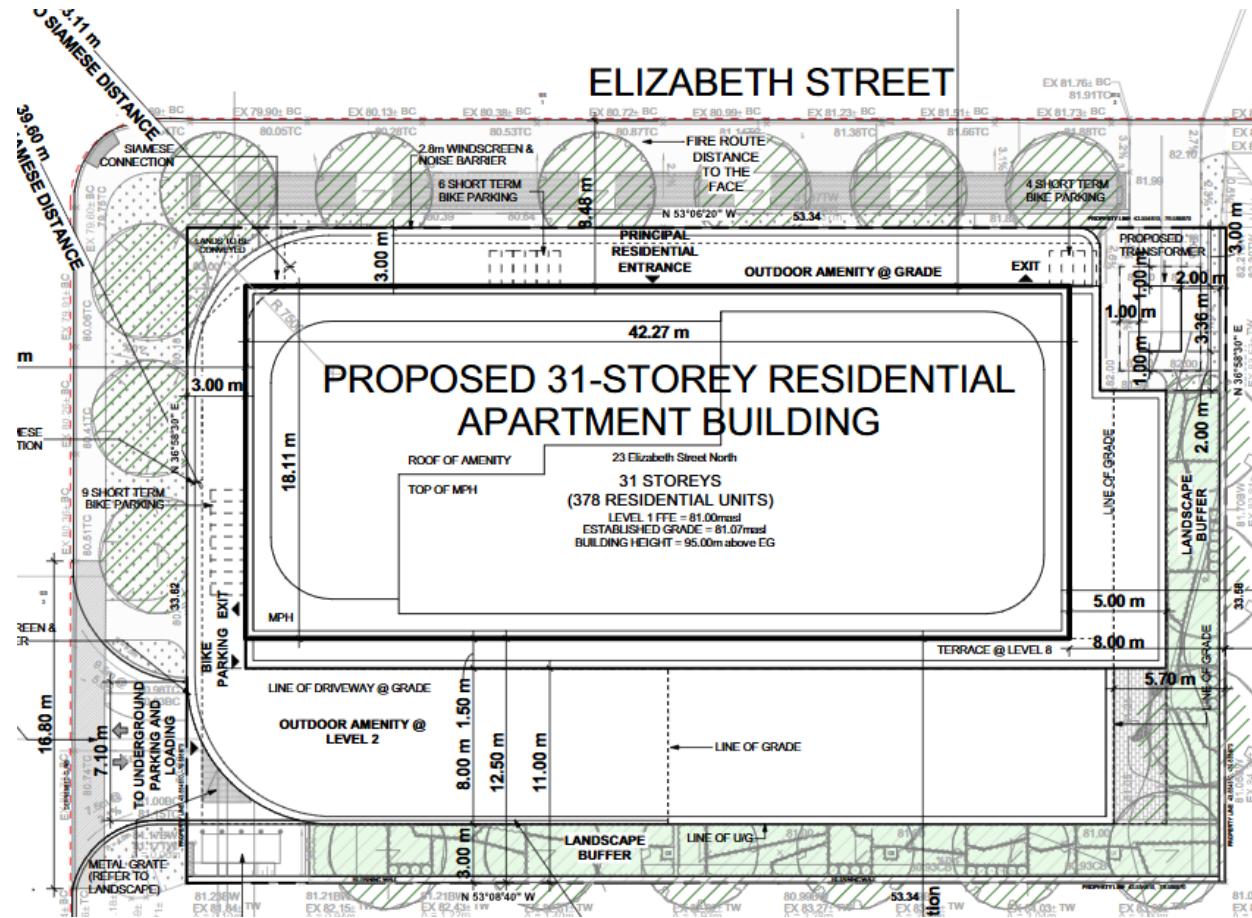
Owner: Edenshaw Elizabeth Developments Limited

23 Elizabeth Street North and 42-46 Park Street East

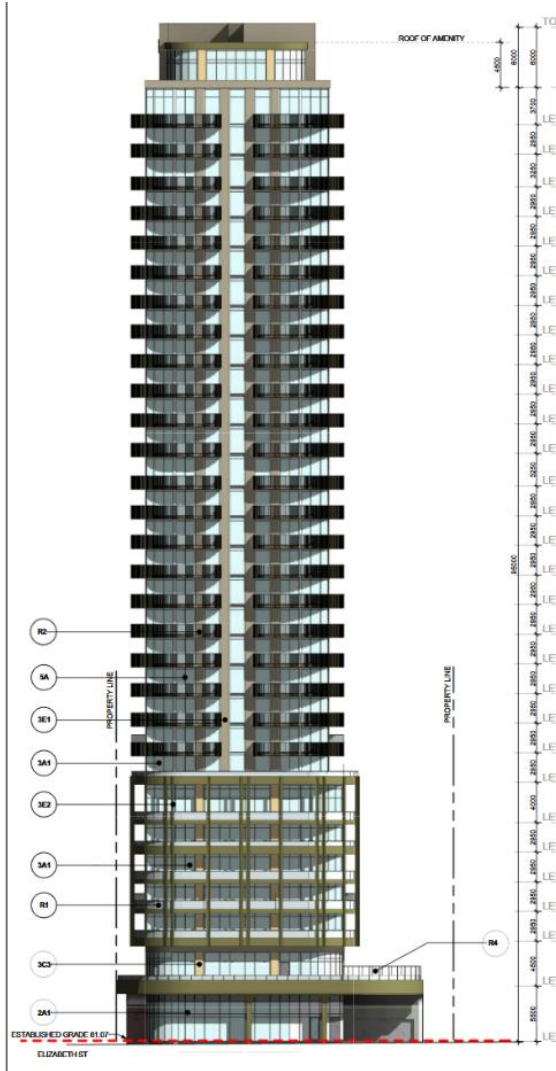
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1 Concept Plan and Elevations



Proposed Concept Plan



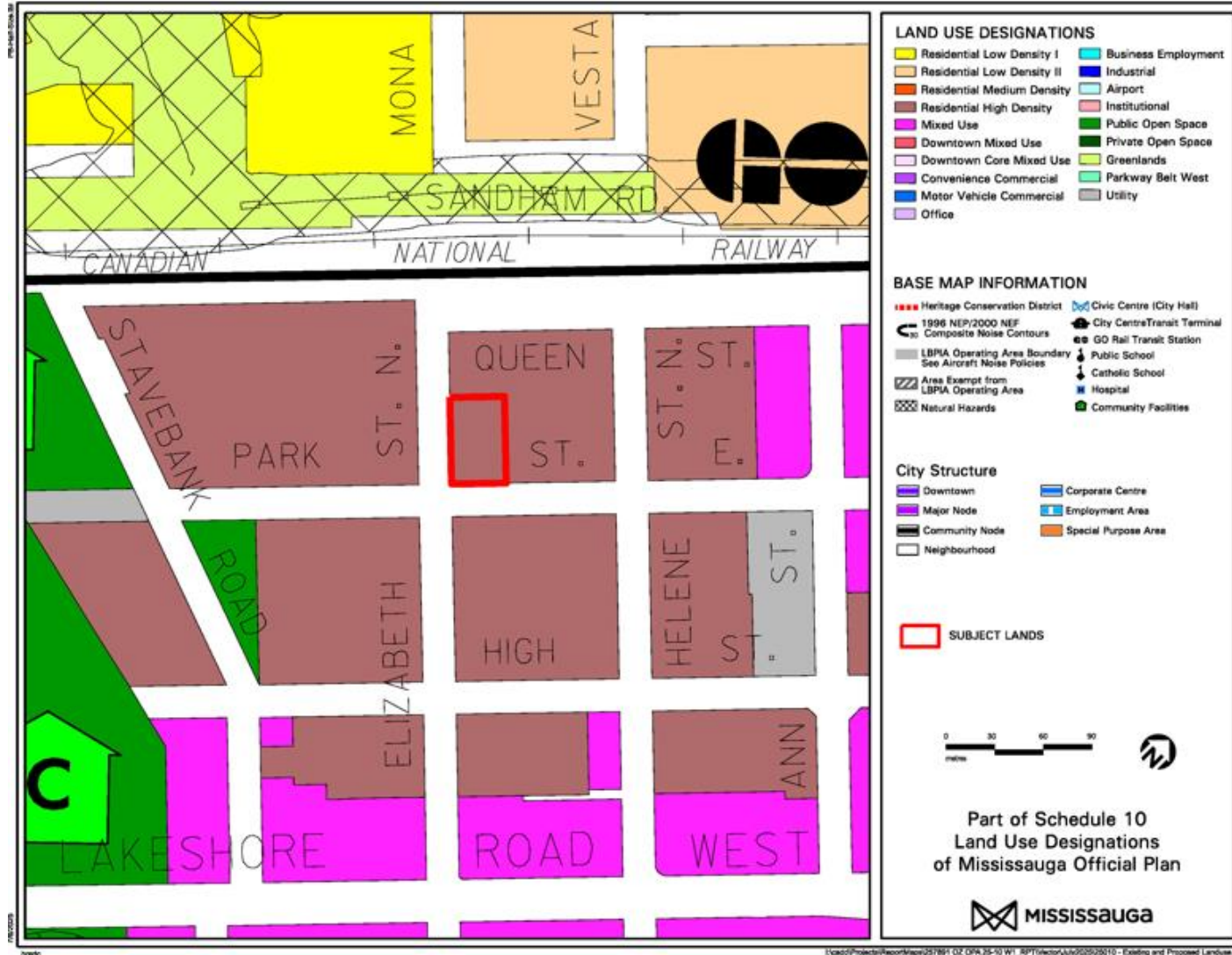
North Elevation (from Park Street East)

West Elevation (from Elizabeth Street North)

2. Development Proposal Statistics

Applications submitted:	Received: May 29, 2025 Deemed complete: June 19, 2025 120 days from complete application: October 17, 2025	
Developer/ Owner:	Edenshaw Elizabeth Developments Limited	
Applicant:	Sajecki Planning	
Site Area:	1 792.43 m ² (19,293.56 ft ²)	
Lot Coverage	77%	
Total Number of Units:	378 dwelling units	
Height:	30 storeys / 95 m (311.68 ft.)	
Anticipated Population:	828 *Average household sizes for all units (by type) based on the 2016 Census	
Parking: Resident Spaces Visitor Spaces Total	The subject site is within a Major Transit Station Area (MTSA) and due to <i>Bill 185 – Cutting Red Tape to Build More Homes Act</i> , a municipality cannot require parking be provided within an MTSA.	Provided Parking 101 22 123

3. Existing Official Plan Map



5. Applicant Proposed Zoning Regulations

Zone Regulations	Existing RA2-48 (Apartments – Exception) Zone	RA5 (Apartments) Zone	Proposed RA5-XX (Apartments – Exception) Zone
Maximum Floor Space Index – Apartment Zone	0.5	1.9	11.76
Maximum Height	8 storeys and 26 m (85.3 ft.)	25 storeys and 77 m (252.63 ft.)	30 storeys and 95 m (311.7 ft.)
Minimum Exterior Side Yard	10.5 m (32.81 ft.)	10.5 m (32.81 ft.)	3 m (9.84 ft.)
Minimum Interior Side Yard	4.5 m (14.76 ft.)	4.5 m (14.76 ft.)	3 m (9.84 ft.)
Minimum Rear Yard	4.5 m (14.76 ft.)	4.5 m (14.76 ft.)	5.7 m (18.7 ft.)
Maximum encroachment of a balcony located above the first storey	1 m (3.28 ft.)	1 m (3.28 ft.)	3 m (9.84 ft.)
Minimum setback from a parking structure below grade to the front, rear and exterior side lot line	3 m (9.84 ft.)	3 m (9.84 ft.)	0.3 m (2.56 ft.)
Minimum landscaped area	40%	40%	15%
Minimum amenity area	5.6 m ² (60.28 ft ²) per unit	5.6 m ² (60.28 ft ²) per unit	4 m ² (43.06 ft ²)
Minimum number of EV spaces	37	37	24
Minimum depth of a landscaped buffer abutting a street line	3 m (9.84 ft.)	3 m (9.84 ft.)	0 m
Minimum amenity area to be provided outside at grade	55 m ² (592 ft ²)	55 m ² (592 ft ²)	90 m ² (968.75 ft ²)
Minimum bicycle parking spaces – Class A	0.6 spaces per unit	0.6 spaces per unit	0.2 spaces per unit
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined. In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including			

Zone Regulations	Existing RA2-48 (Apartments – Exception) Zone	RA5 (Apartments) Zone	Proposed RA5-XX (Apartments – Exception) Zone
changes that may take place before Council adoption of the by-law, should the application be approved.			

6. Departmental and Agency Comments

Agency / Comment Date	Comments
Region of Peel (September 24, 2025)	<p>The Region of Peel requires that the developer enter into a Servicing Agreement to commence private-side construction prior to the full availability of upgrades to servicing infrastructure for increased wastewater capacity. The Servicing Agreement will include an indemnity and release and tie the timing of servicing connections permits and occupancy to substantial completion and preliminary acceptance of key wastewater capital projects.</p> <p>The Region has identified sanitary sewer capacity constraints in this area. The following Regional capital projects must be completed prior to new or revised development flows being accepted into the Region's system. The three capital projects below are estimated to be completed in 2029:</p> <ul style="list-style-type: none"> • Lakeshore Trunk Sewer Upgrade • Jack Darling 3 Pumping Station (JD3) • Decommissioning of Elmwood Pumping Station <p>The Region is evaluating interim sanitary servicing solutions to shorten the length of time developments could receive servicing connections. This interim sanitary servicing solution may be complete by end of 2027 or early 2028, while the Lakeshore Trunk Sewer continues to be under construction.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (July 8, 2025)	Neither school board raised objections to the proposed development regarding existing school facilities. Both school boards provided warning clauses to be included within the Development Agreement. Refer to Section 7 for a summary of the surrounding school capacity.

Agency / Comment Date	Comments
<p>Planning and Building Department – Park Planning Section (September 24, 2025)</p>	<p>The subject property is located within the Port Credit Community Node Character Area, and, as established in the 2022 Parks Plan, the parkland provision standard of 1.2 ha (2.97 ac) per 1,000 people is being achieved with a current surplus of 7.2 ha (17.8 ac) of parkland.</p> <p>The subject site is within a 300 m (984.25 ft.) walking distance of Port Credit Memorial Park (P-106), which is zoned OS2 Open Space – City Park and provides an all inclusive barrier free playground, basketball hoops, multi-pad, multi-use ramp and picnic area.</p> <p>Due to the surplus of parkland in the Port Credit Community Node, and the proximity of the subject site to an existing city park, the development will be subject to cash-in-lieu prior to the issuance of building permits, pursuant to Section 42 of the <i>Planning Act</i> and in accordance with City Policies and By-laws.</p>
<p>City Transportation and Works Department (September 25, 2025)</p>	<p>Technical reports and drawings have been reviewed to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic, and environmental compliance can be satisfactorily addressed and confirm feasibility of the project, in accordance with City requirements.</p> <p><u>Stormwater</u></p> <p>The Functional Servicing and Stormwater Management Report prepared by EnVision Consultants Ltd, dated August, 2025, indicates that an increase in stormwater runoff will occur with the redevelopment of the site. In order to mitigate the change in impervious area from the proposed development and/or its impact on the receiving municipal drainage system, on-site stormwater management controls for the post-development discharge are required.</p> <p>In general, the applicant has demonstrated a satisfactory stormwater servicing concept. The applicant has proposed catch basins within the development to address stormwater drainage. The site's private storm sewer systems will connect into the existing municipal storm sewers on Elizabeth Street North. A Stormwater Cistern has been proposed as a low impact development (LID) feature to address the site's stormwater storage requirements. Further technical information is required to address staff comments.</p>

Agency / Comment Date	Comments
	<p><u>Traffic</u></p> <p>The applicant provided a revised traffic impact study that was completed by LEA Consulting Ltd. in support of the proposed development. Based on the revised study dated August 2025, the study complied with the City's Traffic Impact Study guidelines and staff are satisfied with the study and deem it to be satisfactory.</p> <p>The study concluded that the proposed development is anticipated to generate 45 (16 in, 29 out) and 50 (27 in, 23 out) new, two-way, site trips for the weekday AM and PM peak hours in 2030, respectively. With the traffic generated by the proposed development, the study area intersections and proposed vehicular access are expected to operate at acceptable levels of service with minimal impact to existing traffic conditions.</p> <p><u>Environmental Compliance</u></p> <p>The Phase One Environmental Site Assessment (ESA) dated May 8, 2020, and Phase Two ESA, dated July 31, 2020, both prepared by Grounded Engineering Inc., were submitted in support of the proposed development. Additionally, the record of site condition (B-402-8223895421) has been filed for the property. The documents indicate that the site is suitable for the proposed use and no further investigation is required at this time.</p> <p><u>Noise</u></p> <p>A Noise & Vibration Feasibility study prepared by J.E. Coulter Associates Limited., dated May 23, 2025, evaluated the potential impact to and from the development, and recommended mitigation measures to reduce any negative impacts.</p> <p>Noise sources that may have an impact on this development include road and rail traffic. The submitted noise assessment confirms that noise mitigation will be required, including special construction requirements, acoustic barriers and ventilation requirements such as central air conditioning, the details of which will be confirmed through the building permit process. The transportation noise study demonstrates that the proposed development is technically feasible from a noise and vibration perspective.</p>

Agency / Comment Date	Comments
	<p><u>Engineering Plans/Drawings</u></p> <p>The applicant has submitted a number of technical reports, plans and drawings, which need to be revised in accordance with City standards and additional technical details are required to comply with City requirements from an engineering standpoint.</p> <p>The Owner will be required to enter into a Development Agreement with the City to construct the required municipal works and include matters such as existing road and boulevard improvements and other municipal works as required.</p> <p>Should the application be approved, the outstanding technical details and remaining engineering items required to facilitate the implementation of the zoning by-law will be addressed through a Holding Provision, which can be lifted upon:</p> <ul style="list-style-type: none"> • Delivery of an executed Development Agreement in a form and on terms satisfactory to the City of Mississauga • All the supporting environmental reports along with a reliance letter • A written document, prepared by a Professional Engineer that includes a plan to decommission the wells or proof of decommissioning
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> - Alectra - Canada Post - City of Mississauga, Heritage - City of Mississauga, Fire - GO Transit
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p>

Agency / Comment Date	Comments
	<ul style="list-style-type: none">- City of Mississauga, Public Art- Rogers Cable- Trillium Health Partners- Enbridge- Greater Toronto Airport Authority- CS Viamonde

7. School Accommodation Summary

The Peel District School Board

Student Yield	School Accommodation	
57 Kindergarten to Grade 8	Riverside Public School	Port Credit Secondary School
8 Grade 9 to Grade 12	Enrolment: 302 Capacity: 438 Portables: 0	Enrolment: 1,333 Capacity: 1,203 Portables: 7

The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
20 Junior kindergarten to Grade 8	St. Luke Catholic Elementary School	Iona Catholic Secondary School
9 Grade 9 to Grade 12	Enrolment: 347 Capacity: 602 Portables: 0	Enrolment: 658 Capacity: 723 Portables: 5

City of Mississauga

Corporate Report



Date: October 27, 2025

To: Mayor and members of Council

From: Andrew Whittemore, M.U.R.P., Commissioner of
Planning & Building

Originator's file:
OZ/OPA 25-10 W1

Meeting date:
November 5, 2025

Subject

PUBLIC MEETING AMENDED RECOMMENDATION REPORT (WARD 1)

Official Plan Amendment and Rezoning applications to permit a 30 storey apartment building containing 378 dwelling units

23 Elizabeth Street North and 42-26 Park Street East, west of Hurontario Street, north of Park Street East

Owner: Edenshaw Elizabeth Developments Limited

File: OZ/OPA 25-10 W1

Recommendation

1. That the applications under File OZ/OPA 25-10 W1, Edenshaw Elizabeth Developments Limited, 23 Elizabeth Street North and 42-46 Park Street East, to amend the height schedule of the Port Credit Local Area Plan; to change the zoning to **H-RA5-78** (Residential Apartments – Exception) to permit a 30 storey apartment building, be approved in accordance with the provisions contained in the staff report dated October 8, 2025 from the Commissioner of Planning and Building, and that staff be directed to return to City Council with the appropriate implementing documents and by-laws for approval.
2. That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development.
3. That Planning and Development Committee's approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.
4. That the "H" holding provision is to be removed from the **H-RA5-78** zoning applicable to the subject lands, by further amendment upon confirmation from applicable agencies and City Departments that matters as outlined in the report dated October 8, 2025, from the Commissioner of Planning and Building have been satisfactorily addressed.

Executive Summary

- Official Plan amendment and rezoning applications have been submitted to amend the height schedule of the Port Credit Local Area Plan and to change the zoning by-law to permit a 30 storey apartment building, containing 378 dwelling units and 123 parking spaces in four levels of underground parking
- The property is located within the Port Credit Community Node and within the Port Credit Major Transit Station Area (MTSA)
- The Planning and Building Department has met its service target to bring forward a recommendation report to the closest Planning and Development Committee within the 120 day decision timeline as prescribed by the *Planning Act*
- The context of the Central Residential Precinct has changed since the previous application was considered. There have been OLT settlements east of the subject site to permit apartment buildings with heights of 36 and 33 storeys
- The proposed 30 storey apartment building maintains a downward transition to the Credit River and to Lakeshore Road East, preserving the intent of the Port Credit Local Area Plan
- The applicant will enter into a Servicing Agreement with the Region of Peel to connect to their servicing once the infrastructure has been upgraded
- The applications support the direction established via the Mayors Housing Task Force by meeting statutory timelines and permitting 378 new apartment units
- Based on staff's evaluation, the development conforms to relevant planning policies and is supportable from a planning perspective
- Staff recommend approval of this proposed infill development application

Background

Official plan amendment and rezoning applications were deemed complete on June 19, 2025, and subsequently circulated for technical comments. The purpose of this report is to provide information on the applications and to provide a detailed planning analysis, including recommendations for the Planning and Development Committee's consideration.

Present Status

1. Site Information

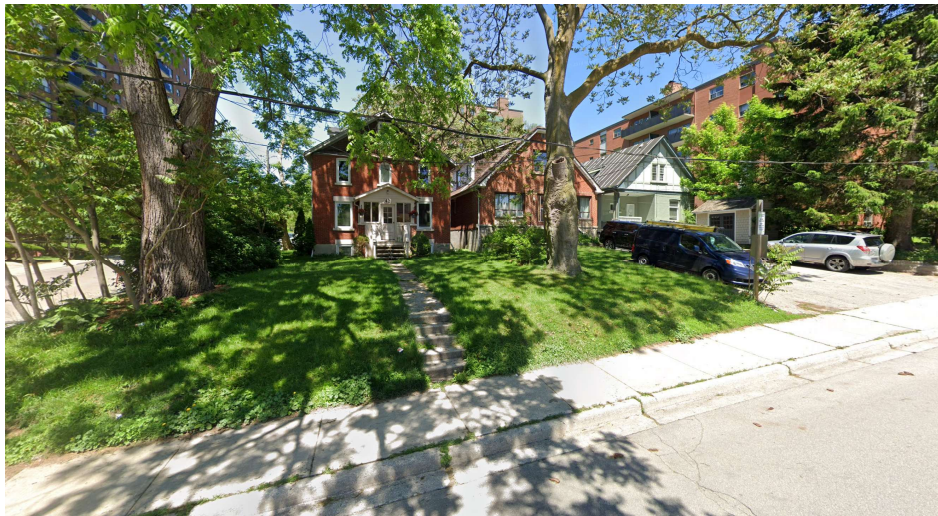
(i) Site Location and Description

The site is located at 23 Elizabeth Street North and 42-46 Park Street East, within the Port Credit Community Node Character Area and Central Residential Precinct of the Port Credit Local Area Plan. The site is an assembly of four properties that contains three detached and one duplex dwelling. There is also mature vegetation lining the front and exterior side yard along Park Street East and Elizabeth Street North. The site is located approximately 100 m

(328.1 ft.) from the Port Credit GO Station and approximately 250 m (820.2 ft.) from the future Hurontario LRT.



Aerial Photo of 23 Elizabeth Street North and 42-26 Park Street East



Existing Site Condition of 42-46 Park Street East



Existing Site Condition of 23 Elizabeth Street North

(ii) Site Context

The subject properties are located within the Central Residential Precinct of the Port Credit Local Area Plan (PCLAP). The surrounding area is generally characterized by apartment buildings ranging from 5 to 27 storeys, with some lower scale dwellings found throughout the precinct. There have also been OLT settlements to allow apartment buildings up to 36 storeys on the Port Credit GO Station parking lot (88 Park Street East).

North of the subject property is an 11 storey apartment building and further north, is the railway, Port Credit GO Station and MiWay bus drop off area. Adjacent to the subject property to the east is a six storey apartment building. On the west side of Elizabeth Street North is a 13 storey apartment building. To the south of the subject site are two detached dwellings.

Elizabeth Street runs north-south and connects the property to the Lakeshore Road corridor, which contains a mix of retail and commercial uses.

The surrounding land uses are:

North: 11 storey apartment building, Port Credit GO Station

East: 6 storey apartment building

South: detached dwellings

West: 13 storey apartment building

(iii) Surrounding Development Applications

The following development applications are in process or were recently approved in the immediate vicinity of the subject property:

- File OZ/OPA 23-3 – 23, 25, 29 Helene Street North, 53 Queen Street East and 70 Park Street East – applications have been approved by the OLT through a settlement between the City and the applicant, which proposed a 33 storey apartment building, containing 471 dwelling units and ground floor commercial uses
- Files OZ/OPA 22-10 and TM 22-02 – 88 Park Street East – applications have been approved by the OLT through a settlement between the City and the applicant, which proposed a 36 and 29 storey apartment building, containing a total of 1,122 dwelling units and ground floor commercial uses
- File OZ/OPA 22-3 – 17 and 19 Anne Street, 84 and 90 High Street and 91 Park Street East – applications endorsed by the Planning and Development Committee on December 9, 2024, which proposed a 23 storey apartment building, containing 363 dwelling units and ground floor commercial uses
- OZ 25-19 – 50 High Street East – a proposed 11 storey rental apartment building containing 96 dwelling units is in process

(iv) Site History

- June 20, 2007 – Zoning By-law 0225-2007, came into force which zoned the subject properties RA2-48 (Apartment – Exception)
- September 12, 2012 – Mississauga Official Plan came into force and effect which designated the subject properties, **Residential High Density**
- February 12, 2014 – The City adopted the Port Credit Local Area Plan which establishes the height permissions for the Community Node in the height schedule
- June 25, 2020 – Official Plan Amendment and rezoning applications under file OZ/OPA 20-006, were deemed complete which proposed a 22 storey apartment building containing 258 dwelling units
- November 19, 2021 – Applicant appealed OZ/OPA 20-006 to the Ontario Land Tribunal (OLT). The OLT refused the appeal on October 5, 2023
- May 19, 2025 – New Official Plan and rezoning applications submitted and were deemed complete on June 19, 2025

2. Mississauga Official Plan (MOP)

The lands are located within the Port Credit Community Node Character Area and are designated **Residential High Density**. The **Residential High Density** designation permits high rise apartment buildings. The Port Credit Community Node is an Intensification Area in Mississauga Official Plan and is, therefore, intended to be the focus of intensification within the City. The subject property is also located within a Major Transit Station Area (MTSA).

Refer to Appendix 1 for the existing Official Plan map.

3. Mississauga Official Plan 2051 (MOP 2051)

On April 16, 2025, Mississauga City Council approved MOP 2051, establishing an updated comprehensive framework to guide city-building and long-term growth. Aligned with the Provincial Planning Statement, the Plan introduces updated policies in transportation, housing, built form, culture and heritage, environment and economic development to support the creation of complete and resilient communities. MOP 2051 has been submitted to the Ministry of Municipal Affairs and Housing and will be in-force following Minister's approval. Upon approval by the Ministry, MOP 2051 will replace both Mississauga Official Plan and the Region of Peel Official Plan (2022).

In MOP 2051, the subject property is located in the Port Credit Growth Node Character Area and is designated **Residential High Rise**. The **Residential High Rise** designation permits apartment buildings. A maximum building height of 15 storeys is permitted on the subject property.

Development applications will continue to be evaluated under the current Mississauga Official Plan. However, should MOP 2051 be approved before a final decision is made by Council on this application recommendation, the applications will be evaluated based on the policies in MOP 2051. Applicants will be required to submit a request to amend the new policies and may be required to submit additional materials and justification for evaluation.

4. Current Zoning

The subject property is currently zoned **RA2 – 48** (Apartments – Exception), which permits an apartment, long-term care and retirement building up to 8 storeys. There are also additional permissions allowing for detached, duplex and triplex dwellings that are legally existing. Refer to Appendix 1 for the existing and proposed Zoning Map.

Proposed Development

1. Description

The applicant proposes to develop the property with a 30 storey apartment building, containing 378 dwelling units. Official plan amendment and rezoning applications are required to permit the proposed development. Refer to Appendix 1 for details of the proposed development.

**North Elevation** (from Park Street East)**West Elevation** (from Elizabeth Street North)

2. Supporting Studies

The applicant has submitted various materials and studies in support of the applications which can be viewed at: <https://www.mississauga.ca/services-and-programs/planning-and-development/development-applications/active-development-applications/development-application-oz-opa-25-10-w1/>.

3. Green Development Initiatives

The applicant has not identified any green development initiatives that will be incorporated into the development.

Analysis and Evaluation

The following section summarizes the various elements that were considered in developing the Planning and Building Department's position on the applications.

1. Reason for Applications

An Official Plan Amendment is required to implement the proposal and amend the height in Schedule 2B, of the Port Credit Local Area Plan to permit a maximum height of 30 storeys. The existing height schedule permits 2-15 storeys.

An amendment to Zoning By-law 0225-2007 is required to implement the proposal as the current **RA2 – 48** zoning only permits an apartment building up to 8 storeys. An **RA5 – 78** (Apartments – Exception) zone is required to implement the current proposal.

2. Policy Summary

The *Planning Act* allows any property owner within the Province of Ontario the ability to make a development application to their respective municipality in order to accommodate a particular development proposal on their site. Upon the submission of mandated technical information, the municipality is obligated under the *Planning Act* to process and consider the application within the rules set out in the Act.

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Policy Statement and conform with the applicable provincial plans and Regional Official Plan. The policy and regulatory documents that affect these applications have been reviewed and assessed in the context of the proposed development applications. The following section summarizes how the proposed development is consistent with the applicable policy and regulatory documents.

(i) Provincial Planning Statement, 2024

The *Provincial Planning Statement, 2024* (PPS) provides policy direction on matters of provincial interest related to land use planning, such as increasing housing supply, supporting a strong economy, aligning development with infrastructure, protecting the environment, public health and safety.

The PPS recognizes that the official plan is the most important vehicle for implementation of these policies as "comprehensive, integrated and long-term planning is best achieved through official plans". The PPS contains a number of sections and associated policies that are relevant to the proposed development, including but not limited:

Section 2.2 of the PPS requires development to reflect densities and a mix of land uses which efficiently use land, resources and infrastructure and promoting transit supportive development. Additionally, the PPS promotes appropriate development standards that facilitate intensification, redevelopment and compact built forms while maintaining appropriate levels of public health and safety.

Section 2.3 of the PPS states that within settlement areas, growth should be focused in strategic growth areas, including major transit station areas (MTSA). This section of the PPS also states that planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including a range of housing options.

The application conforms to the PPS as it efficiently intensifies an underutilized site while applying appropriate development standards to produce a built form that maintains the

planned function and character of the neighbourhood. The proposal increases the range of housing options within an MTSA.

(ii) Regional Official Plan

General objectives of ROP, as outlined in Section 5.6, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.

The proposed development does not require an amendment to the ROP. The application conforms to the ROP as it efficiently uses land and promotes intensification that is transit supportive and located within an MTSA.

(iii) Mississauga Official Plan

The proposal requires an amendment to the Mississauga Official Plan Policies for the Port Credit Community Node Character Area, to permit an apartment building with a maximum height of 30 storeys. Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

- ***Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?***
- ***Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?***
- ***Are there adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application?***
- ***Has a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation been provided by the applicant?***

Planning staff have undertaken an evaluation of the relevant policies of Mississauga Official Plan against this proposed development application.

The following is an analysis of the key policies and criteria:

(i) What has changed?

On June 23, 2020, the City reviewed an application under file OZ/OPA 20-6, for a 22 storey apartment building containing 258 dwelling units located on the subject site. Through a review of the application, concerns were noted around height, building setbacks and landscaped buffers. The applications were appealed by the applicant to the OLT on November 19, 2021. Prior to the OLT hearing, the applicant increased the proposed height of the building to 24 storeys.

On October 6, 2023, the OLT issued a decision which refused the application. The key issues that were raised by staff and the OLT member were the reduced landscape buffers on the easterly lot line, building setbacks to the adjacent property to the east, and height, given the surrounding planning context at the time. At the time, the proposed 24 storey building would have been the tallest building in the Central Residential Precinct.

The table below compares key issues from the previous proposal, to what is currently proposed.

Provision	Previous application (OZ/OPA 20-006)	Current application (OZ/OPA 25-10)
Landscape buffer	0.86 m (2.82 ft.)	3 m (9.84 ft.)
Setback to parking garage	0.86 m (2.82 ft.)	3 m (9.84 ft.)
Podium floor plate	Approx. 1,045.5 m ² (11,253.67 ft ²)	Approx. 908 m ² (9,773.63 ft ²)
Podium setback to easterly lot line	7.6 m (24.93 ft.)	11 m (36.1 ft.)
Maximum Height	24 storeys and 82 m (269.03 ft.)	30 storeys and 95 m (311.7 ft.)

When comparing the applications, the new proposal adds more of an emphasis on landscaping, design, and compatibility by aiming to reduce the impact on the adjacent property. This is evident by the increased landscape buffer, setbacks and the reduced floor plate size of the podium, all of which contribute to a built form that incorporates sufficient urban design elements and maintains the existing and planned context of the Central Residential Precinct of the PCLAP.

Planned Context

During the appeal, there were two other development applications in process, OZ/OPA 22-10 – 88 Park Street East (Port Credit GO Station parking lot) and OZ/OPA 23-3 – 23, 25, 29 Helene Street, 53 Queen Street East and 70 Park Street East.

After the OLT issued the decision on the subject property, settlements were reached on these two applications.

OZ/OPA 22-10 – 88 Park Street East (Port Credit GO Station parking lot)

In March 2025, the OLT approved a settlement between the City and the applicant for a maximum height of 36 storeys and 131.5 m (431.43 ft.) and 29 storeys and 104.7 m (343.5 ft.) apartment buildings, containing approximately 1,122 dwelling units and 3,255 m² (35,040 ft²) of non-residential floor area.

OZ/OPA 23-3 – 23, 25, 29 Helene Street, 53 Queen Street East and 70 Park Street East

In July 2025, the OLT approved a settlement between the City and the applicant which proposed an apartment building with a maximum height of 33 storeys and 107.7 m (353.35 ft.), containing approximately 471 dwelling units and 707 m² (7,610.08 ft²) of non-residential floor area.

Since both appeals were settled, the context of the Central Residential Precinct has changed. The tallest buildings are meant to be situated by the Port Credit GO Station and transition down towards the Credit River, Lakeshore Road East and Lake Ontario. Despite the subject application increasing in height since the OLT refusal, the proposal still maintains this transition and is compatible with the planned surrounding developments. Further analysis regarding the Official Plan and PCLAP policies are provided below.

(ii) Directing Growth and Compatibility

The PCLAP contains criteria that is required to be met for additional height over and above what is permitted in the Port Credit Local Area Plan Height Schedule. The excerpt is detailed below:

Section 10.1.2 – Heights in excess of the limits identified on Schedules 2A and 2B within the Community Node... may be considered through a site specific Official Plan Amendment application, subject to demonstrating, among other matters, the following:

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

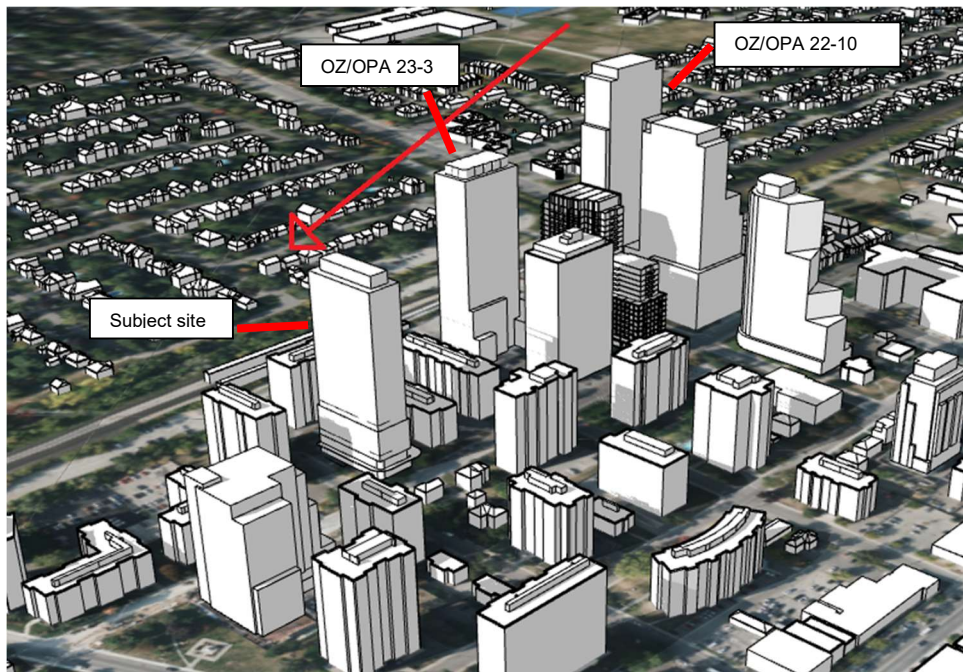
e. Measures to limit the amount of additional vehicular and traffic impacts on the Port Credit transportation network.

The below section provides an analysis of the proposal's performance with respect to the above criteria.

Intensification within the Port Credit Community Node

The subject site is located in the Port Credit Community Node Character Area, which is also an MTSA and within an intensification area. The site is designated **Residential High Density**, which permits apartment dwellings. The Official Plan contains policies to situate tall buildings in proximity to existing and planned MTSA's.

The PCLAP recognizes that the Central Residential Precinct contains a significant concentration of apartment buildings with potential for intensification. Proposed building heights are meant to decrease towards the Credit River, Lakeshore Road East and Lake Ontario. This transition in height is reinforced within the height schedule of the PCLAP as it permits heights ranging from 2 to 15 storeys on the subject site and surrounding properties, and increased heights located east at the four corners of Ann Street and Park Street East.



As seen in the above rendering, the proposed 30 storey apartment building maintains this transition towards the Credit River and Lakeshore Road East. The site is within an MTSA where intensification is intended to occur. The tallest planned apartment building in the Community Node is 36 storeys, located on the former Port Credit GO Station

parking lot that was approved through an OLT settlement. West of those lands, a 33 storey apartment building was also approved through a recent OLT settlement.

Section 5.3.3.11 within Chapter 5 of the Official Plan, states,

- Development in Community Nodes will be in a form and density that complements the existing character of historical Nodes or that achieves a high quality urban environment within more recently developed Nodes

When intensification occurs, it should be compatible in built form and scale to surrounding development. The planned context of the Central Residential Precinct includes a 36 and 33 storey apartment building east of the subject site. The proposed 30 storey apartment building conforms with the intent of the policies of the Official Plan and PCLAP as the highest densities will still be in close proximity to the GO Station with height transitioning down towards the Credit River and to Lakeshore Road East.

Does the proposal fit within the existing and planned context by providing appropriate transition to the adjacent properties and does it impact sky views?

The general policies for the Community Node state that, floor plate sizes for buildings over six storeys will decrease as building height increases to address overall massing, visual impact of buildings, protect sky views and limit shadow impact.

The ground floor of the building proposes a gross floor area (GFA) of 1 010.43 m² (10,876.18 ft²), with the main portion of the podium being floors 3-7, containing a floor plate size of 907.99 m² (9,773.52 ft²). The remaining floor plates from the 8th to 30th storey are proposed to be 765.29 m² (8,237.51 ft²).

The decreased floor plates, reduces the visual massing of the building, limiting the overall impact to the streetscape and adjacent properties. The reduced floor plate size also improves sky views and permits better views between buildings.

Setbacks

MOP guides development to be compatible with and provide appropriate transitions to existing and planned developments by having regard for setbacks between buildings to lot lines to create appropriate buffers.



Podium rendering from Park Street East and Elizabeth Street North and the proposed building section showing the reduced floor plate above the podium.

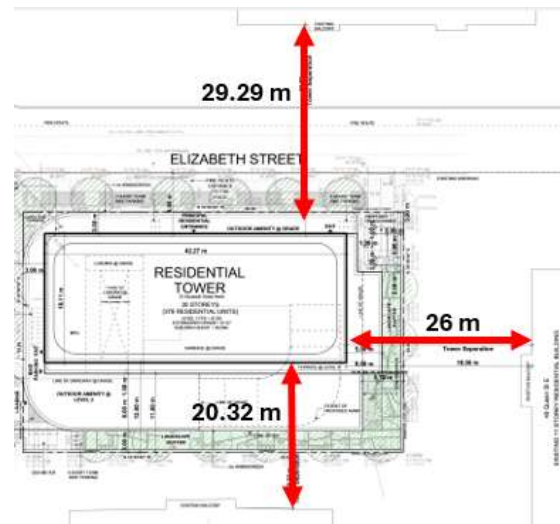
Additionally, Section 10.2.1.4, 'a' and 'b' of PCLAP states, new development will provide for landscape areas that maintain the landscaped character of existing properties and the planned function of the precinct and provide for a buffer between uses.

The proposed development maintains a 3 m (9.84 ft.) landscape buffer along the interior and rear lot lines, maintaining the minimum zoning by-law setback requirement. The application also proposes an easterly building setback of 3 m (9.84 ft.) from the parking ramp to the lot line, while the remaining portion of the ground floor setback is 12.5 m (41.01 ft.) to the easterly lot line. From the rear property line, the building is setback approximately 5.7 m (18.7 ft.). From a streetscape perspective, the building proposes sufficient setbacks to adjacent property lines, minimizing the visual impact of the proposal to the existing residential buildings.

Separation Distance

The PCLAP requires that buildings over 6 storeys adhere to a building separation distance to ensure tall buildings maintain sky views and develop as an elegant skyline.

The proposed tower separation distances are generally in keeping with recent development approvals. A separation distance of 30 m (98.43 ft.) is achieved throughout other applications and is what is required through new development applications. This is generally maintained to the existing 13 storey apartment building to the west. The separation distance to the 11 storey building to the north is only 26 m (85.3 ft.), however, this is the narrowest portion of the proposed tower and the proposed building face isn't fully in line with the adjacent building.



Tower separation distance between adjacent residential apartment buildings

Although a tower separation distance of 20.32 m (66.77 ft.) is proposed to the existing 6 storey residential building to the east, a setback of 12.5 m (41.01 ft.) from the tower to the property line is maintained. This setback protects for a future separation distance of 25 m (82.02 ft.) as a 12.5 m (41.01 ft.) setback will be required on the adjacent property, should it be redeveloped.

(iii) Services and Infrastructure

Based on the comments received from the applicable City Departments and external agencies, the existing infrastructure is adequate to support the proposed development.

The Region of Peel has advised that there is not adequate sanitary sewer capacity to service this site. The Region of Peel will enter into a Servicing Agreement with the applicant which will allow the commencement of construction (including private-side servicing works) prior to the full availability of servicing infrastructure. However, a servicing connection permit will not be issued until the Region of Peel grants substantial completion of the capital project to increase the sanitary sewer capacity in Port Credit.

(iv) Proximity to public transit

The site is located within 200 m (656.17 ft.) from the Port Credit GO Station. There is also a transit stop located across the street at the intersection of Elizabeth Street North and Park Street East.

The following major MiWay bus routes currently service the site:

- Route 2 – Hurontario
- Route 8 – Cawthra
- Route 14 – Lorne Park
- Route 23 – Lakeshore

(v) Proximity to existing community services

The following community services are located in proximity to the site:

- Port Credit Library
- Port Credit Memorial Park
- Port Credit Arena
- Lions Club of Credit Valley Outdoor Pool
- J.C. Saddington Park
- J.J. Plaus Park

For these reasons, these applications are consistent with MOP, the Region of Peel Official Plan, and the PPS.

3. Zoning By-law 0225-2007

The proposed **RA5 – 78** (Residential Apartments – Exception) zone is appropriate to permit a 30 storey apartment building containing 378 dwelling units with a maximum Floor Space Index (FSI) of 11.76.

A table summarizing the proposed zoning regulations can be found in Appendix 1.

4. "H" Holding Provision

Should this application be approved by Council, staff will request an "H" Holding Provision which can be lifted upon:

- Receipt of a signed Development Agreement

- Submission of a streetscape feasibility study and revised Stormwater Management Report
- Receipt of reliance letters and a revised Phase One Environmental Site Assessment
- Submission of a draft reference plan and dedication of required lands
- Receipt of a signed servicing agreement with the Region of Peel
- Receipt of a letter confirming that archaeological assessment concerns have met licensing and resource conservation requirements

5. Other Relevant Documents and Guidelines

Mississauga Official Plan, 2051

In MOP 2051, Growth Nodes are also Strategic Growth Areas (SGA). Most of Mississauga's future growth will be directed to SGA. Growth Nodes are meant to provide densities less than the Downtown Core and Growth Centres, but greater than elsewhere within the City. The policies also state that MTSA's will accommodate future growth with transit-supportive development reflective of their local context. The policies of the Port Credit Growth Node maintain the intent of the current Community Node policies within the PCLAP, with respect to sky views, setbacks/buffers, separation distance, etc. The Port Credit Growth Node within MOPA 2051 maintains a maximum height of 15 storeys on the subject site. An amendment to the height schedule of the Port Credit Growth Node would still be required.

6. Departmental and Agency Comments

The applications were circulated to all City departments and commenting agencies on June 19, 2025. The following section summarizes the comments received. Refer to Appendix 1 for detailed comments.

(i) Region of Peel

Comments dated September 24, 2025, state that the applicant will be required to enter into a Servicing Agreement to commence private-side construction prior to the full availability of upgrades to servicing infrastructure for increased wastewater capacity. If an executed Servicing Agreement remains outstanding prior to a by-law being approved, a condition will be required under the holding provision to secure for the Servicing Agreement.

(ii) City Transportation and Works Department

Comments dated September 25, 2025, state that technical reports and drawings have been reviewed to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic, and environmental compliance can be satisfactorily addressed and confirm feasibility of the project, in accordance with City requirements. The outstanding technical details and engineering items required to facilitate the development will be required through a future Holding Provision application.

(iii) City Community Services Department

Comments dated September 25, 2025, state that due to the surplus of parkland in the Port Credit Community Node Character Area and the proximity to existing city owned parkland, the development will be subject to cash-in-lieu prior to the issuance of building permits, pursuant to Section 42 of the *Planning Act*

(iv) Dufferin-Peel Catholic District School Board and Peel District School Board

Comments dated July 7, 2025, state that the Dufferin-Peel Catholic District School Board is requesting that warning clauses be entered into the Development Agreement, stating sufficient accommodation may not be available for all anticipated students from the area and students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood.

Comments dated July 16, 2025 from the Peel District School Board state that sufficient accommodation may not be available for all anticipated students from the area and students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood. Peel District School Board is requesting that warning clauses be placed in the Development Agreement.

Refer to Appendix 1 for the School Accommodations Summary by school board.

7. Housing Affordability, Housing Supply and the Mayor's Housing Task Force

Housing affordability and housing supply within the City of Mississauga continues to be a challenge and is a critical priority. As Mississauga continues to grow, a broad range of housing options and tenures are necessary to fulfill increasing demand.

To achieve a balanced mix of unit types and sizes, and support the creation of housing suitable for families, development containing more than 50 new residential units is encouraged to include 50 percent of a mix of two and three bedroom units.

For development applications of 50 units or more, the applicant may be required to demonstrate how the application can meet the City's housing objectives and policies and can contribute to the regional housing unit target of 30 percent of all new housing units being affordable, and that 25 percent of all new housing units be rental in tenure.

The applicant has previously stated that tenure of the apartment building has not yet been determined. If rental is proposed, inclusionary zoning (IZ) is not required. However, inclusionary zoning is in force and effect on all lots within IZ Areas, identified by the IZ Overlay in Mississauga Zoning By-law 0225-2007 where condominium/ownership tenure is proposed. Pursuant to Subsection 2.1.34 of the zoning by-law, the subject lands fall within IZ Area 1. The minimum required percentage of gross floor area – inclusionary zoning to be provided as affordable ownership housing is currently 7% or 3.5% if it is provided as affordable rental housing. An IZ legal agreement must also be enacted and registered on title prior to Building Permit issuance.

Engagement and Consultation

1. Community Feedback

A community meeting was held by Ward 1 Councillor, Stephen Dasko, on September 25, 2025. Approximately 14 people were in attendance at the community meeting and 3 pieces of written correspondence have been received. The following summarizes comments received on the applications:

Comment

Concerns with increased traffic generated by the building and there not being enough parking spaces for the units.

Response

A traffic impact study was prepared by C.F. Crozier and Associates Inc. and reviewed by the City's Transportation and Works Department. The study concluded that the proposed development is anticipated to generate 45 (16 in, 29 out) and 50 (27 in, 23 out) new two-way site trips for the weekday AM and PM peak hours in 2030. With the traffic generated by the proposed development, the study area intersections and proposed vehicular access are expected to operate at acceptable levels of service with minimal impact to existing traffic conditions.

On June 6, 2024, Bill 185 was passed by the Province which removed parking requirements within MTSA's. As the site is located within the Port Credit MTSA, the City cannot regulate parking within the building.

Comment

Why is a 30 storey building being proposed when the previous proposal was refused?

Response

Municipalities are obligated by the provisions of the *Planning Act* to process all complete development applications received. At the time the previous application was refused by the OLT, the proposed 24 storey building would have been the tallest building in the Port Credit Community Node. Since then, two other applications on properties east of the subject site have been approved through OLT settlements. Those applications permitted 36 and 29 storey apartment buildings on the Port Credit GO Station parking lot and a 33 storey apartment building on 70 Park Street East.

The tallest buildings are meant to be situated by the Port Credit GO Station and transition down towards the Credit River and to Lakeshore Road East. Despite the subject application increasing in height since the OLT refusal, the proposal still maintains this transition and is compatible with the planned surrounding development.

Comment

What types of trees will be planted?

Response

The applicant is currently proposing to plant autumn blaze freeman maple, Kentucky coffeetree and red oaks. Should the application be approved, a streetscape feasibility study and plan will be required where staff will look more in depth regarding the tree species to be planted based on the soil depth and location of the street trees.

Comment

Concerns regarding school infrastructure.

Response

The Dufferin Peel Catholic District School Board and Peel District School Board were both circulated the development application. Neither School Board raised objections to the application and have provided a summary of school accommodation within the area and how many students the development will yield. This summary can be found in Appendix 1 – School Accommodation Summary. Both School Boards have stated that they request warning clauses to be added to the Development Agreement stating that future students may be bussed to schools located outside of the catchment area.

Next Steps

Upon adoption of the recommendations contained in this report, Staff will prepare the implementing Official Plan Amendment and Zoning By-law Amendment and bring these documents to City Council for approval.

Prior to development of the lands, the applicant will be required to obtain site plan approval and building permits.

Conclusion

In conclusion, City staff has evaluated the applications to permit a 30 storey apartment building against the *Provincial Policy Statement*, Region of Peel Official Plan and Mississauga Official Plan.

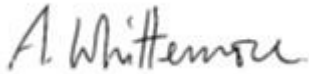
The proposed development directs growth to the Central Residential Precinct which is an MTSA and is located within an intensification corridor. The Provincial Policies, as well as the official plan and PCLAP, anticipate growth within these areas. The proposed 30 storey building fits within the planned context of the Central Residential Precinct and maintains the intent of the policies within the PCLAP. The proposed apartment building preserves the planned transition from the Port Credit GO Station to the Credit River and to Lakeshore Road East. Furthermore, the application proposes improved built form standards with respect to landscape buffers, building setbacks, and floor plate size, when compared with the previous application. The decreased floor plates reduces the visual massing of the building, limiting the overall impact to

the streetscape and adjacent properties. The setbacks proposed are acceptable and provide sufficient transitions to surrounding properties.

Staff is of the opinion that the applications conform to the *Provincial Policy Statement*, Region of Peel and Mississauga Official Plan.

Attachments

Appendix 1: Supplementary Information



Andrew Whitemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Lucas Petricca, Development Planner

Supplementary Information

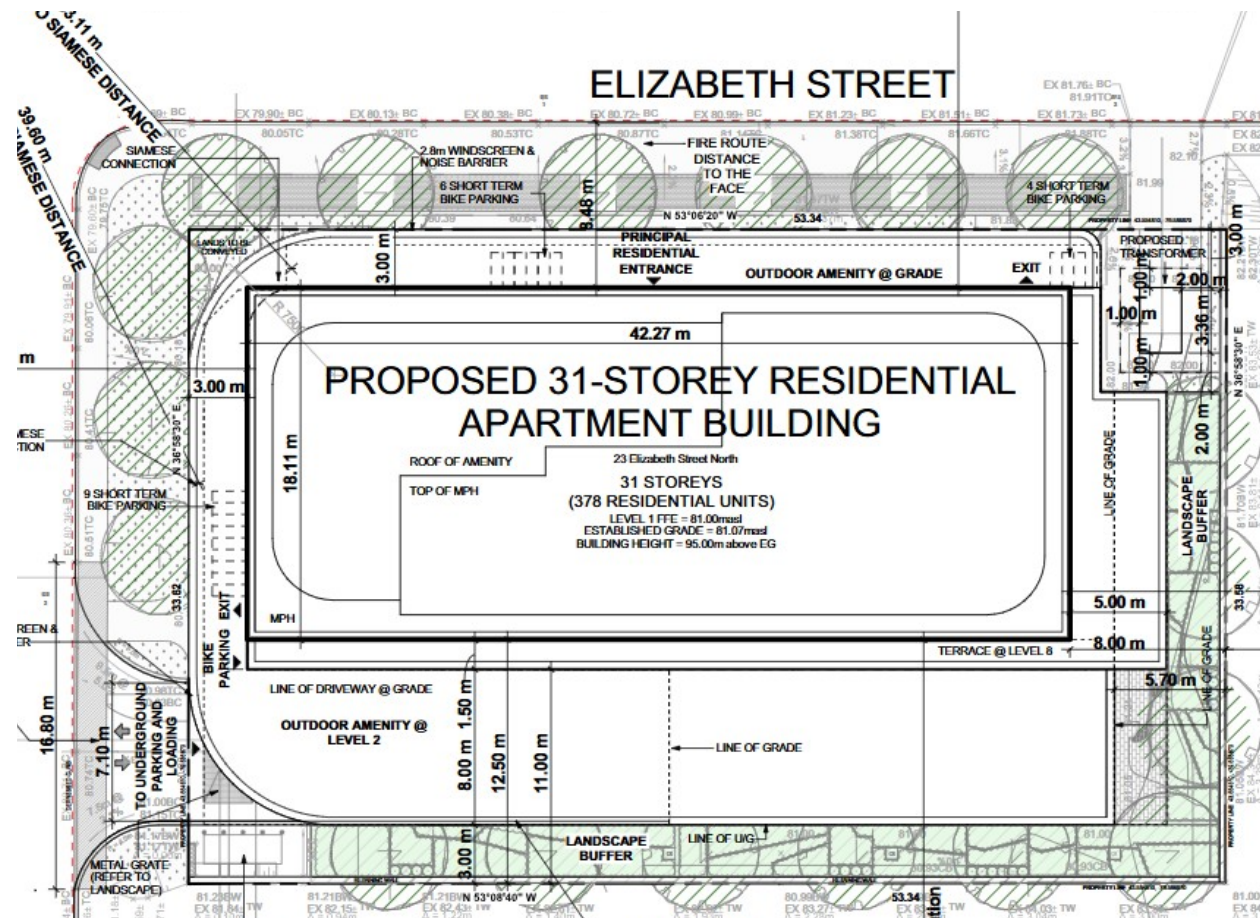
Owner: Edenshaw Elizabeth Developments Limited

23 Elizabeth Street North and 42-46 Park Street East

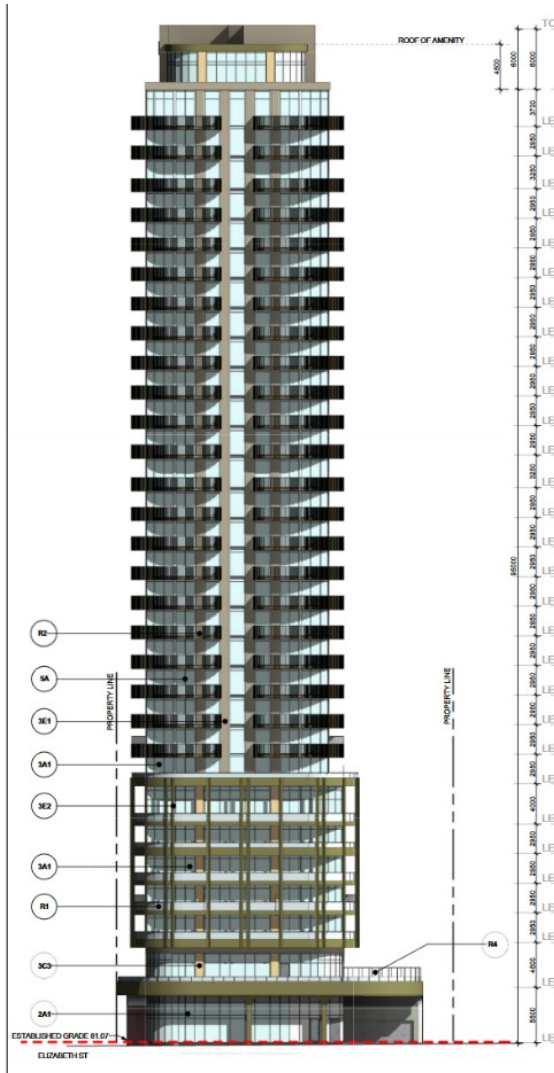
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1 Concept Plan and Elevations



Proposed Concept Plan



North Elevation (from Park Street East)

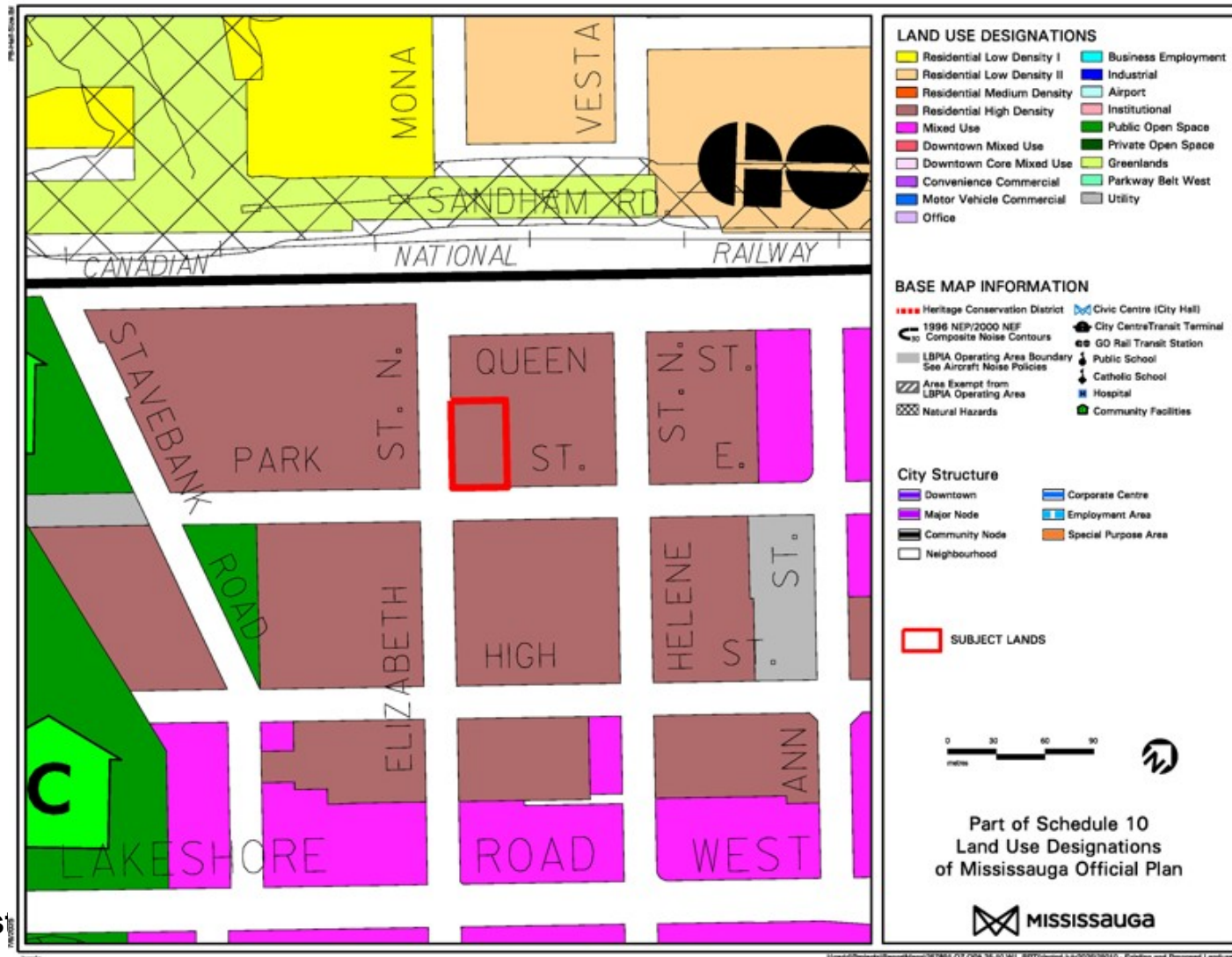


West Elevation (from Elizabeth Street North)

2. Development Proposal Statistics

Applications submitted:	Received: May 29, 2025 Deemed complete: June 19, 2025 120 days from complete application: October 17, 2025	
Developer/ Owner:	Edenshaw Elizabeth Developments Limited	
Applicant:	Sajecki Planning	
Site Area:	1 792.43 m ² (19,293.56 ft ²)	
Lot Coverage	77%	
Total Number of Units:	378 dwelling units	
Height:	30 storeys / 95 m (311.68 ft.)	
Anticipated Population:	828 *Average household sizes for all units (by type) based on the 2016 Census	
Parking: Resident Spaces Visitor Spaces Total	The subject site is within a Major Transit Station Area (MTSA) and due to <i>Bill 185 – Cutting Red Tape to Build More Homes Act</i> , a municipality cannot require parking be provided within an MTSA.	Provided Parking 101 22 123

3. Existing Official Plan Map



4. Existing



5. Applicant Proposed Zoning Regulations

Zone Regulations	Existing RA2-48 (Apartments – Exception) Zone	RA5 (Apartments) Zone	Proposed RA5-XX (Apartments – Exception) Zone
Maximum Floor Space Index – Apartment Zone	0.5	1.9	11.76
Maximum Height	8 storeys and 26 m (85.3 ft.)	25 storeys and 77 m (252.63 ft.)	30 storeys and 95 m (311.7 ft.)
Minimum Exterior Side Yard	10.5 m (32.81 ft.)	10.5 m (32.81 ft.)	3 m (9.84 ft.)
Minimum Interior Side Yard	4.5 m (14.76 ft.)	4.5 m (14.76 ft.)	3 m (9.84 ft.)
Minimum Rear Yard	4.5 m (14.76 ft.)	4.5 m (14.76 ft.)	5.7 m (18.7 ft.)
Maximum encroachment of a balcony located above the first storey	1 m (3.28 ft.)	1 m (3.28 ft.)	3 m (9.84 ft.)
Minimum setback from a parking structure below grade to the front, rear and exterior side lot line	3 m (9.84 ft.)	3 m (9.84 ft.)	0.3 m (2.56 ft.)
Minimum landscaped area	40%	40%	15%
Minimum amenity area	5.6 m ² (60.28 ft ²) per unit	5.6 m ² (60.28 ft ²) per unit	4 m ² (43.06 ft ²)
Minimum number of EV spaces	37	37	24
Minimum depth of a landscaped buffer abutting a street line	3 m (9.84 ft.)	3 m (9.84 ft.)	0 m
Minimum amenity area to be provided outside at grade	55 m ² (592 ft ²)	55 m ² (592 ft ²)	90 m ² (968.75 ft ²)
Minimum bicycle parking spaces – Class A	0.6 spaces per unit	0.6 spaces per unit	0.2 spaces per unit
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined. In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.			

6. Departmental and Agency Comments

Agency / Comment Date	Comments
Region of Peel (September 24, 2025)	<p>The Region of Peel requires that the developer enter into a Servicing Agreement to commence private-side construction prior to the full availability of upgrades to servicing infrastructure for increased wastewater capacity. The Servicing Agreement will include an indemnity and release and tie the timing of servicing connections permits and occupancy to substantial completion and preliminary acceptance of key wastewater capital projects.</p> <p>The Region has identified sanitary sewer capacity constraints in this area. The following Regional capital projects must be completed prior to new or revised development flows being accepted into the Region's system. The three capital projects below are estimated to be completed in 2029:</p> <ul style="list-style-type: none"> • Lakeshore Trunk Sewer Upgrade • Jack Darling 3 Pumping Station (JD3) • Decommissioning of Elmwood Pumping Station <p>The Region is evaluating interim sanitary servicing solutions to shorten the length of time developments could receive servicing connections. This interim sanitary servicing solution may be complete by end of 2027 or early 2028, while the Lakeshore Trunk Sewer continues to be under construction.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (July 8, 2025)	Neither school board raised objections to the proposed development regarding existing school facilities. Both school boards provided warning clauses to be included within the Development Agreement. Refer to Section 7 for a summary of the surrounding school capacity.
Planning and Building Department – Park Planning Section (September 24, 2025)	<p>The subject property is located within the Port Credit Community Node Character Area, and, as established in the 2022 Parks Plan, the parkland provision standard of 1.2 ha (2.97 ac) per 1,000 people is being achieved with a current surplus of 7.2 ha (17.8 ac) of parkland.</p> <p>The subject site is within a 300 m (984.25 ft.) walking distance of Port Credit Memorial Park (P-106), which is zoned OS2 Open Space – City Park and provides an all inclusive barrier free playground, basketball hoops, multi-pad, multi-use ramp and picnic area.</p>

Agency / Comment Date	Comments
	<p>Due to the surplus of parkland in the Port Credit Community Node, and the proximity of the subject site to an existing city park, the development will be subject to cash-in-lieu prior to the issuance of building permits, pursuant to Section 42 of the <i>Planning Act</i> and in accordance with City Policies and By-laws.</p>
<p>City Transportation and Works Department (September 25, 2025)</p>	<p>Technical reports and drawings have been reviewed to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic, and environmental compliance can be satisfactorily addressed and confirm feasibility of the project, in accordance with City requirements.</p> <p><u>Stormwater</u></p> <p>The Functional Servicing and Stormwater Management Report prepared by EnVision Consultants Ltd, dated August, 2025, indicates that an increase in stormwater runoff will occur with the redevelopment of the site. In order to mitigate the change in impervious area from the proposed development and/or its impact on the receiving municipal drainage system, on-site stormwater management controls for the post-development discharge are required.</p> <p>In general, the applicant has demonstrated a satisfactory stormwater servicing concept. The applicant has proposed catch basins within the development to address stormwater drainage. The site's private storm sewer systems will connect into the existing municipal storm sewers on Elizabeth Street North. A Stormwater Cistern has been proposed as a low impact development (LID) feature to address the site's stormwater storage requirements. Further technical information is required to address staff comments.</p> <p><u>Traffic</u></p> <p>The applicant provided a revised traffic impact study that was completed by LEA Consulting Ltd. in support of the proposed development. Based on the revised study dated August 2025, the study complied with the City's Traffic Impact Study guidelines and staff are satisfied with the study and deem it to be satisfactory.</p> <p>The study concluded that the proposed development is anticipated to generate 45 (16 in, 29 out) and 50 (27 in, 23 out) new, two-way, site trips for the weekday AM and PM peak hours in 2030, respectively. With the traffic generated by the proposed development, the study area intersections</p>

Agency / Comment Date	Comments
	<p>and proposed vehicular access are expected to operate at acceptable levels of service with minimal impact to existing traffic conditions.</p> <p><u>Environmental Compliance</u></p> <p>The Phase One Environmental Site Assessment (ESA) dated May 8, 2020, and Phase Two ESA, dated July 31, 2020, both prepared by Grounded Engineering Inc., were submitted in support of the proposed development. Additionally, the record of site condition (B-402-8223895421) has been filed for the property. The documents indicate that the site is suitable for the proposed use and no further investigation is required at this time.</p> <p><u>Noise</u></p> <p>A Noise & Vibration Feasibility study prepared by J.E. Coulter Associates Limited., dated May 23, 2025, evaluated the potential impact to and from the development, and recommended mitigation measures to reduce any negative impacts.</p> <p>Noise sources that may have an impact on this development include road and rail traffic. The submitted noise assessment confirms that noise mitigation will be required, including special construction requirements, acoustic barriers and ventilation requirements such as central air conditioning, the details of which will be confirmed through the building permit process. The transportation noise study demonstrates that the proposed development is technically feasible from a noise and vibration perspective.</p> <p><u>Engineering Plans/Drawings</u></p> <p>The applicant has submitted a number of technical reports, plans and drawings, which need to be revised in accordance with City standards and additional technical details are required to comply with City requirements from an engineering standpoint.</p> <p>The Owner will be required to enter into a Development Agreement with the City to construct the required municipal works and include matters such as existing road and boulevard improvements and other municipal works as required.</p> <p>Should the application be approved, the outstanding technical details and remaining engineering items</p>

Agency / Comment Date	Comments
	<p>required to facilitate the implementation of the zoning by-law will be addressed through a Holding Provision, which can be lifted upon:</p> <ul style="list-style-type: none"> • Delivery of an executed Development Agreement in a form and on terms satisfactory to the City of Mississauga • All the supporting environmental reports along with a reliance letter • A written document, prepared by a Professional Engineer that includes a plan to decommission the wells or proof of decommissioning
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> - Alectra - Canada Post - City of Mississauga, Heritage - City of Mississauga, Fire - GO Transit
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - City of Mississauga, Public Art - Rogers Cable - Trillium Health Partners - Enbridge - Greater Toronto Airport Authority - CS Viamonde

7. School Accommodation Summary

The Peel District School Board

Student Yield	School Accommodation	
57 Kindergarten to Grade 8	Riverside Public School	Port Credit Secondary School
8 Grade 9 to Grade 12	Enrolment: 302 Capacity: 438 Portables: 0	Enrolment: 1,333 Capacity: 1,203 Portables: 7

The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
20 Junior kindergarten to Grade 8	St. Luke Catholic Elementary School	Iona Catholic Secondary School
9 Grade 9 to Grade 12	Enrolment: 347 Capacity: 602 Portables: 0	Enrolment: 658 Capacity: 723 Portables: 5