

» **PLANNING RATIONALE**

12 & 26 Park Street East, Mississauga, Ontario

July 2026





Sajecki Planning Inc.

Table of Contents

1.0	Introduction	1
2.0	Site & Surroundings	5
2.1	The Site	6
2.2	Planning History	7
2.3	Surrounding Land Uses	7
2.4	Nearby Development Activity	12
2.5	Transportation Network	14
3.0	Proposal	17
3.1	Development Overview	18
3.2	Required Approvals	25
3.3	Public Consultation	26
4.0	Policy Framework	27
4.1	Planning Act R.S.O. 1990, c. P.13	28
4.2	Provincial Planning Statement (PPS)	29
4.3	City of Mississauga Official Plan	31
4.4	City of Mississauga Zoning By-law 0225-2007	44
4.5	Additional Considerations	45
5.0	Urban Design Analysis	46
6.0	Supporting Studies and Reports	51
6.1	Sun/Shadow Study	52
6.2	Archaeological Assessment	52
6.3	Transportation Report	52
6.4	Pedestrian Level Wind Study	53
6.5	Environmental Noise and Vibration Feasibility Study	53
6.6	Tree Inventory / Tree Preservation Plan and Arborist Report	54
6.7	Phase Two Environmental Site Assessment	54
6.8	Geotechnical Investigation Report	55
6.9	Hydrogeological Report	55
6.10	Functional Servicing and Stormwater Management Report	56

7.0	Planning Analysis	57
7.1	Delivering Purpose-Built Rental Housing in Port Credit	58
7.2	Transit-Supportive Development	58
7.3	Contextually Appropriate Built Form and Design	59
7.4	Aligning with Provincial Housing Objectives and Recently Built and Approved Developments in Port Credit	60
8.0	Conclusion	61
	Appendix A: DARC Submission Requirements Checklist	
	Appendix B: Draft Official Plan By-law Amendment	
	Appendix C: Draft Zoning By-law Amendment	

Figures & Tables

Figure 1.	Aerial photo of subject lands	3
Figure 2.	Preliminary Future Lot Configuration	4
Figure 3.	Existing Site Conditions	6
Figure 4.	Transit Proximity	7
Figure 5.	Site Context Map and Height Map	8
Figure 6.	Photos of the Surrounding Context	10
Figure 7.	Photos of the Subject Site	11
Figure 8.	Map of recent developments within 400 metres of the subject lands.	13
Figure 9.	Map of Road Network	14
Figure 10.	Site within transit network	16
Figure 11.	Proposed Site Plan	20
Figure 12.	South Elevation of the Proposed Development	22
Figure 13.	East and West Elevation of the Proposed Development	23
Figure 14.	Landscape Plan of the Proposed Development	24
Figure 15.	Site within City OP Schedule 1 – City Structure	33
Figure 16.	Site within City OP - Schedule 7M	37
Figure 17.	Site within City OP PCLAP Map 1 – Port Credit Character Areas and Precincts	42
Figure 18.	Site with zoning label (use interactive zoning map with aerial imagery basemap)	44
Table 1.	Surrounding development applications	12
Table 2.	Proposed site statistics	19

1.0

Introduction

This Planning Justification Report has been prepared by Sajecki Planning Inc. on behalf of Canahahns Company Ltd. to support an Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) application that seeks to facilitate the development of the property at 12 and 26 Park Street East (the "subject lands") in Ward 1 of the City of Mississauga.

The subject lands are located midblock on the north side of Park Street East between Queen Street East and Stavebank Road, with a frontage of approximately 120 metres along Park Street East. The subject lands comprise of two properties, 12 and 26 Park Street East, and have an irregular shape with an approximate area of 0.86 hectares (8,650 square metres).

Throughout this report, the portion of the site referred to as "subject site" or "site" is subject to the OPA and ZBA and is based on the preliminary future lot configurations, as shown in Figure 1 and 2. This is differentiated from the developable area presented in the architectural drawings, which indicates the areas that will be subject to construction. The retained lots on the subject lands will be referred to as 12 Park Street East and 26 Park Street East, as shown in Figure 1 and 2, and will also be subject to a ZBA based on the preliminary future lot configurations.

The portion of the site that is generally rectangular in shape is occupied by surface parking, and the offset that gives the site its irregular shape is created by a one-way internal driveway and surface parking. The subject site has an approximate area of 3,592 square metres or 0.89 acres. The proposed building is contemplated on the northern portion of the site that is generally rectangular in shape and where surface parking is located.

The subject lands are within the Central Residential area of the Port Credit Growth Node Character Area and subject to the Port Credit Local Area

Plan per Schedule 1 – City Structure of the City of Mississauga Official Plan (City OP). The lands are designated Residential High-Rise per Schedule 7 – Land Use Designations of the City OP and zoned Residential Apartment (RA2) with Exception 6 per City of Mississauga Zoning By-law 0225-2007.

The OPA and ZBA application seeks to permit a 26-storey purpose-built rental apartment building on the subject site, while maintaining the existing rental housing on the subject lands. The proposal contemplates a total of 288 units, supported by amenity space at a ratio of 4.1 square metres per dwelling unit.

The purpose of this Planning Justification Report is to provide:

- » An overview of the subject site and local area context;
- » A review of the applicable land use planning policy and regulatory frameworks;
- » An explanation of the proposed built form, uses, and development statistics;
- » A summary of all supporting studies and technical reports; and,
- » A description and justification of the proposed amendment to the Official Plan and Zoning By-law.

A Development Application Review Committee (DARC) Meeting was held on April 7th, 2026 to receive preliminary feedback from staff and to confirm the submission requirements. This report is part of a complete application submission requirement under the Planning Act for an OPA and ZBA application. The DARC submission requirements checklist (DARC 26-45 W1) is attached (see Appendix 2). Summaries of other technical reports and studies completed to support the OPA and ZBA application are provided in Section 6.0 of this report.

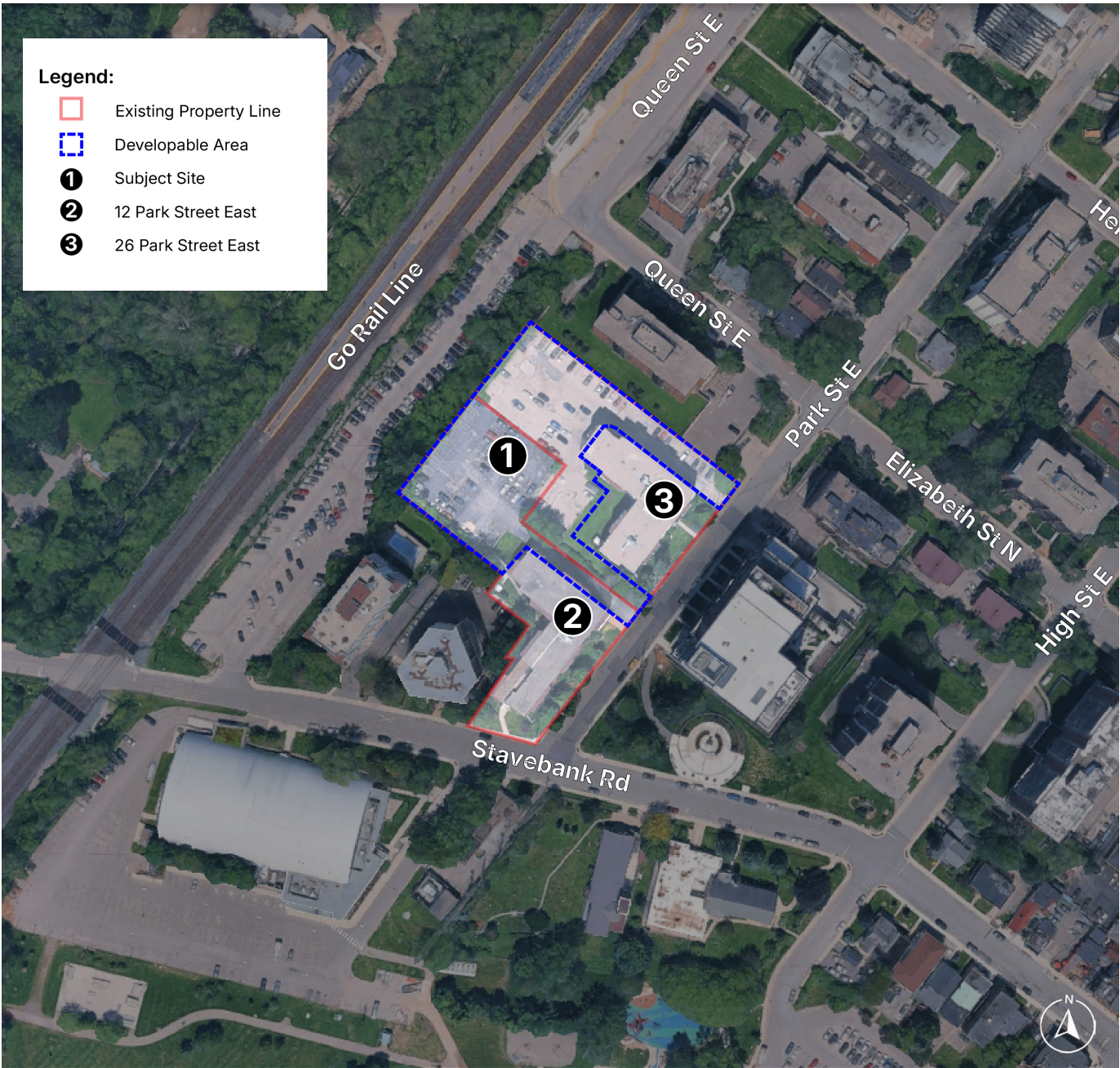


FIGURE 1. Aerial photo of subject lands.

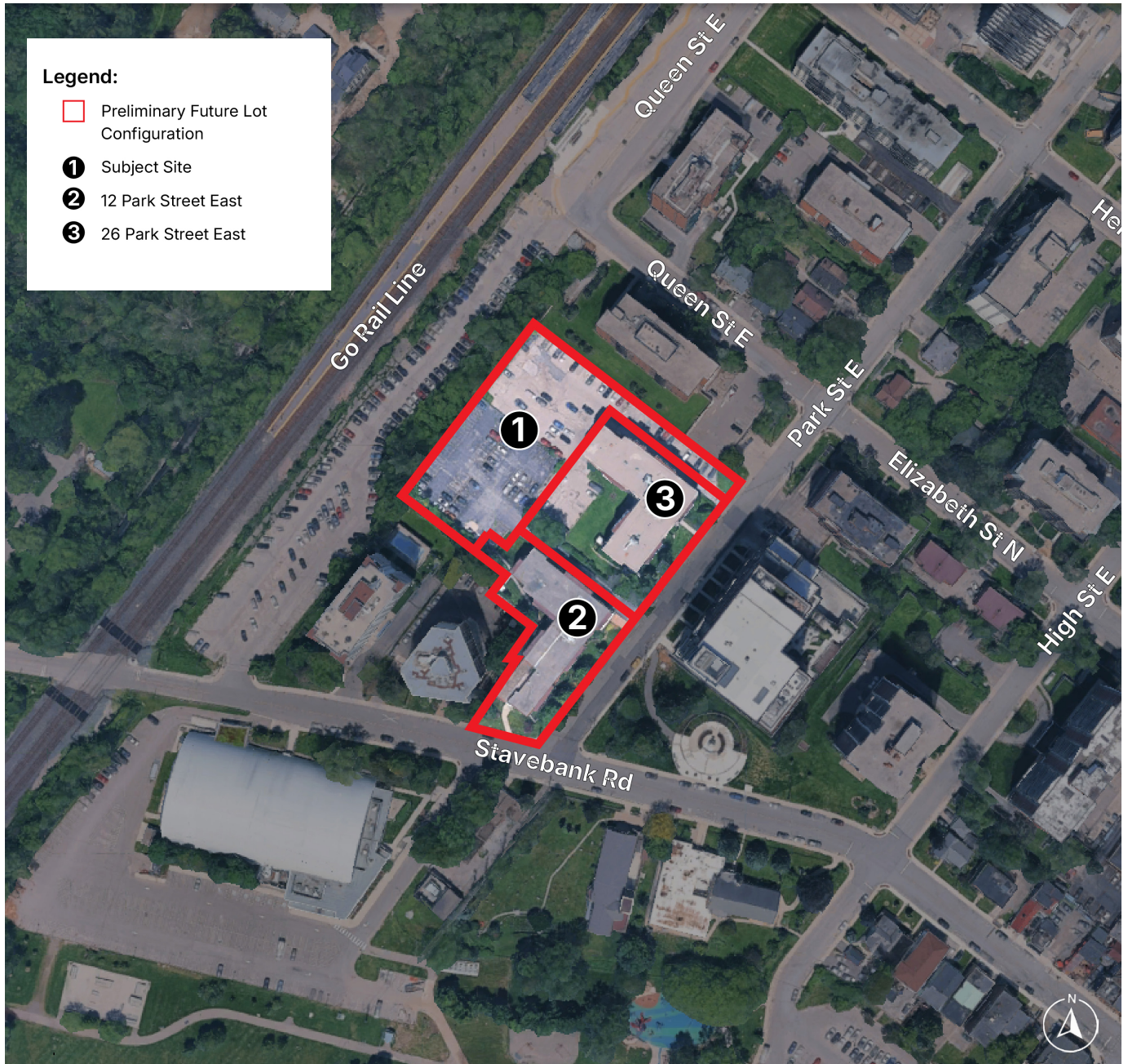


FIGURE 2. Preliminary Future Lot Configuration

2.0

Site & Surroundings

2.1 The Site

12 Park Street East is legally described as PLAN 300E PT LOT 1 PT LOT 11 RD ALLCE PT, and 26 Park Street East as PLAN 300E LOT 10 PT LOT 11. These lots form the subject lands, which are located north of Park Street East between Queen Street East and Stavebank Road in Ward 1 of the City of Mississauga. Situated in proximity to the major intersection of Lakeshore Road East and Hurontario Street (450 metres to the northeast), the subject lands are within an existing apartment neighbourhood (Port Credit), which forms part of the Port Credit neighbourhood and Port Credit GO Protected Major Transit Station Area (PMTSA). The west entrance to the Port Credit GO Station

is located less than 60 metres to the north of the subject lands.

The subject lands have an irregular rectangular shape with an approximate area of 8,650 square metres (2.14 acres) and an approximate frontage of 120 metres along Park Street East. Currently, the subject lands are occupied by a five-storey apartment building, a seven-storey apartment building, surface parking lots, and existing outdoor green space.

The subject lands are not listed or designated on the Heritage Register.

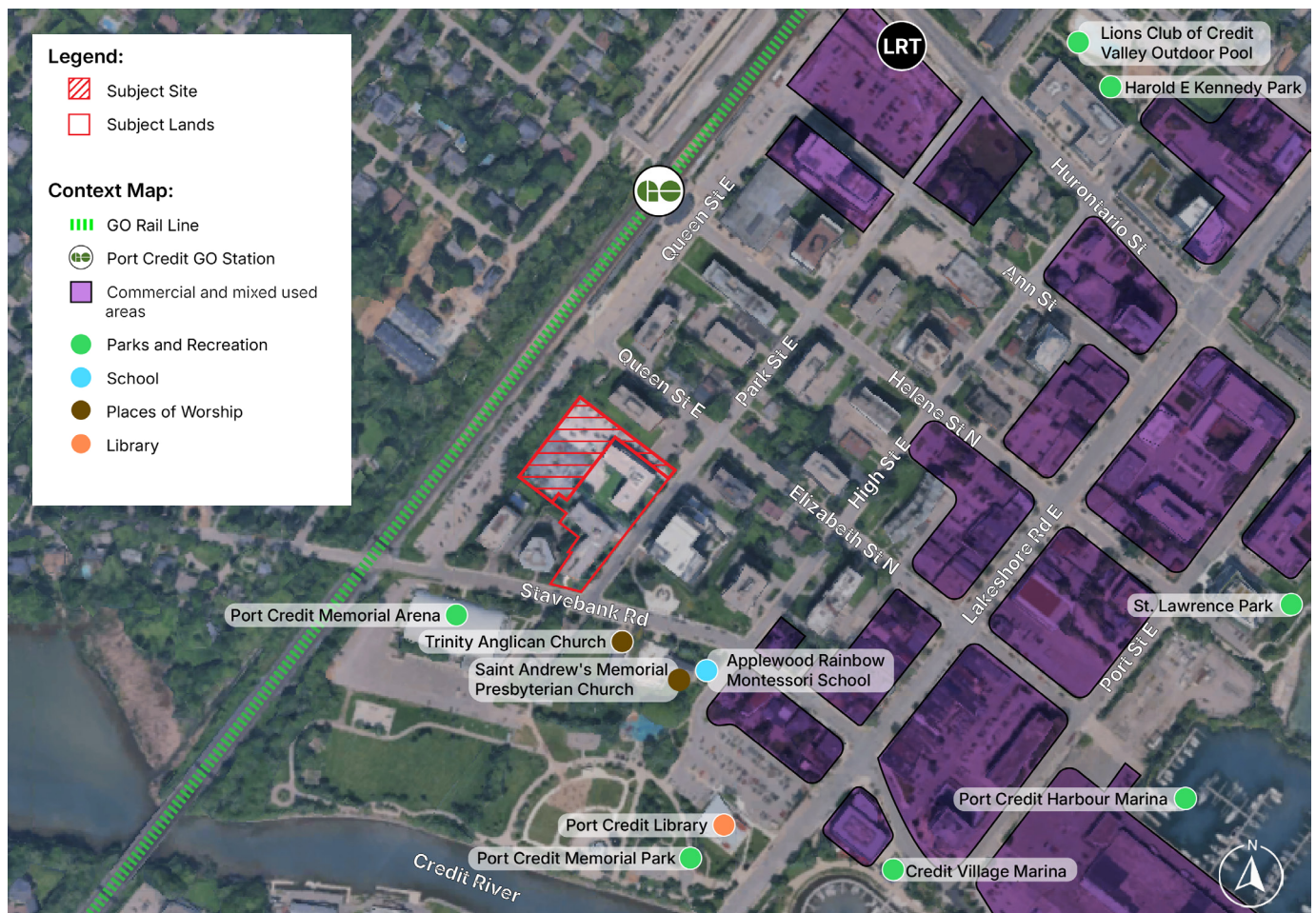


FIGURE 3. Existing Site Conditions

2.2 Planning History

There are no previously approved Official Plan or Zoning By-law amendments pertaining to the subject lands. In late 2001, an applicant requested that the Committee of Adjustment authorize a minor variance to allow the existing seven-storey apartment building at 26 Park Street East to remain, providing eight visitor parking spaces instead of the minimum of 16. This minor variance was approved in December of 2001.

2.3 Surrounding Land Uses

2.3.1 Area Context

The subject lands are located within the Port Credit neighbourhood of Mississauga, which is roughly bound by the railway corridor to the north, Mississauga Road to the west, Lake Ontario to the south, and Elmwood Avenue and Rosewood Avenue to the east. The Port Credit GO Station is a

central means of transportation for the Port Credit neighbourhood, with the west and east station entrances located 60 metres and 200 metres northeast of the subject lands, respectively. The Port Credit neighbourhood is supported by several community amenities and services, including:

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

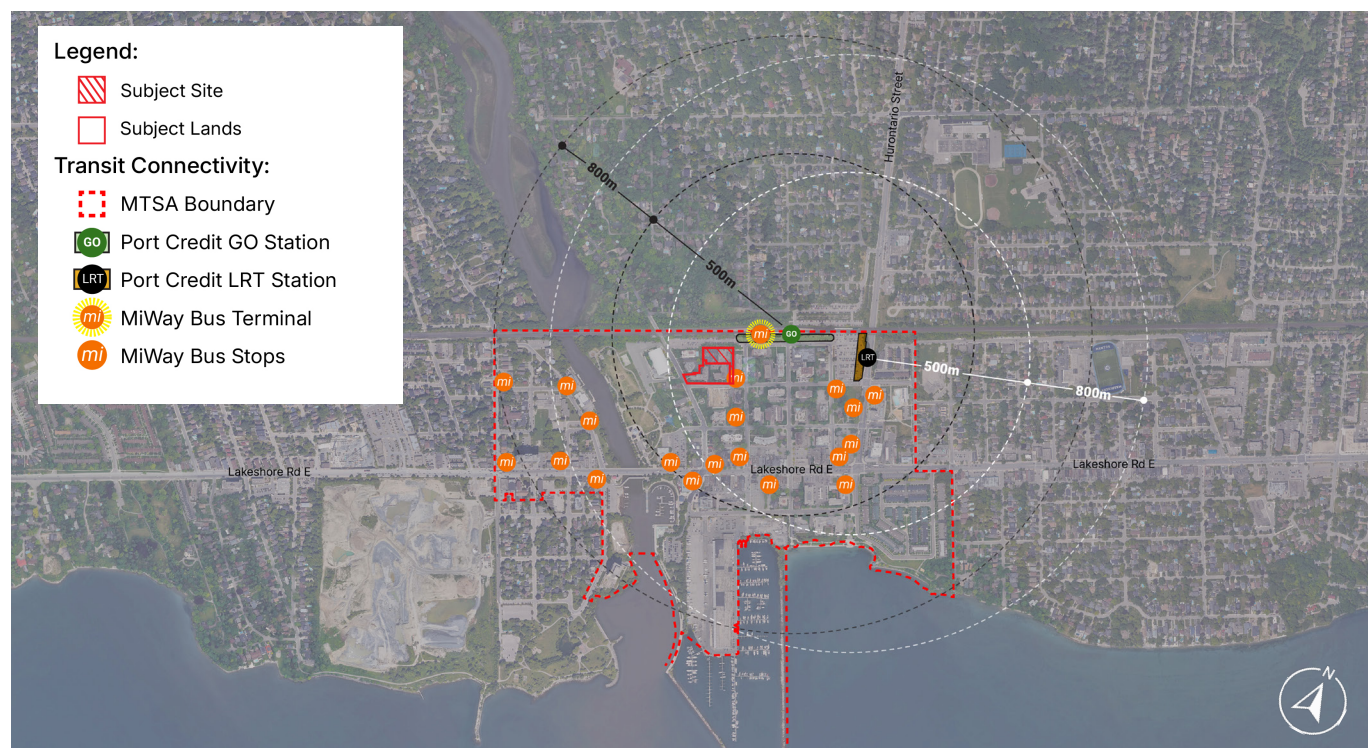


FIGURE 4. Transit Proximity



FIGURE 5. Site Context Map and Height Map

2.3.2 Immediate Surroundings

The subject lands are located within an existing residential apartment neighbourhood, which forms part of the Port Credit GO PMTSA. The existing building heights within the PMTSA vary between one and 27-storeys, with recent approvals permitting heights up to 36 storeys. Land uses adjacent to the subject lands include a mix of low to high density residential apartments with surface and underground parking, as well as low-rise commercial buildings. The description of the immediate land uses outlined below is based on the orientation noted in Figure 3. Immediate surroundings within the apartment neighbourhood include:

North:

Directly north of the subject lands is vegetated slope owned by the City of Mississauga. Further north is a surface parking associated with the Port Credit GO station, and the railway corridor. Beyond the railway line is the Mineola neighbourhood and PMTSA, which consists primarily of single-detached dwellings and other grade-related housing.

East:

Located directly east of the subject lands is Elizabeth Towers, an 11-storey apartment building fronting Queen Street East.

Across Queen Street East to the east there are also currently several one-to two-storey detached dwellings fronting Park Street East and Queen Street East. These properties have approval granted for a proposed 30-storey residential development, helping create a transition of heights which gradually decreases from Hurontario to the Credit River. Adjacent to these properties is an 11-storey apartment building (49 Queen Street East).

Across Queen Street East and Park Street East to the southeast, there are other one to two-storey detached dwellings, as well as apartment buildings ranging in height from seven to 14-storeys (15 Elizabeth Street North, 28 Helene Street North, 55 Park Street East), with a mixture of surface and underground parking.

Further east across Helene Street North is 70 Park Street East, an existing 27-storey apartment building. Approval by the OLT has also permitted the infill development of a 33-storey mixed-use tower at this site. Adjacent to this property is 28 Ann Street, a 22-storey mixed-use building.

South:

Directly south of the subject lands across Park Street East is 21 Park Street East (TANU), a 15-storey apartment building with underground parking. Adjacent to 21 Park Street East to the west is Vimy Park, a small green space and memorial. Adjacent to 21 Park Street East is a 16-storey apartment building with underground parking (30 High Street East), a 10-storey apartment building (20 Elizabeth Street North), two sets of three-storey apartment dwellings, and surface parking lots.

South across High Street East, east of Elizabeth Street North is an eight-storey apartment building (7 Elizabeth Street North) and a one-storey convenience store and two-storey retail building with surface parking (6 and 8 Helene Street North). South of High Street East is a 14-storey apartment building (31 High Street East) and a five-storey apartment building with surface parking (7 Helene Street North).

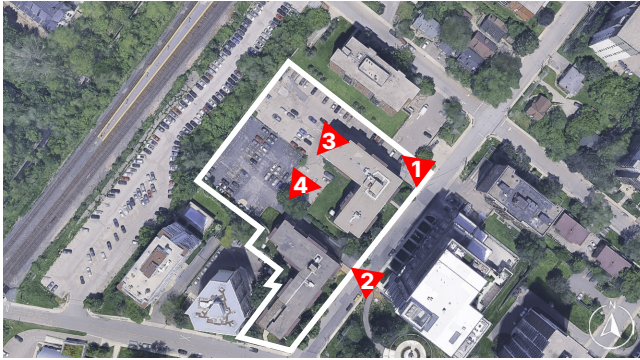
Southeast of the subject lands is a 10-storey apartment building (12 Helene Street North) with a surface parking lot and underground parking. On the other side of Helene Street North is a 14-storey apartment building (66 High Street East) and 12-storey apartment building (65 Park Street East). Further southeast is 8 Ann Street, a 15-storey apartment building, and some surface parking lots.

Continuing south, there exists a variety of one to two-storey commercial businesses that front Lakeshore Road East, primarily consisting of retail, medical services, and restaurants.

West:

Adjacent to the subject lands to the west are 11 and 13-storey apartment buildings (35 Stavebank Road/ Region of Peel Seniors Housing and 39 Stavebank Road, respectively), each with underground parking.

Across Stavebank Road is the Port Credit Memorial Park and Arena and the Port Credit Library. Further to the west is the Credit River.



1. Drive Aisle Along the East Property Line



2. Apartment Buildings at 12 & 26 Park Street East

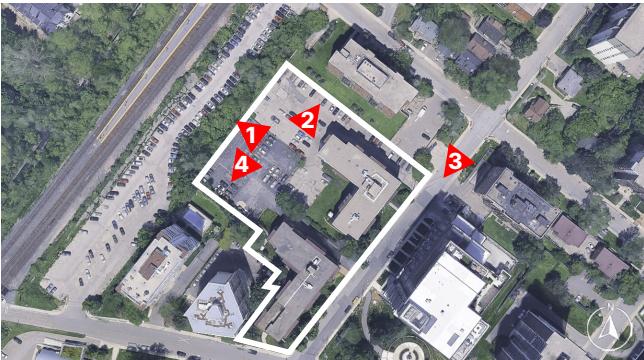


3. Existing Surface Parking Area



4. Existing Parking Lot and Landscaped Open Space

FIGURE 6. Site Photographs - Existing Conditions



1. View from the subject site looking north



2. View from the subject site looking east



3. View of Park Street East and TANU Condos



4. View from the subject site looking west

FIGURE 7. Site Photographs - Adjacencies

2.4 Nearby Development Activity

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

Recent development activity within the vicinity of the subject lands seeks to intensify underutilized

sites within the neighbourhood with residential and mixed-use apartment buildings. Both recent approvals and under construction buildings reinforce the existing apartment neighbourhood and provide a transition in building heights from Hurontario Street to the Credit River.

Table 1 outlines major active development applications within 400 metres of the subject lands. The locations of the proposed developments are also highlighted in Figure 5.

TABLE 1. Surrounding development applications.

#	Address	Location	Description	Application Status
1	42-46 Park Street East and 23 Elizabeth Street North	~60 m east of subject lands	» 30-storey residential building containing 378 units	Approved by Council at 30-storeys.
2	42 Port Street East and 99 Lakeshore Road East	~300 m southeast of subject lands	» 10-storey mixed-use building with 221 units and an additional 1,719 square metres of commercial/retail space proposed on top of existing 300 square metres of commercial/retail spaces.	Under Review
3	70 Park Street East	~220 m east of subject lands	» 33-storey mixed-use development. » Ground floor commercial space.	Approved by OLT at 33-storeys.
4	128 Lakeshore Road East	~350 m southeast of subject lands	» 11-storey residential building containing 42 units and ground floor commercial space	Approved by OLT at 8-storeys.
5	50 High Street	~150 m southeast of subject lands	» 11-storey rental apartment building containing 97 units	Approved by Council at 11-storeys, SPA Under Review

#	Address	Location	Description	Application Status
6	17 & 19 Ann Street and 84 & 90 High Street East and 91 Park Street East	~310 m east of subject lands	» 23-storey residential building containing 362 units and ground floor commercial uses. » Public Park » Retention of two historic buildings	Approved by Council at 23-storeys.
7	88 Park Street East	~320 m east of subject lands	» 36-storey and 29-storey buildings with ~1000 units and commercial and office space within the first two-storeys	Approved by OLT at 36 and 29-storeys.

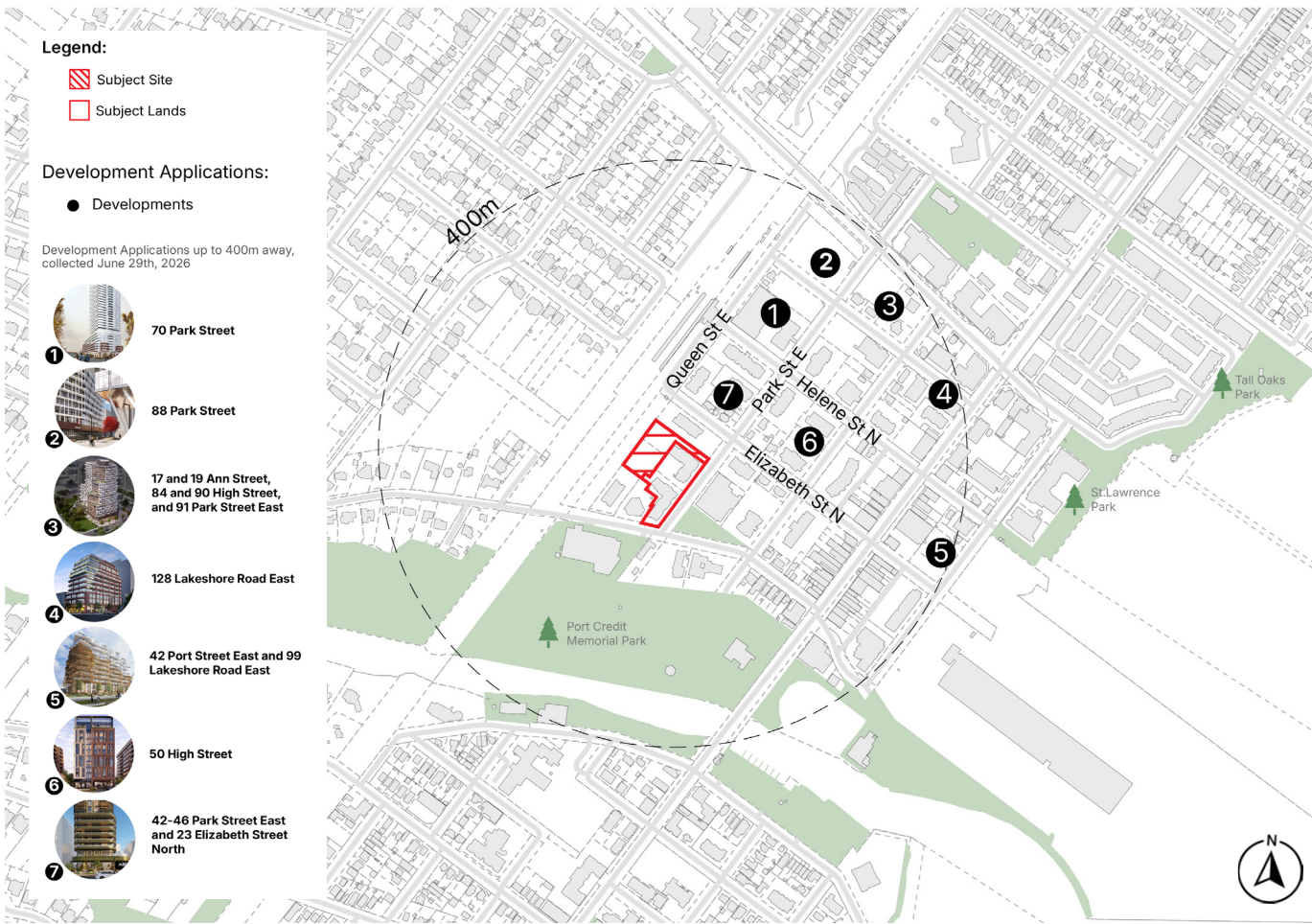


FIGURE 8. Map of recent developments within 400 metres of the subject lands.

2.5 Transportation Network

The subject lands are located within the Port Credit Growth Node and PMTSA as identified in Chapter 14: Growth Nodes of the City OP. The following subsections outline the transportation network that connects the subject lands to other parts of Mississauga and the wider region.

2.5.1 Road Network

Park Street East is a two-way road that runs east to west from Stavebank Road to Rosewood Ave. Sidewalks are located on both sides of the street. Park Street East, in proximity to the subject lands, is four lanes wide with on-street parking on both sides. The under-construction Hazel McCallion LRT Station in Port Credit is located at the intersection of Park and Hurontario.

Elizabeth Street North is a Minor Collector (Strategic Growth) road as identified in Schedule 3: Long Term Street Network. It is a two-way road running north-south from Park Street East to Port Street East. Sidewalks are located on both sides

of the street. In proximity to the subject lands, Elizabeth Street North is two lanes wide with on-street parking on one side. The intersection with High Street East is a four-way stop. Sidewalks are located on both sides of the street.

Stavebank Road, close to the subject lands, is a Minor Collector (Strategic Growth) road, as identified in Schedule 3: Long Term Street Network. It is a two-way, north-south road, running from Queensway W to the Port Credit Marina. In proximity to the subject lands, the road is two lanes wide with on-street parking on both sides of the roadway. Close to the subject lands, there are sidewalks on both sides of the street.

Lakeshore Road East, in proximity to the subject lands, is an Arterial Road (Strategic Growth), as identified in Schedule 3: Long Term Street Network. It has a ROW width of 26 metres. In proximity to the subject lands, Lakeshore Road East is four lanes wide with on-street parking on both sides of the roadway, and sidewalks exist on both sides of the street.



FIGURE 9. Map of Road Network

2.5.2 Transit Network

The subject lands are well-connected to the existing and planned transit network. It is approximately 60 metres southwest of the west entrance to Port Credit GO Station and approximately 400 metres southwest of the under-construction Hazel McCallion LRT Station along Hurontario Street, which will be located adjacent to the Port Credit GO Station.

GO Train Service

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

To improve service times, and as part of Metrolinx's regional strategy, 15-minute service (or better) will be introduced throughout the day between Toronto and Aldershot with hourly service to and from Hamilton seven days a week.

Light Rail Transit (LRT) Services

The Hazel McCallion LRT line is currently under construction. The 18-kilometre line will run north-south along Hurontario Street between Port Credit GO Station and the Brampton Gateway Terminal. A total of 19 stations are proposed, which will provide

connections to the Lakeshore West GO Transit Line, Milton GO Transit Line, Mississauga Transit Way, Zum Transitway, various MiWay bus routes, and future higher order transit along Dundas Street. By 2031, the LRT is expected to accommodate 107,000 passengers each weekday. Within the vicinity of the subject lands, a new LRT stop is under construction at the northwest corner of Hurontario Street and Park Street East.

Bus Services

Bus stops at Port Credit GO Station, the intersection of Queen St E and Park St E, and Ann St and Park St E support the following MiWay routes:

- » Route 2: Provides regular service along Hurontario Street between the Port Credit GO Station and the City Centre Transit Terminal.
- » Route 8: Provides regular service from the Port Credit GO Station east to Cawthra Road then north to Bloor Street. The route then continues west along Mississauga Valley Boulevard to the City Centre Transit Terminal.
- » Route 14: Provides regular service east-west from the Port Credit GO Station to Clarkson GO Station. The route primarily travels east-west along Indian Road and Truscott Drive then north-south along and Southdown Road. At Clarkson GO Station, connections to Oakville Transit services are provided.
- » Route 23: Provides regular service east-west along Lakeshore Road East between Clarkson GO Station and Long Branch GO Station. At Long Branch GO, connections to Toronto Transit Commission (TTC) transit services are provided.

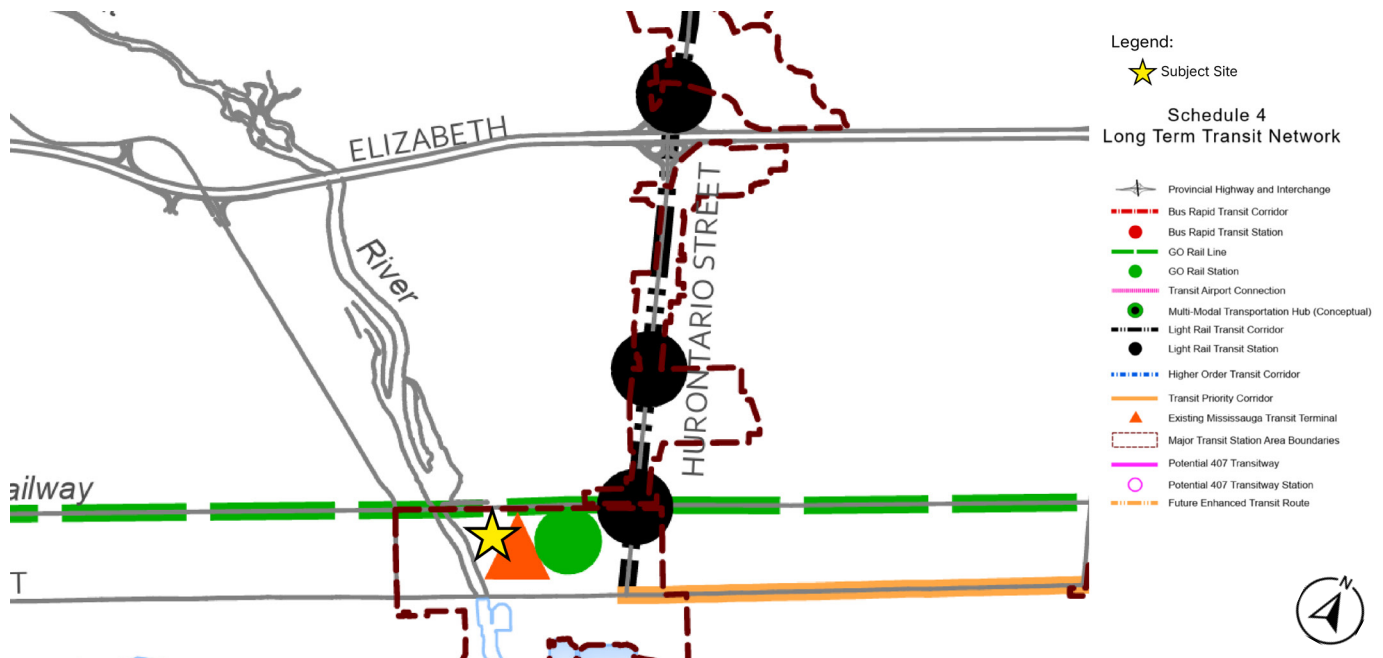


FIGURE 10. Site within transit network

2.5.3 Future Transit Services

The City OP - Schedule 4: Long Term Transit Network identifies Hurontario Street as a Light Rail Transit Corridor, and Lakeshore Road East, east of Hurontario Street, as a Transit Priority Corridor. Improvements along Hurontario Street will correspond with the implementation of the Hazel McCallion LRT, while those along Lakeshore Road East will reflect the Lakeshore Connecting Communities Transportation Master Plan (LCCTMP).

Beyond 2041 and during the final phase of the plan's implementation, the express bus service will be converted into an extension of the Toronto Transit Commission streetcar service from Long Branch GO Station. Per the plan, a stop will be provided at Hurontario Street / Port Credit GO – a short walk from the subject lands.

2.5.4 Cycling and Pedestrian Network

Per Schedule 5 – Long-term Cycling Routes of the City OP, the subject lands are located in proximity to the Primary On-Road / Boulevard Routes of Hurontario Street and Lakeshore Road East. These routes will run north-south and east-west respectively, and connect with several key bicycle corridors.

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

3.0

Proposal

3.1 Development Overview

The proposed development contemplates a new 26-storey purpose-built rental apartment on the northern extent of the subject site (replacing existing surface parking), with vehicular access from Park Street East. The existing 5-storey and 7-storey apartment buildings on the subject lands will be retained.

The proposed development seeks to add purpose-built rental housing within Port Credit. The proposal targets varying types and sizes of units to help broaden the range of housing available in the village and ensure the community remains accessible to residents of all ages and incomes. The design of the building maximizes the site's potential and creates a strong sense of place and identity through unique architectural detailing. Further, the design enhances the existing shared outdoor green space on the subject lands, replaces existing parking and provides new parking, is transit-supportive, and encourages active transportation.

The proposed development envisions a 26-storey purpose-built rental apartment building with 288 dwelling units and a total Gross Floor Area (GFA) of 19,981 square metres (215,069 ft²), as detailed below in Table 2. Amenity space is proposed on the 7th floor of the building at a ratio of 4.1 square metres per unit, totalling 1,183 square metres. An enhancement to the existing at-grade amenity space is also proposed centrally on the subject lands, to the north of 26 Park Street East.

Both existing and new parking spaces are accommodated in enclosed and open surface spaces. The underground parkade includes one partial level of below-grade parking and one complete underground level. The above-grade parkade features two partial and two complete parkade levels. The underground parking garage is accessed via an opening along the western façade of the building, whereas the above-grade parking

area is accessed via the eastern portion of the façade. There are also proposed surface parking spaces that straddle the proposed drive aisle.

A new centralized and fully enclosed garbage area is proposed along the west property line that will serve 12 and 26 Park Street East. The proposed building will have an internal waste and loading area.

There are 174 new parking spaces proposed, including three accessible spaces and 37 visitor spaces, as well as 207 bicycle parking spaces.

3.1.1 Site Layout, Connectivity, and Landscaping

The area of proposed development (subject site) is located primarily on the northern portion of the subject lands, with two vertical strips of land east and west of 26 Park Street East included for the purposes of parking and shared driveway access. The proposed building primarily fronts onto an internal driveway, which is shared with the existing buildings on the subject lands, but from a technical zoning perspective it fronts onto Park Street East. The shared internal driveway provides access to the building, above-grade parking entrance, underground parking entrance, and internal garbage pick-up and loading area. These parking and loading entrances are located along the front main wall of the proposal. A 3.13 metre landscaped buffer and dog run area is proposed to the west of the proposed building.

The building is set back 60.48 metres from the front property line (along Park Street East), 0.14 metres from the rear property line, 0.19 metres from the east property line, 3.13 metres from the west property line. The building is also set back by 8.75 metres from the future shared property line of 26 Park Street East to the south. The main wall of the

TABLE 2. Proposed site statistics

Site Area	3,592 m²
Density (Floor Space Index)	5.56
Building Height - Storeys	26-Storeys
Building Height - Measure	83.95 m
Gross Floor Area	19,981 m ²
Dwelling Units	288 Units
One Bedroom	22 (7%)
One-bedroom + Den	169 (59%)
Two-bedroom	57 (20%)
Two-bedroom + Den	9 (3%)
Three-bedroom	31 (11%)
Amenity Space	1,183 m² (4.1/unit)
Outdoor Amenity	466 m ²
Indoor Amenity	717 m ²
Bicycle Parking Spaces	207
Vehicular Parking Spaces	298
Existing/Relocated	124
New/Proposed	174
Vehicle Accessible Parking Spaces	3 (2 Type A and 1 Type B)
Vehicle Visitor Parking Spaces	37 (0.13/unit)



podium element will straddle the north (rear) and east (side) property lines. The eastern main wall will be abutting the existing above-grade parking structure of 28 Elizabeth Street North. To the north of the site is a vegetated area and the parking lot for the GO Station. The tower element of the proposal is 31.42 m from the 13-storey residential tower at 28 Elizabeth Street North.

The ground floor of the proposed building has a central lobby with a sidewalk lining the front of the building and a lay-by drop-off parking space located just in front. Stemming from the central entrance and sidewalk are several pedestrian crosswalks that provide safe access throughout the site. Two of the crosswalks provide access to the grade-related enhanced amenity space.

3.1.2 Massing and Built Form

The proposed building is 26 storeys, with a six-storey podium and a 20-storey tower above that is rectangular in shape. The podium is approximately 23.5 metres tall, and the tower is approximately 60.4 metres in height, with an additional 6.0 metres provided for the mechanical penthouse, for an absolute building height of 89.9 metres.

The podium element of the proposal contains the ground floor with accessory residential functions (lobby, elevators, mail room, etc.), the vehicle entrance to below-grade parking, the vehicular entrance to above-grade parking, an enclosed loading space, three-and-a-half levels of above-grade parking in a parkade, and three levels of residential units. The podium component has a total floor area of 11,552 square metres.

Above the podium at the 7th floor is the amenity floor, containing all of the amenity space for the proposed development. A total of 1,183 square metres of amenity space is proposed, of which

727 square metres is indoor space and 466 square metres is outdoor space.

The residential tower element begins at level eight (8). The tower has a rectangular shape with balcony articulation. The tower floor plate for floors eight to 26 is 852 square metres.

The proposed building has a gross floor area (GFA) of 19,981 square metres and an FSI of 5.56 when considering the subject site, and an FSI of 3.58 when considering the overall subject lands.

The bulk of the massing is positioned along the Port Credit GO Station West Parking Lot to the north of the subject lands. Levels one to three of the podium, occupied primarily by the above-grade parkade, are stepped back at the fourth floor by 5.45 to 6.95 metres from the north, 2.75 to 4.15 metres from the east, 3.02 to 4.42 metres from the west, and 4.05 to 5.55 metres from the south. Above the sixth podium level, the tower is further stepped back 15.00 to 16.40 metres from the east, 8.52 to 9.92 metres from the west, and 1.50 metres from the south. Through these stepbacks as well as the varying façade materials at each stepback, the scale of the massing is reduced.

The proposed building's location in the northern portion of the subject lands ensures that shadows are cast to the north, minimizing potential adverse shadow impacts on adjacent properties south of the rail corridor. Massing impacts are further minimized through the provision of generous separation distances of 16.04 metres from the tower to the seven-storey building to the south (26 Park Street East), 31.42 metres to the tower to the east (28 Elizabeth Street North), and 42.22 metres to the building to the west (39 Stavebank Road).

3.1.3 Servicing and Access

The proposed building is accessed via Park Street East through an internal driveway, which provides one-way vehicular traffic. The driveway is an inverted "U" shape that extends north from Park Street East across the eastern edge of 26 Park Street East and connects to the garbage pick-up and loading area, the above ground parking ramp, the underground parking ramp, and the enclosed garbage storage, all located at the southern edge of the proposed development. The driveway then continues south to Park Street East, extending between the existing buildings at 12 Park Street East and 26 Park Street East.

The vehicular, loading, and garbage access points are located at-grade along the south face of the proposed building. The proposal includes one Type G loading space that connects to the garbage room (Figures X and X). The majority of pedestrian access points, including the main entrance, are also located along the southern edge of the proposed building. There is one proposed pedestrian access point near the northeast corner of the building, providing a connection to Queen Street East. The main entrance of the proposed building leads to a vestibule and lobby that connects to the storage locker room, garbage room, bicycle storage room, mail room, and other back-of-house rooms. Separate entrances to the building lead to a pet spa and an elevator vestibule. The elevator core is

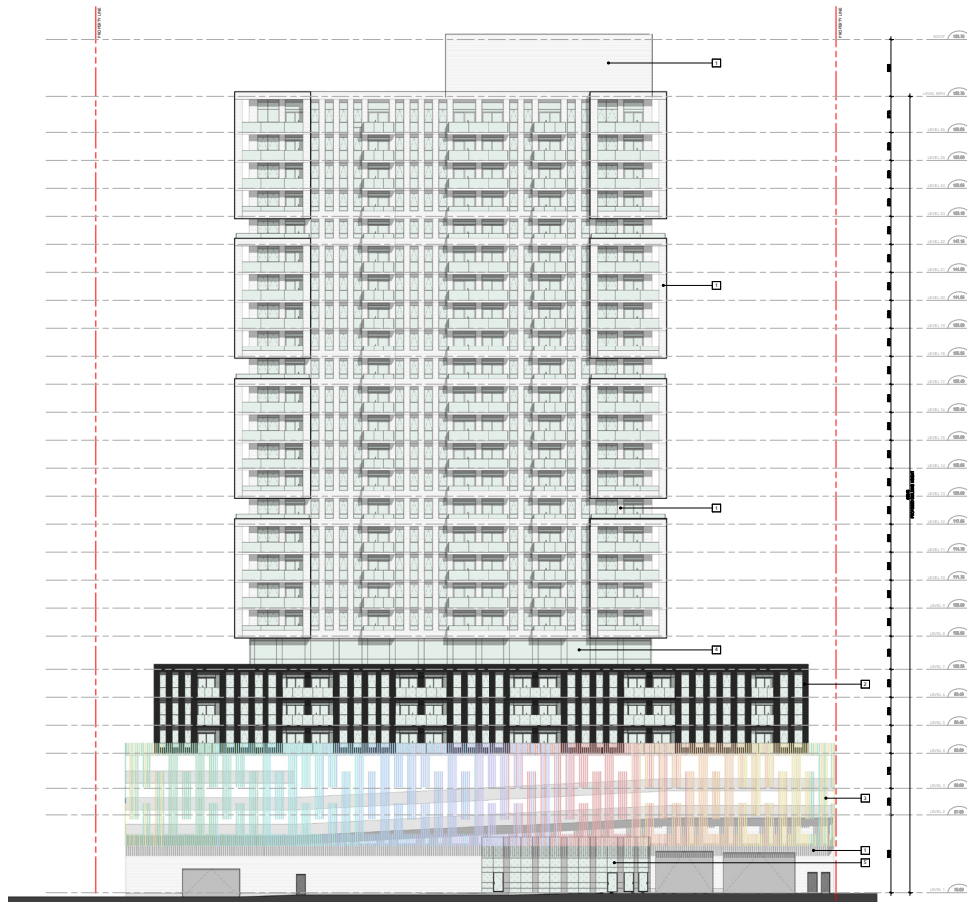


FIGURE 12. South Elevation of the Proposed Development

located slightly northwest of the building’s centre and includes three elevators. There is a staircase positioned on the east and west sides of each residential floor. The south face of the proposed building includes three exits that provide direct egress from the parking garages and the bicycle storage room, as well as convenient access to the shared outdoor amenity space on the subject lands, which will be enhanced through this development application.

Proposed servicing connections such as stormwater and sewers will be located below grade under the eastern drive aisle. These will connect to existing connections along Park Street East.

A total of 174 new vehicular parking spaces are provided on site, including 37 new visitor parking spaces and three accessible parking spaces. 192 bicycle parking spaces are provided in the bicycle storage room on the ground floor at the east side of the building, eight short-term Class B bicycle parking spaces are provided west and southwest of the building at 26 Park Street East, and seven are provided at the Level 1 underground parking garage. The bicycle storage room on the ground floor has a designated entrance from the south of the building.



FIGURE 13. East and West Elevation of the Proposed Development

3.1.4 Amenity Areas

An amenity ratio of 4.1 square metres per unit is proposed, resulting in a total amenity area of 1,183 square metres. This includes 717 square metres of indoor amenity space and 466 square metres of outdoor amenity space. The outdoor and indoor amenity spaces are located entirely on the seventh floor.

Outdoor amenity space is provided on the rooftop of the sixth floor, east and west of the indoor amenity space, and is protected on all sides by a 1.1-metre parapet to create a comfortable experience for all users. Additionally,

wind mitigation measures to enhance the user experience will be further coordinated at the detailed design stage and could include planting, pergolas, trellises, and/or screening.

Further, the existing outdoor green space on the subject lands will be enhanced, providing 772 square metres of landscaping that will serve as a shared outdoor amenity space for residents of the proposed and existing buildings. This centrally located area will feature green space, seating areas, and pathways which can be accessed safely from pedestrian crossings and clearways on the subject lands.

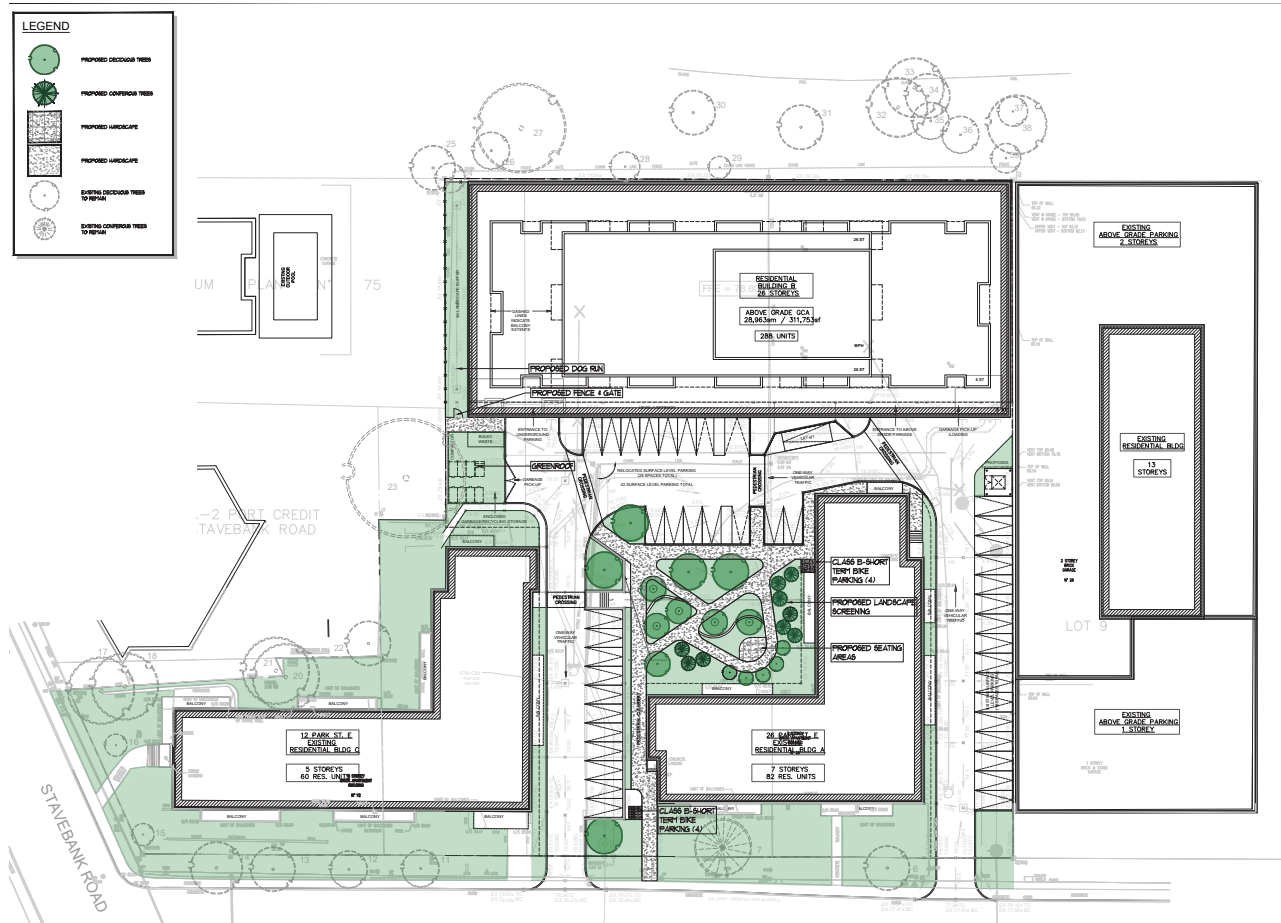


FIGURE 14. Landscape Plan of the Proposed Development

3.2 Required Approvals

3.2.1 Official Plan Amendment (OPA)

The subject site is designated Residential High Rise per Schedule 7 of the City OP, with a maximum permitted height of 15 storeys per Schedule 8n – Hurontario Lrt – Mineola, Port Credit. A site-specific amendment to Map 14-2.7.1, Port Credit Growth Node Character Area Heights and Schedule 8n of the City OP is required to permit the proposed height of 26-storeys.

3.2.2 Zoning By-law Amendment (ZBA)

The site is zoned Residential Apartment 2 (RA2) with site-specific Exception 6, which permits a maximum height of 4-storeys or 13 metres. The exception permits a minimum floor space index of 1.0 and a maximum floor space index of 1.8.

Amendments to the Mississauga Zoning By-law 0225-2007 are required to permit the proposed development. The proposed zone is Residential Apartment 5 (RA5) with a site-specific exception to permit the proposed height, density, and setbacks, amongst other performance standards.

Other amendments will be required to Zoning By-law which relate to the existing buildings on the subject lands. This is a result of future lot conditions and new lot lines, as reflected in the proposed severance plan which has been submitted with the application.

3.2.3 Site Plan Approval (SPA)

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

3.3 Public Consultation

Public consultation relating to this project will follow the regulations of the Planning Act and City of Mississauga planning approvals process. Stakeholders and the public will be engaged throughout the development process via written channels, statutory meetings, ward meetings, and informal meetings.

Application materials will be made available both online and in-person, and an application notice sign will be posted on the subject site and updated throughout the development process as required. A statutory public meeting at Planning and Development Committee will be held following the

application submission. The Planning Act requires consultation within a specified area of impact that has been determined to be 120 metres.

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

- » May 12th, 2026: Tenant Engagement Session (In-Person; Lobby of 12 Park Street East)
- » June 1st, 2026: Councillor-led Public Meeting (Virtual; Coordinated by the Councillor's Office)

4.0

Policy Framework

The following sub-sections provide an overview of Provincial and Municipal planning policies that apply to the site. This discussion outlines how the proposed development is consistent with the Provincial Planning Statement (2024) and conforms with the direction and policy framework of the City of Mississauga Official Plan (March 24, 2026 Consolidation).

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

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

- (e) the supply, efficient use and conservation of energy and water;
- (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- (h) the orderly development of safe and healthy communities;
- (j) the adequate provision of a full range of housing, including affordable housing;
- (p) the appropriate location of growth and development;
- (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- (r) the promotion of built form that is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.
- (s) the mitigation of greenhouse gas emissions and adaptation to a changing climate.

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

The proposed residential infill development of the subject lands is consistent with the Planning Act and has regard to matters of provincial interest. The site is an appropriate location for growth as it makes efficient use of provincial and municipal infrastructure, as well as local and regional transportation services, such as the Port Credit GO Station and under-construction Hazel McCallion LRT Station. The compact development represents a transit-supportive residential intensification opportunity that contributes towards the creation of new rental housing. Further, the development proposal encourages a sense of place through its built form and provides new, high-quality indoor and outdoor amenity spaces. This includes enhancing at-grade outdoor areas on the subject lands that are intended to be shared by existing residents of 12 and 26 Park Street East and the new residents of the proposed building.

4.2 Provincial Planning Statement (PPS)

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

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

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

The PPS encourages the development of a range and mix of housing options and densities to meet projected needs of current and future residents. The housing policies contained in Section 2.2 require planning authorities to facilitate all housing options and all types of residential intensification.

In addition, the policies promote residential densities which efficiently use land, resources and infrastructure, and support the use of active transportation. Policy 2.2.1d) requires transit-oriented development and the prioritization of intensification in proximity to transit, including along corridors and near stations.

The PPS states that settlement areas are to be the focus of growth and development, especially within strategic growth areas, including major transit station areas. Policy 2.3.1.3 promotes land use patterns that are based on densities and a mix of land uses which make efficient use of land and resources, optimize existing and planned infrastructure and public service facilities, support active transportation, and are transit-supportive. Policy 2.3.1.3 requires planning authorities to support intensification and redevelopment to achieve complete communities, including by planning for a range and mix of housing and prioritizing planning and investment in necessary infrastructure and public service facilities.

Section 2.4.1 of the PPS encourages municipalities to identify strategic growth areas which are to be a focus for growth, intensification, a range of housing, and a mix of uses to support the achievement of complete communities and compact built form. Policy 2.4.1.3 states that planning authorities should prioritize investment in infrastructure and public service facilities within strategic growth areas; identify the appropriate type and scale of development and the transition of built form to adjacent areas; and permit development and intensification in strategic growth areas to support complete communities and compact built form.

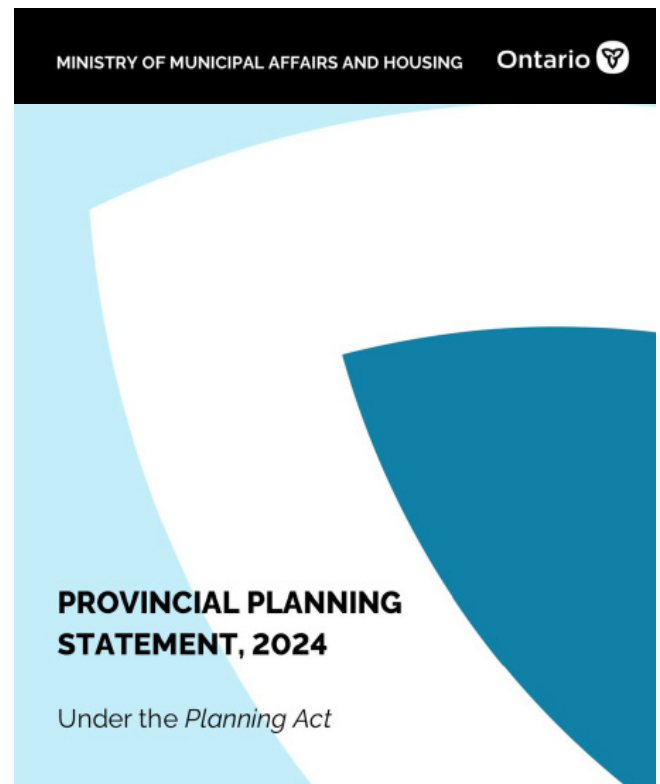
The PPS also provides policies for major transit station areas (MTSAs), requiring municipalities to delineate the boundaries of MTSAs in their official plans. The boundaries of an MTSA are generally

considered to be within approximately 500 to 800 metre of a transit station. Policy 2.4.2.2 requires municipalities to establish minimum density targets for MTSA's. For the Port Credit PMTSA, a minimum density of 200 residents and jobs combined per hectare is to be achieved across the lands within the PMTSA. Policy 2.4.2.3 encourages development and intensification within MTSA's by planning for land uses and built forms that supports the achievement of minimum density targets. The PPS also clarifies that density targets are minimum standards which are encouraged to be exceeded.

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

The proposal is consistent with the various policies of the PPS. The proposal contemplates a range of residential units that cater to a variety of family sizes and demographics. The proposed residential units increase the housing supply in the city and contribute to meeting the minimum density target for the Port Credit PMTSA. The

site is located within an existing settlement area and within the City of Mississauga's designated Urban Boundary. The surrounding neighbourhood has abundant schools, community services, trails and parks, and retail/commercial opportunities. The site is within a Strategic Growth Area (Port Credit Community Node and PMTSA), and the proposed development promotes a more efficient use of land and existing infrastructure. Further, the proposed development enhances multi-modal transportation options around the site by providing bicycle parking spaces to encourage active transportation near existing transit routes.



4.3 City of Mississauga Official Plan

Region of Peel Official Plan

In April 2024, the Minister of Municipal Affairs and Housing (MMAH) introduced Bill 185, the Cutting Red Tape to Build More Homes Act. Bill 185 received Royal Assent on June 6, 2024, and includes changes to the Planning Act first introduced through Bill 23, the More Homes Built Faster Act, 2022. As a result, Region of Peel land use planning responsibilities were transferred to lower tier municipalities. As of March 24, 2026, the MMAH approved the Mississauga Official Plan 2051, revoking the Region of Peel Official Plan as it applies to Mississauga and consolidating its applicable sections into the new Mississauga Official Plan.

Policy Context

The Mississauga Official Plan 2051 (City OP) was adopted by Council on April 16th, 2025. The Plan has been approved by the MMAH with modifications on March 24, 2026, and repeals the former ROP as it applies to the City.

The City OP introduces a precise and coordinated growth management framework by directing the majority of population and employment growth to defined Strategic Growth Areas, including the Downtown Core, four Growth Centres (Uptown, Fairview, Cooksville, and Hospital), 12 Growth Nodes, and 62 Major Transit Station Areas. These areas are assigned minimum density targets, such as 400 plus residents and jobs per hectare in the Downtown Core and 100 to 250 plus in Growth Nodes. This strategy aims to concentrate growth near existing and planned transit infrastructure, encourage compact urban form, and reduce reliance on automobiles, while minimizing intensification pressure in stable neighbourhoods. In addition to this, the City has identified various

sites within PMTSAs where heights of up to 35-storeys will be permitted as-of-right.

The plan introduces stronger and actionable housing policies to address affordability and supply challenges. The City OP supports a range of forms—including additional residential units, duplexes, triplexes, townhouses, and low-rise apartments—particularly within established neighbourhoods. It also introduces inclusionary zoning (IZ) in Protected Major Transit Station Areas to secure affordable units in new developments. However, as per Ontario Regulation 15/26, IZ in the City of Mississauga has been paused until July 1, 2027. In addition, the plan addresses housing tenure diversity and affordability for all income levels, with policies designed to meet the needs of equity-deserving groups and promote complete, mixed-income communities.

The City OP introduces a system-based approach to the protection and enhancement of natural heritage and water systems, including the Green System and Water Resource System. It emphasizes the importance of ecological connectivity, supports green infrastructure like naturalized stormwater systems, and prioritizes tree canopy growth and flood resilience. Climate change mitigation and adaptation are required considerations in land use planning and development approvals, supported by policies that promote energy-efficient buildings, compact communities, and sustainable mobility.

Finally, City OP introduces clearer development permissions, measurable density targets, and new tools such as development permits, staging plans, and enhanced use of holding and bonus zoning provisions. The plan aligns with the 2024 Provincial Planning Statement, emphasizing consistency with provincial objectives such as intensification, transit-oriented development, and long-term infrastructure planning. It also includes mechanisms for policy

monitoring, phasing, and coordination with service providers, giving the City stronger tools to manage growth sustainably and transparently.

Policies

This Section outlines chapters of the City OP that contain relevant policies to help guide the development potential of the subject site. In the schedules of the City OP, the subject lands are designated as follows:

Chapter 2 – Vision

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

City OP Schedule	Designation
Schedule 1 - City Structure	Within a Growth Node and PMTSA
Schedule 3 – Long Term Street Network	Located in proximity to Stavebank Road and Queen Street North, which are designated as Minor Collector (Strategic Growth) Roads
Schedule 4 – Long Term Transit Network	Within approximately 50 metres of a GO Rail Station and GO Rail Line (Port Credit GO Station), and approximately 400 metres of a Light Rail Transit Station (Hazel McCallion LRT Station) and Existing MiWay Bus Terminal.
Schedule 5 – Long Term Cycling Routes	Located approximately 400 metres from Hurontario Street and 300 metres from Lakeshore Road East, both are identified as a Primary On-Road / Boulevard Route. Also, located in proximity to a crossing.
Schedule 7 – Land Use Designations	Designated Residential High Rise.
Schedule 8 – Protected Major Transit Station Area	Within the Port Credit PMTSA » 2-15 Storeys permitted per Schedule 8n

Chapter 3 – Directing New Development

Chapter 3 of City OP directs development and growth within Mississauga. The Official Plan forecasts a population of 995,000 people by 2051, with most of the growth directed to Strategic Growth Areas, including the Downtown, Growth Centres, Growth Nodes, and MTSA's (Policy 3.2.4), to ensure development is mixed use, compact, and transit and active transportation supportive in appropriate locations (Policy 3.2.5). Per Schedule 1 – City Structure, the site is within a Growth Node and PMTSA. MTSA's will accommodate future growth with transit-supportive development, and Growth Nodes will generally provide for a mix of population and employment uses at densities and heights less than the Downtown Core and Growth Centres, but greater than other areas of the City (Policy 3.3.1.1).

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

The subject lands are located within the Port Credit PMTSA and Growth Node. The proposed residential infill development is appropriate for this location as it contributes additional density in a growth node, is transit-supportive, and maximizes the use of existing and planned municipal services and infrastructure. Further, the proposed built form has been thoughtfully designed with regard to the Port Credit Character Area and Built Form Guide, as discussed in Section 5.0 Urban Design Analysis below.

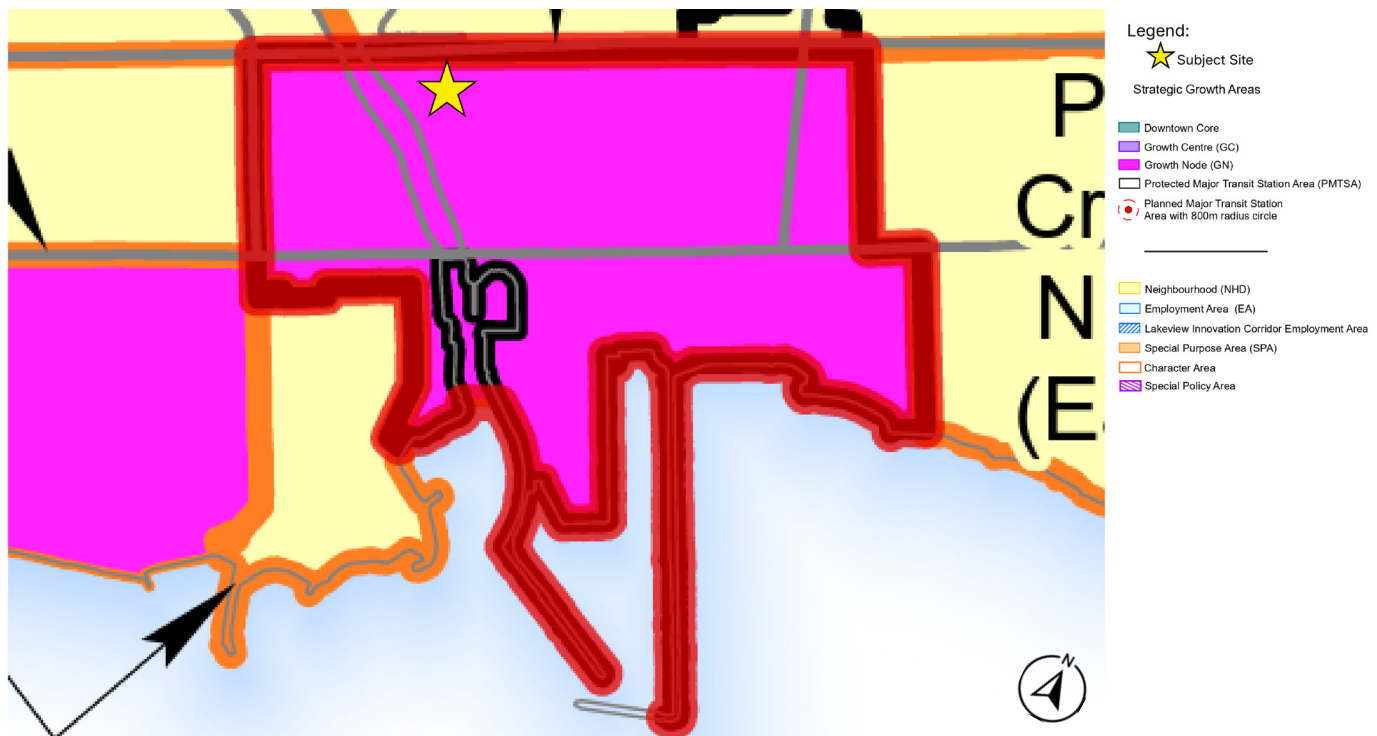


FIGURE 15. Site within City OP Schedule 1 – City Structure

Chapter 5 – Housing Choices and Affordable Homes

Chapter 5 of City OP outlines how Mississauga will provide a broad range of housing options and tenures to meet increasing demand. Section 5.3 outlines the various mechanisms that are in place to achieve the City's housing objectives. Subsection 5.3.1 provides direction on supporting complete communities through policies that ensure the quality and quantity of the existing housing stock is maintained (Policy 5.3.1.5), the provision of housing meets the needs of young adults, older adults, and families (Policy 5.3.1.8), and ensuring that housing in complete communities is designed to support a healthy lifestyle, including access to all modes of transportation (Policy 5.3.10).

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

Section 5.3.4 of City OP focuses on protecting and expanding the rental housing stock, which is recognized as an important component of a sustainable housing supply. The City will ensure purpose-built rental housing supports a range of housing and affordability needs (Policy 5.3.4.3). Policies in this section discourage the demolition or conversion of existing residential rental properties.

In addition, on January 29, 2026, the Ministry of Municipal Affairs and Housing (MMAH) filed

Ontario Regulation 15/26, which amends Ontario Regulation 232/18 to pause the implementation of IZ in municipalities such as the City of Mississauga for developments where a complete application is submitted on or before July 1, 2027. This legislation is intended to minimize the costs of housing construction given the current economic context.

The proposed development seeks to add purpose-built rental apartment units as infill on existing residential apartment lands, without removing the existing housing stock. In doing so, the proposed development diversifies the city's housing stock and contributes to the creation of healthy, transit-supportive, and complete communities through the provision of 288 rental units, with varying types and sizes (one-, two-, and three-bedroom units). The variety of unit types, including 34 percent family-sized units, supports the needs of young adults, older adults, and families alike. The site is an ideal location for the provision of purpose-built rental housing as it is within the Port Credit PMTSA, which is well-supported by existing commercial uses, recreation facilities and parks, schools, municipal services and higher-order transit.

Chapter 8 – Well Designed Healthy Communities

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

Section 8.2 and 8.3 guides the urban form and pattern of the city. Within Strategic Growth Areas, urban form is required to promote a diverse mix of uses and support pedestrian movement, transit, and active transportation modes (Policy 8.2.2). Green building design and practices are encouraged to help the City achieve its greenhouse gas emission targets and adapt to climate change (Policy 8.2.6). Development is encouraged to support the hierarchy established by the City Structure, utilize sustainability best practices, demonstrate context sensitivity and transition, promote universal accessibility and public safety, and employ design excellence (Policy 8.2.9). Development is also to create distinct places and a sense of place which contributes to the City's identity (Policies 8.3.1, 8.3.2, 8.3.3). Per Policy 8.3.4, a high quality, compact and urban built form is encouraged to reduce the impact of extensive surface parking areas, complement adjacent uses, and distinguish the significance of the Strategic Growth Areas from surrounding uses. Buildings within Strategic Growth Areas are to be oriented to, and positioned along the street edge, with clearly defined primary entry points (Policy 8.3.10).

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

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

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

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

Moreover, tall buildings are to "minimize undue physical and visual negative impact relating to microclimatic conditions, including sun, shadow, and wind, noise, views, sky views and adjacent residences" (Policy 8.6.1.17). Building and site design is to be compatible with the surrounding context, uses, public realm, and landscape (Policies 8.6.2.1, 8.6.2.7, and 8.6.2.11). As per Policy 8.6.2.2, development will provide appropriate transition

to existing and planned development by having regard for various street and block patterns, the size and configuration of properties along the street, the building massing and height, privacy and overlook, and streetscape continuity, among other matters. Buildings are to create a sense of place through distinctive architecture, streetscaping, public art, and other means (Policy 8.6.3.2), and site development should respect and maintain existing grades on-site (Policy 8.6.3.8).

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

The proposed development is designed to promote transit usage and active transportation modes through the proximity to transit and the provision of a significant number of bicycle parking spaces. In addition, less than one parking space per unit is currently proposed (~0.5 space/unit), which promotes sustainable modes of travel. The proposed building's distinct façade and compact, high-quality tower design creates a sense of place, respects the existing scale, context, and massing of surrounding developments, and avoids shadowing on neighbouring lots.

The proposed building has been thoughtfully designed and placed on the site to provide a 31.42 metre separation distance from portions of the building above six storeys. This distance prevents overcrowding of the skyline and views, and ensures privacy of building occupants. Various architectural design treatments have been deployed in the proposal, such as spandrel cladding on the parkade, a dark brick on the residential podium portion, and a light materiality on the tower.

The proposed development is not situated along the street edge, as it is an infill development at the rear of the existing buildings at 12 and 26 Park Street East. However, the building primarily fronts the proposed internal driveway and provides multiple pedestrian crosswalks to the enhanced outdoor amenity area, creating relationships at grade that prioritize a pedestrian-oriented environment. Further, the preliminary future lot configurations ensure the property has frontage along Park Street to support servicing and access connections.

The main entrance is defined by enhancing a shared outdoor amenity space centrally on the subject lands. With the lobby oriented south towards the centre of the subject lands, a distinct podium façade, and varied use of materials to articulate the building, the proposed development aims to prioritize a pedestrian-oriented environment, contribute to a sense of place and identity, and create visual interest. This is further aided by locating the development's parking, service, loading, and waste storage areas internally to the building.

In terms of sustainability, the development enhances the existing outdoor green space located centrally on the subject lands, through landscaping and the addition of trees, increasing climate resilience on the site. The development incorporates stormwater best management practices and maintains the existing grades on-site. Further, at the time of construction, the building will utilize best practices to achieve a high standard of sustainable design, considering energy efficiency, sustainable building materials, and effective heating/cooling and ventilation.

Chapter 10 – Land Use Designations

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

The site's current Residential High Rise designation permits a residential apartment building on the site. However, the proposed height

is not currently permitted on the site. While the height is not currently permitted on the subject lands, it is in keeping with recently approved/constructed building heights in Port Credit. The proposal reinforces the descending transition in height from Hurontario Street to the Credit River.

Chapter 11 – Transit Communities

Chapter 11 of City OP outlines major transit station area (MTSA) policies. These areas, which are generally within a 500 to 800 metre radius of the entrance to a major transit station or stop, are intended to develop in a way that supports existing and planned transit and active transportation infrastructure. Development is to accommodate a balance of residents and jobs through a diverse mix of land uses, housing options, tenures and affordability, employment, and amenities. Each

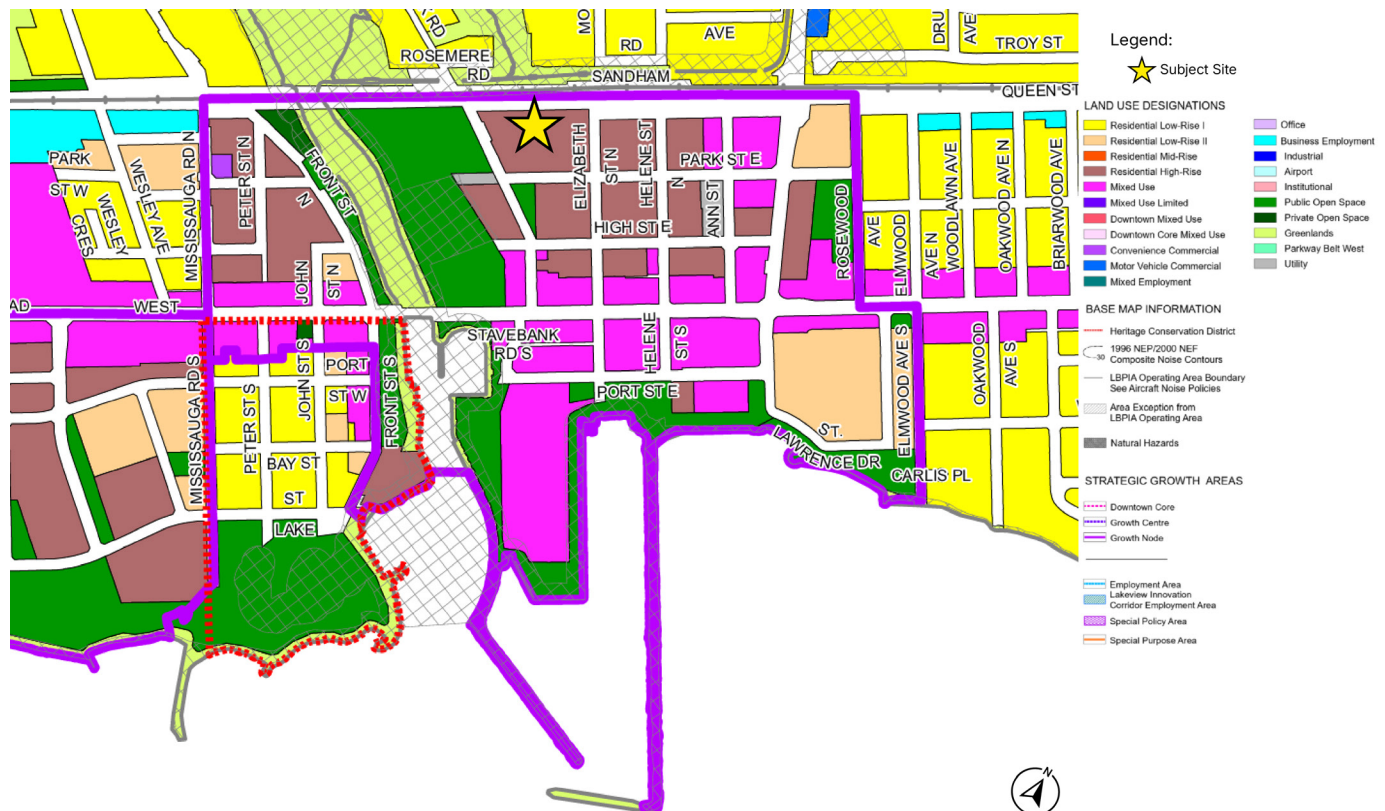


FIGURE 16. Site within City OP - Schedule 7M

MTSA will be planned based on the local context, growth potential, and limitations (Section 11.1).

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

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

- a. *including a broad and balanced mix of residential and non-residential uses;*
- b. *providing housing choices to facilitate affordable housing options with a mix of tenure, affordable rental and ownership options for lower and middle income households;*
- c. *including a range of employment uses to achieve a well-balanced mix of office and retail uses;*
- d. *recognizing that some PMTSA's will have limited opportunities to accommodate a mix of uses and varying building forms due to the existing and planned context;*
- e. *being subject to required land use compatibility assessments as identified by the City;*
- f. *protecting and mitigating against natural hazards including flood risk;*
- g. *identifying, protecting, restoring, and enhancing the Natural Heritage System and the Water Resource System, and promoting the establishment of natural linkages; and*
- h. *providing high quality and pedestrian friendly public realm improvements to enhance connections to transit stations.*

For the Port Credit PMTSA, a minimum density of 200 residents and jobs combined per hectare and floor space index (FSI) of 1.30 is to be achieved across the lands within the PMTSA per Table 11-1 of the Official Plan and policies 11.3.2.1 through

11.3.2.3. Per Schedule 8o and 8n of City OP and policies 11.3.1.1 and 11.3.3.1, the authorized land use and permitted heights at the site are High Rise Residential, a minimum of 2-storeys, and a maximum of 15-storeys.

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

The subject lands are designated Residential High Rise and are located within the Central Residential precinct of the Port Credit Local Area Plan. Both are designations that support high-density residential uses. The proposed development contributes towards the creation of transit-supportive communities. The development advances the achievement of the Port Credit PMTSA's density target through residential infill of the subject lands. The proposed 26-storey building meets the minimum height requirement of two storeys but exceeds the site's maximum height limitation of 15 storeys. However, the height of the proposed development accommodates future growth within a PMTSA through a diverse mix of rental housing options and amenities that support existing and planned transit and active transportation infrastructure. Further, surface parking is minimized on the site, and enhancements will be made to the private realm directly south of the site. The proposal contemplates additional residential units which contribute to the Port Credit PMSTA, a place where residents and visitors can live, work, and play.

Chapter 14 – Growth Nodes

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

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

Policy 14.1.2.3 states that proposals for additional development on lands with existing apartment buildings will, as a condition of approval, demonstrate the following:

- a. *that the site in its entirety meets site plan and landscaping requirements;*
- b. *compliance with the property standards bylaw; and*
- c. *compliance with the applicable building code and fire code (i.e. the code in effect when the building was constructed).*

Per Policy 14.1.3.1, development in Growth Nodes will:

- a. *support a built form and density that achieves a high quality urban environment;*
- b. *locate and frame buildings adjacent and parallel to public streets and public open spaces, to define their edges and create a relationship with the public sidewalk;*
- c. *have a compatible massing and scale of built form that enhances the function of the Growth Node;*
- d. *consolidate access points and shared parking, service areas and driveway entrances, where feasible;*
- e. *contribute to an attractive public realm and generally be pedestrian oriented and street related;*
- f. *incorporate active transportation connections to transit, public realm, open spaces and surrounding neighbourhoods, where applicable; and*
- g. *provide open space, including squares and plazas, appropriate to the size, location and type of the development.*

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

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

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

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

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

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

Specifically within the Central Residential Precinct, building heights will generally decrease towards

the east and west of the precinct and demonstrate an appropriate transition to the Mainstreet Precinct (Policies 14.2.7.3.1 and 14.2.7.3.2).

The proposed development on the subject site exceeds the existing 15-storey height limit permitted by the City OP for the Port Credit Growth Node; however, it achieves the overall intent, goals, and objectives of the Growth Node. The type and scale of development are compatible with the area’s existing and planned development context. Specifically reflective of approvals at 70 Park Street East for 33-storeys, and 42-46 Park Street East for 30-storeys. The proposed development advances the objectives of Growth Nodes by making more efficient use of land and infrastructure and contributing towards the development of healthy, sustainable, complete communities. The proposal provides a range of unit types and sizes; supports transit ridership and active transportation usage by its proximity to the Port Credit GO Station, MiWay transit terminal, and future Hazel McCallion LRT Station; and provides 207 bicycle parking spaces.

Further, the massing of the proposed development, which includes a podium floorplate of 2,237 square metres at levels one, 2,427 square metres at levels two, and 1,487 square metres at levels four to six, is reduced to approximately 850 square metres at the tower levels to protect for adequate sky views while limiting shadows, overlook, and wind effects on neighbours and the pedestrian environment. The majority of future proposed shadows fall on the existing GO Station Parking lot to the north of the site. There are no shadows that fall on the existing apartments on the subject lands. The location of the proposed development maintains separation distances of over 30 metres to the adjacent building to the east and will demonstrate the conditions of approval as outlined by Policy 14.1.2.3.

4.3.1 Port Credit Local Area Plan

The Port Credit Local Area Plan (PCLAP) provides policies for lands in south central Mississauga, including lands identified as part of the Port Credit Growth Node. The policies are to be read in conjunction with those of City OP. In the event of conflict between PCLAP policies and City OP MTSA policies, the MTSA policies take precedence, where applicable. For the remainder of policies, those of the PCLAP prevail (PCLAP Chapter 1).

Per the PCLAP, the Port Credit Built Form Guide (PCBFG) is found under separate cover and is to be used during the review of development applications. This Guide is not part of the PCLAP, however, it demonstrates how the urban form policies can be achieved and serves as a guide for development (PCLAP Chapter 1 and Chapter 12). The Port Credit Built Form Guide is reviewed within Section 5.0 of this report.

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

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

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

- » **4.1:** Protect and enhance the urban village character recognizing heritage resources, the

mainstreet environment, compatibility in scale, design, mixture of uses and creating focal points and landmarks.

- » **4.2:** Support Port Credit as a distinct waterfront community with public access to the shoreline, protected views and vistas to Lake Ontario, the Credit River and active waterfront uses.
- » **4.3:** Enhance the public realm by promoting and protecting the pedestrian, cyclist and transit environment, creating well connected and balanced parks and open spaces and reinforcing high-quality built form.
- » **4.4:** Support the preservation, restoration and enhancement of the natural environment.
- » **4.5:** Balance growth with existing character by directing intensification to the Growth Node, along Lakeshore Road (east and west), and brownfield sites. Intensification and development will have regard for the identity and general building scale and setbacks of the surrounding context and Vision.
- » **4.6:** Promote a healthy and complete community by providing a range of opportunities to access transportation, housing, employment, the environment, recreational, educational, community and cultural infrastructure that can assist in meeting the day-to-day needs of residents.

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

Chapter 12 provides urban form policies for each neighbourhood of the Port Credit Character Area. Development in each area is to be in accordance with the minimum and maximum height limits shown on Map 2A, with the appropriate heights within the range determined by other policies of the PCLAP (Policy 12.1.1). The site is within the Central Residential Precinct wherein a minimum height of 2-storeys and a maximum height of 15-storeys is permitted. Policies pertaining to the Central Residential Precinct Growth Node Character Area are provided in Chapter 14 of City OP and reviewed in Section 4.3 of this report.

The proposed development is supportive of Port Credit's vision to create an evolving urban waterfront with a transit-supportive urban form. The development is located within an existing apartment neighbourhood and accommodates additional density within 100 metres of the Port Credit GO Station and 400 metres of the Hazel McCallion LRT Station. The proposal has been situated behind existing apartment buildings and away from Park Street East. The development is compatible in scale, design, and use with the surrounding neighbourhood, and respects its context and vision.

The development targets 100% purpose-built rental apartment units of varying configurations and sizes, including 34% family-sized units, which will help broaden the range of housing available within Port Credit and ensure that the community remains accessible to all. The design of the building is compact and creates a strong sense of place and identity due to unique architectural detailing. The proposed 26-storey height provides a general decrease towards the west of the Central Residential Precinct, demonstrating an appropriate transition towards the Credit River and offering an infill opportunity with massing consistent with other recently built and approved developments in the area.

Although no vehicle parking spaces are required to be provided by the development following Bill 185 receiving Royal Assent, the proposal relocates 124 spaces and proposes 174 additional parking spaces, including three accessible parking spaces, 37 visitor parking spaces, and 207 bicycle parking spaces to accommodate the needs of existing and future residents, as well as encourage active transportation and transit usage.

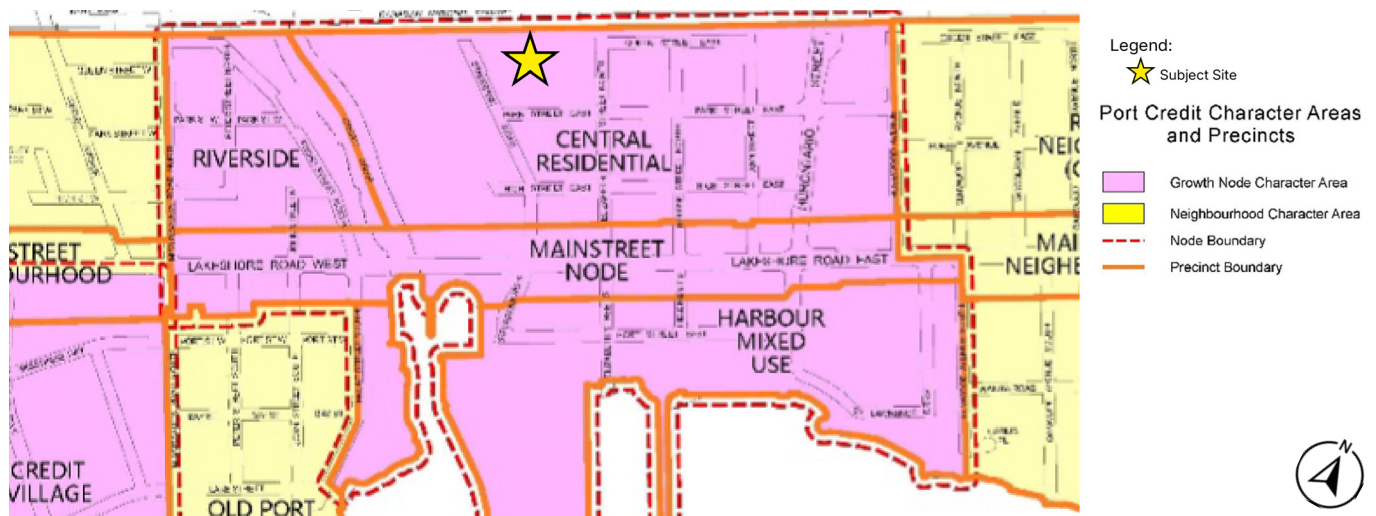


FIGURE 17. Site within City OP PCLAP Map 1 – Port Credit Character Areas and Precincts

4.3.2 Official Plan Amendment

The subject lands are designated Residential High Rise in the City OP and are subject to the PCLAP, permitting heights between two and 15 storeys as per Schedule 8n. The current land use designation supports the proposed residential land use and apartment building. However, an OPA is required to permit the proposed building height of 26-storeys, which exceeds permitted heights in Schedule 2B of the PCLAP.

The proposed development generally conforms to policies of the official plan, particularly those pertaining to intensification, strategic growth areas, the efficient use of land and infrastructure, the provision of a range of housing, and development of complete communities. The proposed residential apartment use is permitted under the City OP. The proposal is appropriate for the surrounding neighbourhood and provides appropriate transition to nearby uses. The proposed height and density are compatible with recently approved and proposed developments in the area.

The proposed development is compact and supports the current housing needs in Mississauga, providing options to increase the housing stock diversity in the city. It promotes the creation of a complete, walkable, transit-oriented community, with a mix of housing units and sizes including approximately 34% two-bedroom units, which helps support larger households and families.

The proposed development reflects the vision of the Port Credit Growth Node, respects the character of the residential high-rise neighbourhood and contributes to the range of housing options offered within the community to support the city's diverse population.

The residential infill of the subject lands directs density to an area well served by public and active transportation systems and promotes the efficient use of a site with access to existing infrastructure. The proposed development supports the creation of a multi-modal transportation system by promoting transit and active transportation use and enhancing the shared outdoor amenity spaces on the subject lands for existing and future residents.

4.4 City of Mississauga Zoning By-law 0225-2007

City of Mississauga Zoning By-law 0225-2007 was enacted and passed on June 20, 2007. The purpose of the Zoning By-law is to regulate the use of land, buildings and structures to implement the City OP. The subject site is zoned Residential Apartment 2 with site-specific exception 6 (RA2-6). The current zoning permits a maximum height of four storeys or 13 metres and an FSI of 1.8.

4.4.1 Zoning By-law Amendment

While the proposed residential apartment use is permitted by the current Zoning By-law, a ZBA is required to address the proposed building height, density, and other performance standards. The proposed ZBA targets RA5-XX zoning at the site

and is discussed further in Section 3.2.2 Zoning By-law Amendment of this report.

As per discussions with City staff, the ZBA proposes a rezoning of the subject site to RA5-XX while the remaining lands at 12 & 26 Park Street East will be zoned as a new RA2 exception zone. The proposed ZBA promotes the efficient use of land and infrastructure in a strategic growth area. The proposed amendments support the intensification of an underutilized site within an area with sufficient servicing capacity.

The Property Owner and Applicant look forward to future discussions with City staff regarding the most appropriate rezoning approach to support the proposed development in light of the future severance.



FIGURE 18. Site with zoning label (use interactive zoning map with aerial imagery basemap)

4.5 Additional Considerations

The Mayor's Housing Task Force

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

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

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

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

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

On June 26, 2025, Region of Peel Council approved a motion to implement financial incentives including deferral of regional development charge (DC) payment on residential development to first occupancy, and reduction of DCs by 50% for all eligible residential unit types and 100% for eligible purpose-built apartment rental units pulled between July 10, 2025, and November 13, 2026. This approval was supported by expectations of Provincial and Federal funding commitments as outlined in a letter received from the Ministry of Municipal Affairs and Housing (MMAH). Further, on March 12, 2026, City Council approved a motion to extend the City's DC incentive program to December 31, 2027.

5.0

Urban Design Analysis

The Port Credit Built Form Guide (PCBFG) provides design guidelines to inform the evaluation of development applications. It sets key principles for developments to ensure a high-quality urban form, efficient site development, and an enhanced public realm within Port Credit. Under the new City OP, the Port Credit Community Node is referred to as the Port Credit Growth Node. The site is within the Central Residential area, and chapters of the PCBFG that refer to the Port Credit Community Node will continue to apply.

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

Section 2.1 of the guide addresses contextual building heights, identifying the Central Residential Precinct as the primary location for tall buildings. Section 2.2 emphasizes that planned building heights must respond to their broader context, considering factors such as building setbacks, street alignment, and integration with the surrounding built form. The guide states that the tallest buildings within the Port Credit Community Node should be located closest to the GO Transit Station, with heights gradually decreasing towards the Credit River and to Lakeshore Road East. It also establishes a maximum height of 22 storeys within the Community Node, reflecting its role within the urban hierarchy. This has yet to be updated to reflect recently approved heights in the Node, of which the tallest building is 36 storeys (88 Park Street).

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

The proposed development aligns with these principles by situating taller heights near the Port Credit GO Station and integrating a built form that supports transit-oriented intensification. It is the intent of the PCBFG to preserve the descending transition in building heights from Hurontario Street to the Credit River. This transition is preserved by the 26-storey proposal. The height of the proposal is consistent with other developments in Major Transit Station Areas (MTSAs) and PMTSAs across the City of Mississauga, reinforcing its transit-supportive nature.

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

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

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

The proposed building has the following floor plates:

- » **Amenity/Parkade (Level 1) – 2,237 square metres**
- » **Parkade (Levels 2-3) – 2,427 square metres**
- » **Residential Podium (Levels 4-6) – 1,487 square metres**
- » **Amenity Tower (Level 7) – 847 square metres**
- » **Residential Tower (Levels 8-26) – 852 square metres**
- » **Mechanical Penthouse (MPH) – 331 square metres**

The floor plate sizes on and above level 16 are slightly larger than what is recommended; however, the floor plate sizes are intended to protect sky views and minimize shadow,

overlook, and privacy impacts on existing nearby developments and the private and public realm. In particular, most of the shadows will be cast on the GO Parking Lot. Further, the proposed floor plate sizes are generally consistent with those approved in the area.

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

The proposed development provides tower separation distances of 42.22 metres to the existing 11-storey building at Stavebank Road and 31.42 metres to the existing 13-storey building at Park Street East. Further, the tower is separated by 16.04 metres from the existing seven-storey residential building. The proposed building includes setbacks and separation distances that help mitigate adverse shadow, noise, or wind impacts on nearby developments or the pedestrian realm, especially with recommended strategies to mitigate wind impacts.

The current recommended separation distance of 40.0 metres is not reflective of contemporary City zoning standards or recently approved high-rise developments in the Port Credit area. The City currently permits and anticipates a 25-metre tower separation distance in certain urban areas across the city. The proposed separation distances reflect internal conversations with municipal staff and other recently approved and constructed high-rise developments in the vicinity of the site. Although the proposed development does not meet the recommended separation distance of 40.0 metres to the existing 13-storey building to the east, it still achieves the intent of the tower separation guideline by avoiding overcrowding of views and the skyline, and protecting view corridors and occupants' privacy.

2.4.3 Skyline: The skyline is defined as an overall or partial view of the city's tall buildings in front

of the sky in the background. New developments should be designed to maximize sky views along Lakeshore Road East and West, avoiding a "wall effect". New developments will be required to demonstrate how the proposed development will fit into the context through photographic imagery.

The proposed development introduces a distinct architectural style that will enhance Port Credit's skyline. The proposal could be utilized as a landmark building for those seeking the GO station. The design incorporates podium and tower setbacks and material variations between the above-ground parkade portion of the podium, residential portion of the podium, and the tower to create a dynamic and visually engaging façade. It provides compact podium and tower floor plates that contribute to a sleek building and avoids overcrowding of the skyline and views. It contributes to a mix of building styles and heights in the surrounding area.

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

The subject site is an infill site with an area of approximately 3,592 square metres, while the entire subject lands are 8,653 square metres. The building is set back 0.19 metres from the east property line, 3.13 metres from the west property line, and 0.14 metres from the rear property line. While a minimal setback is proposed to the rear property line, the rear lot faces the GO station parking lot and railway, where future development is not anticipated. To the east, the proposed building will abut the adjacent two-storey parking garage; however,

the existing residential portion of the 13-storey apartment building is set back 12.08 metres from the shared property line and 31.42 metres from the tower portion of the proposed building, ensuring sunlight and privacy for the existing and proposed building and meeting the intent of this guideline.

2.4.5 Microclimate: Tall buildings over 10.7 metres should minimize and mitigate shadow and wind impacts on the surrounding area through good design and use of architectural features such as screens, terraces, awnings, as well as appropriate setbacks and stepbacks.

The proposed incremental shadow from the proposal was evaluated based on the City of Mississauga's Standards for Shadow Studies (updated July 2024). The Shadow Study, prepared by Kohn, concludes that the proposal meets all criteria. Overall, the proposed shadows do not have prolonged adverse impact on the surrounding area. The Pedestrian Level Wind Study concludes that the future wind conditions at grade-level pedestrian wind-sensitive areas within and surrounding the study area were generally acceptable for residential uses on a seasonal basis. Further wind mitigation measures to enhance comfortable wind conditions throughout the site will be detailed at the SPA stage.

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

The subject lands are uniquely organized from an existing context perspective. The proposed building is located to the rear of the subject site and away from Park Street East. A minimal portion of the subject site fronts Park Street East, which is classified as a Residential Street. The proposed development is an infill development

and is set back by 58.73 metres, exceeding the recommended setback from the street. However, through this development application, the existing outdoor green space in front of the building, located at 26 Park Street East, will be enhanced, and other landscaping treatments will ensure the proposed development fits in with the existing character of the community and contributes to a pedestrian-friendly environment.

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

The proposal includes a total landscaped area of 1,805 square metres (~21%) at-grade. While the overall landscaping of the site does not meet the recommended 30% of the total site area, the proposal provides landscaped buffers along the south and west portions of the site. Additional landscape buffers are proposed on the east walls of the existing buildings to add privacy for the ground level units. Further, the existing outdoor green space located centrally on the subject lands will be enhanced with trees, plantings, and seating. It is worth noting that the site is in an urban context, where the required landscape area is not often met. Additionally, quantity and quality control, retention, and erosion control strategies are proposed to manage stormwater on the site.

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

There are minimal improvements to the streetscape as the proposed development does not primarily front a street; however, landscaping enhancements will be made to the entire subject lands, including an enhanced outdoor amenity area, landscape buffers, and high-quality paving materials, which will contribute to the pedestrian realm. A 6.08 metre to 7.28 metre landscaped

buffer is proposed between Park Street East and the existing buildings, providing generous space for tree planting and landscaping treatments.

2.4.11 Parking, Loading and Service Areas: The design of parking, servicing and loading areas should be functional and integrate into the building, or alternatively to the rear of the building, and screened from the public realm to ensure safe and efficient movement of pedestrians, cyclists and vehicles. Above-grade parking structures should be designed to be compatible with the surrounding character of the area and integrated into the development.

The proposal incorporates servicing, loading, and most parking spaces all within the proposed building, screening it from the public realm and supporting the safe and efficient movement of pedestrians, cyclists, and vehicles. The above-ground parking is also supported by high-quality architectural treatment, which is functional, provides visual interest, and contributes to a distinct sense of place. 16 existing surface parking spaces are maintained on the eastern edge of the subject site, which is set back 12.5 metres from Park Street East, with landscaping proposed in between. The outdoor garbage area is enclosed with a roof, screening it from the public realm and from residents' views in the existing buildings on the subject lands and the proposed building. Three crosswalks are proposed along the internal driveway to provide safe access for pedestrians and cyclists and minimize potential conflicts with vehicular traffic accessing the building.

2.4.12 Roof Top Mechanical Penthouse Units: Mechanical penthouses should be designed to complement the building façade, and any portion of the roof that is not utilized for the mechanical penthouse should be developed as a green roof and/or an outdoor amenity space.

The mechanical penthouse is clad in the same materiality as the tower portion of the building,

allowing it to blend seamlessly with the overall building and effectively screening it from the public realm. While the rooftop of the 26th floor is not designed with a green roof or outdoor amenity space, the proposed development provides an outdoor amenity space on the rooftop of the seventh floor, as well as enhancements to the existing outdoor green space and other landscaping features on the subject lands.

2.4.13 Architectural Expression and Materiality: The architectural expression and materials of new buildings should be high-quality and have reference to their physical, cultural, and historical surroundings. Recycled materials, materials from renewable sources, and/or red/brown tone brick, which is commonly used in Port Credit, are encouraged, while architectural concrete block, stucco, spandrel glass, and EIFS panels are not permitted below the fourth level. Further, the building should be articulated to reduce the scale.

The proposed building incorporates material variations at each stepback of the building to create a dynamic and visually engaging façade. These features help break up the building's massing, adding visual interest and reducing its scale from the public realm. The overall architectural expression and materials of the proposed building are modern and compatible with the recently built and approved development applications in Port Credit.

6.0

Supporting Studies and Reports

6.1 Sun/Shadow Study

A Sun/Shadow Study was completed by Kohn Partnership Architects Inc. for the proposed development at 12 and 26 Park Street East. The study evaluates shadow impact generated by the proposed development and assesses compliance with applicable shadow impact criteria. Following an analysis of shadows on June 21st, September 21st, and December 21st, it was concluded that the proposed development met the required sunlight thresholds and met the City of Mississauga's standards for sun and daylight access on neighboring properties and within the public realm. Shadows do not persist for more than one hour in private rear yards, decks, patios and pools of surrounding residential dwellings on June 21st and September 21st. Within the "No Impact Zone", shadow impacts occur for no more than two consecutive hours, therefore the criterion is met.

6.2 Archaeological Assessment

The Stage 1 Archeological Assessment was completed by Archeological Services Inc. (ASI). The Stage 1 background research entailed consideration of the proximity of previously registered archaeological sites and the original environmental setting of the subject property, along with nineteenth- and twentieth-century developmental history. This research determined that there is no potential for the presence of Indigenous or Euro-Canadian archaeological resources within the subject property.

As such, ASI recommends that no further archaeological assessment is required, although appropriate authorities must still be notified should deeply buried archaeological or human remains be encountered on the property.

6.3 Transportation Report

A Traffic Impact Study (TIS) was prepared by NexTrans Consulting Engineers for the proposed development. This study is scoped and focuses on future background conditions and corridor growth, site traffic, future traffic conditions, parking, maneuverability, and transportation demand management (TDM) strategies.

The study projects that the development will generate a total of 58 new two-way trips during the AM peak hour and 75 new two-way trips between the PM peak hour. The surrounding street network will continue to operate effectively, being projected to operate with residual capacity and with manageable delays and queue lengths.

The site is located within a Protected Major Transit Station Area (PMTSA). The Park Street East frontage of the subject site is approximately 150 metres from Port Credit GO Station, and residents will be well-served by GO Transit rail service, GO bus service and MiWay bus routes.

The site supports active transportation, with 207 bicycle parking spaces meeting zoning requirements, and strong connectivity to nearby transit options. A single loading space that connects to a garbage room is proposed to support waste collection. AutoTURN analysis confirms that service vehicles can access and maneuver within the site. Overall, the study concludes that the development can adequately be accommodated by the existing transportation network.

6.4 Pedestrian Level Wind Study

A Pedestrian Level Wind Assessment was prepared by Gradient Wind for 12 and 26 Park Street East. The study assessed pedestrian comfort in key areas on and around the proposed development using meteorological data integration, and a physical scale model to measure pedestrian wind speeds. The study concluded that wind conditions are generally acceptable for the intended uses on a seasonal basis. Assuming typical weather patterns, no areas within the site were found to experience conditions that could be considered unsafe. The report did recommend that mitigation measures such as wind screens be utilized on the amenity terrace to create a comfortable environment for sitting or more sedentary activities throughout the warmer months.

6.5 Environmental Noise and Vibration Feasibility Study

An Environmental Noise and Railway Vibration Feasibility Studies were conducted by Valcoustics Canada Ltd. for the proposed 26-storey residential development to assess compliance with environmental noise and vibration guidelines in support of the application. The study reviewed the significant transportation noise and vibration sources, including road traffic along Lakeshore Road East, and rail traffic on the Canadian National Railway/GO Lakeshore West Line. No stationary noise sources were identified in the vicinity of the proposed development.

The noise study evaluated sound levels against the guideline limits specified by the Ministry of the Environment, Conservation, and Parks (MECP) and Region of Peel to determine the need for

noise mitigation. The vibration study measured vibration magnitudes against the guidelines set by the Federation of Canadian Municipalities (FCM) and the Railway Association of Canada (RAC). For the proposed development to meet the guideline limits for environmental noise and railway vibration, several mitigation measures are required.

The noise control measures fall into two categories: i.) architectural upgrades to achieve acceptable indoor sound levels; and, ii.) design features to protect outdoor living areas. The report recommends a brick veneer or masonry equivalent exterior construction meeting a Sound Transmission Class (STC) rating of 54 and exterior windows with ratings up to STC 39. Further, it is recommended that air conditioning be provided for all dwelling units to allow windows to remain closed for noise control purposes. Lastly, a 1.1 metre high parapet sound barrier is recommended at both Level 7 outdoor amenity areas to mitigate sounds.

The potential vibration mitigation measures involve several architectural and structural adjustments. These include: i.) perimeter and/or footing isolation of the underground parking structure; ii.) acoustic isolation joints between the residential and underground parking portions of the building; and iii.) increased setback of the underground structure from the railway.

With the incorporation of the recommended mitigation strategies, the noise study concludes that MECP guidelines can be achieved, and the development is acoustically feasible. The transportation vibration study notes it is premature to develop the vibration mitigation design at this stage, as the detailed building design has not yet been completed. It is thus recommended that the vibration mitigation measures are carefully integrated into the detailed design of the development.

6.6 Tree Inventory / Tree Preservation Plan and Arborist Report

The Tree Inventory and Preservation Plan was conducted by Ron Koudy's Landscape Architects Inc. (RKLA) for the proposed 26-storey development at 12 & 26 Park Street East. The study identifies and assesses trees on the site and within the right-of-way, as well as those on neighboring lots when a tree is located near a shared property line. The current condition of each tree and its potential for preservation is evaluated. A total of 39 trees were inventoried in the subject lands and classified based on species, size, health, and structural integrity.

The plan recommends that eight trees be removed to support the proposed development. The trees recommended for removal are in poor to fair condition, and conflicts with the proposed parking lot.

The plan supports the use of tree preservation fencing. The plan notes that the tree preservation is to remain intact during constructions and can only be temporarily removed with the express consent from the project arborist or landscape architect. Other protective guidelines for tree preservation are included as part of the plan to guide the removal process and mitigate construction impacts. Amongst other items, the protective guidelines also address the potential disturbance of nesting migratory birds, impacts on adjacent vegetation, soil moisture conditions, and root moisture.

Overall, the tree inventory and preservation report has been prepared in accordance with the City of Mississauga Private Tree Protection By-law 0021-2022 and the City's Tree Preservation and Protection Standards. The recommendations are provided to ensure compliance with provincial, federal and municipal regulatory requirements and seek to balance the desire for preservation with the needs of the proposed development.

6.7 Phase Two Environmental Site Assessment

The Phase Two Environmental Site Assessment (ESA) was conducted for the proposed 26-storey residential development at 12 & 26 Park Street East. The site is currently occupied by two, five & seven-storey residential apartment buildings. The remaining areas consist of asphalt driveways, parking areas and landscaped green space. The assessment was completed by Englobe Corp., in general accordance with the Ontario Regulation 153/04, (O. Reg. 153/04), as amended.

The objective of the Phase Two ESA was to address potential environmental concerns which were identified in the DRAFT Phase One ESA report dated May, 2026 and revised in June, 2026 by Englobe Corp.

This report found that the current residential apartment buildings were built in the early 1960s, and prior to this, residential dwellings occupied the land.

Based on this Phase One review, three (3) Potentially Contaminating Activities (PCAs) resulting in three (3) Areas of Potential Environmental Concern are identified for the site. They include: #30 Importation of Fill Material of Unknown Quality, #NA3 De-Icing salts, and #28 Gasoline and Associated Products Storage in Fixed Tanks.

A Phase Two ESA, to assess soil and ground water at the Site for contaminants of potential environmental concern, was recommended. This report finds that the soil and ground water quality met land use standards. Based on the results of the Phase Two ESA (soil and ground water program), it is Englobe's opinion that no remediation is required at the property.

6.8 Geotechnical Investigation Report

A geotechnical engineering report was prepared by Englobe Corp. (Englobe). The geotechnical investigation was intended to determine the subsoil and groundwater conditions that may affect the design and construction of the proposed development. The study provides information and recommendations relating to:

- » Existing ground conditions
- » Building foundations
- » Earthquake and earth pressure design parameters
- » Construction recommendations
- » Excavation recommendations

The investigation included eight boreholes drilled on August 25-26, 2025, and May 25-26, 2026, which revealed a layer of sandy silt to silt under the asphalt pavement structure. In four boreholes, monitoring wells were installed, and water levels in the monitoring wells were measured on September 18, 2025 and June 16, 2026. The stabilized groundwater levels ranged from 1.0 to 5.9 m depth below grade.

Key geotechnical recommendations include that any new fill at the site consist of granular material or local inorganic soil placed and compacted according to OPSS.MUNI 501. The subgrade should be compacted to 98% of SPMDD, and the final subgrade surface should be sloped at least 3% to provide positive drainage. Additionally, it is recommended that the tower foundations be built on conventional spread footings uniformly founded on sound/unweathered shale bedrock. Further, the underside of footing elevations must provide a minimum of 1.2 m of soil cover or equivalent insulation to the foundation subgrade for frost protection considerations in unheated

areas. Seismically, It is recommended that the Site Designation for seismic analysis be X5, as per the Ontario Building Code.

In terms of pavement design and construction, minimum pavement thicknesses of 40 mm up to 350 mm are recommended, depending on the material used and whether the area is intended for light duty parking or heavy-duty driveways.

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

6.9 Hydrogeological Report

As discussed with City staff, the preparation of a Hydrogeological Report by Englobe is underway with a targeted completion date of August 12th, 2026.

6.10 Functional Servicing and Stormwater Management Report

The Functional Servicing and Stormwater Management Report (FSSMR), prepared by Envision Consultants LTD., supports the Official Plan Amendment and (OPA) Zoning By-law Amendment (ZBA) applications for the proposed 26-storey residential development at 12 and 26 Park Street East in Mississauga. The studies evaluate the feasibility of water servicing, sanitary drainage, and stormwater management for the development, and assesses stormwater quantity, quality, runoff volume, and erosion control. The projected population of the proposed 26-storey building is approximately 628 persons.

Key Servicing Findings:

- » **Water Servicing:** The site will connect to the existing 300 mm watermain on Park Street East, with a 150 mm domestic water service and 200 mm fire service connection.
- » **Fire Hydrant:** One (1) new hydrant will be proposed within the Site to provide adequate fire protection. On May 14, 2026, a hydrant flow test was performed by Servinspect Inc. The test demonstrated that the existing municipal water supply can support the proposed development without the need for external upgrades or retrofit.
- » **Sanitary Servicing:** A 200 mm sanitary service connection to the existing 250 mm sanitary sewer along Park Street East is proposed.
- » **Drainage:** Storm flows from the building are proposed to be captured at-grade by catchbasins, which will ultimately be conveyed through storm sewers to a proposed underground storm cistern located within the underground level of the proposed building. The cistern is proposed to connect into the existing 300 mm storm sewer along High Street East. In the case of major storm events exceeding the

100-year storm and the capacity of the cistern, uncontrolled flows are proposed to drain to the Park Street East right-of-way.

- » **Stormwater Management:** A cistern, with a total effective active storage capacity of 136.16 m³, is proposed within the subject site to manage stormwater runoff. The cistern is proposed to be equipped with a mechanical pump which will discharge flows at a rate of 2,340 L/min to ensure site discharge does not surpass the allowance release rate. Flows will be controlled by a Jellyfish JF6-3-1 quality control unit (or approved equivalent performance treatment device), which will remove 80% of the TSS and be located upstream from the cistern to promote clean water entering the tank. The grading plan ensures proper stormwater runoff management while minimizing impacts on adjacent properties.

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

7.0

Planning Analysis

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

7.1 Delivering Purpose-Built Rental Housing in Port Credit

The PPS prioritizes the development of housing across the Province to achieve its goal of building 1.5 million new homes by 2031. As the subject lands are within the Port Credit Growth Node, which is a strategic growth area per the City OP, they are to accommodate significant population growth and be the focus of development and intensification that enables the creation of complete communities. Per the Mayor's Housing Task Force Report, the City of Mississauga is in the midst of a housing crisis. To address the crisis, the City aims to facilitate the development of 370,000 homes prior to 2051 by unlocking new housing supply.

The proposed residential infill development will create 288 new purpose-built rental apartment units in a strategic growth area of Mississauga. A range of unit types and sizes are proposed, including 7% one-bedroom suites, 59% one-bedroom plus den suites, 20% two-bedroom suites, 3% two-bedroom plus den suites, and 11% three-bedroom suites, which makes up 34% family-sized units to accommodate diverse housing needs. The proposed development contributes to the creation of a range of housing options within the city and helps to meet significant demand for rental housing in an ideal location.

The Port Credit Central Residential Precinct is well-supported by existing municipal services and infrastructure, including the higher order transit services provided by the Port Credit GO Station and future Hazel McCallion LRT Station, both of which are just a few minutes from the subject site. The underutilization of the subject lands for residential purposes presents an opportunity for an infill development which provides purpose-built rental housing in a strategic growth area supported by transit.

7.2 Transit-Supportive Development

The proposed development will contribute to the achievement of the minimum density targets for the Port Credit PMTSA, and support growth around existing and planned higher-order transit, as contemplated by provincial and municipal policies. The site is approximately 100 metres from the Port Credit GO Station and MiWay bus terminal, and approximately 400 metres from the future Hazel McCallion LRT Station.

The proposed development will support residential growth within an MTSA and within a strategic growth area, helping to achieve the minimum density target of 200 people and jobs per hectare within the Port Credit PMTSA. It furthers provincial and municipal policies that seek to support greater densities at transit nodes, and encourage the use of transit and active transportation. The proposal will provide 207 bicycle parking spaces and enhance pedestrian access to Queen Street East, thereby promoting walking, connectivity, and access to nearby transit services.

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

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

7.3 Contextually Appropriate Built Form and Design

The building has been designed and massed to fit appropriately with the existing and planned surrounding context, featuring a tall building design with a compact form. The building appropriately responds to various urban design policies in the Port Credit Local Area Plan and appropriately implements the directions from the Port Credit Built Form Guide, as detailed in this Planning Justification Report.

The site is located within the Port Credit Growth Node and PMTSA (a designated Intensification Area). The minimum density target for the Port Credit GO PMTSA is 200 people and jobs per hectare. A challenge for the Port Credit Community Node and PMTSA is balancing required density targets while maintaining Port Credit's existing urban village character. These competing goals can best be achieved by directing intensification toward underutilized lands near the GO Station, such as 12 and 26 Park Street East.

The proposal is sensitive to the existing and planned context and ensures compatible scale, massing, transition, and height with surrounding developments. The building has been massed to provide a separation distance of at least 31.42 metres from the adjacent tower to the east of the subject site and 42.22 metres from the 13-storey tower to the west, thereby minimizing potential adverse impacts on surrounding properties. The proposed development provides an appropriate transition in height at 26 storeys, contributing to the gradual reduction in height from Hurontario Street to the Credit River. The siting, orientation, and design of the proposed buildings ensure that adequate privacy, sunlight and sky views are maintained.

Of the 288 new purpose-built rental units introduced on the subject site, 34% are proposed as family-sized units (two-bedrooms or greater). Amenity spaces will be provided both indoors

and outdoors on the seventh floor. In addition, the existing outdoor green space on the subject lands will be enhanced for existing and new residents to share as part of this development application and will remain on the ground floor to support accessibility. Further details of the amenity spaces will be confirmed through the Site Plan Approval process, but the proposed amenities could cater to individuals of all ages, including families with children, providing opportunities for recreational activity and social interaction.

The proposal represents the efficient use of an underutilized site for residential purposes, with access to existing servicing and infrastructure. The building has been massed using high-quality architectural design to create illusions of stepbacks in addition to the one provided on the seventh floor. The use of varied materials and unique design elements provides the building with a distinct sense of place and compatibility with recently approved developments, making it suitable for the area.

7.4 Aligning with Provincial Housing Objectives and Recently Built and Approved Developments in Port Credit

As described earlier in this report, the subject site is located within a PMTSA and well served by several transit services. The proposed OPA and ZBA demonstrate an appropriate response to the contemporary planning policy framework, which prioritizes transit-oriented development and the expansion of the housing supply.

The subject site is currently designated Residential High Rise in the City OP and zoned Residential Apartment 2 with an exception (RA2-6) in City of Mississauga Zoning By-law 0225-2007. The official plan policies and zoning regulations restrict the maximum height to 15 storeys and 4 storeys, respectively. However, as the subject site is located within a strategic growth area, as defined within the PPS 2024 and City OP, it is an appropriate location for intensification, particularly given the recently approved surrounding developments up to 36 storeys. The provision of new, purpose-built rental units at the subject site advances the housing objectives of the Province and municipality. Further, the height and density of the proposed development align with the recently built and approved developments in the area and optimize the use of transit investments.

It is our opinion that the proposed redevelopment provides an opportunity for the City to better align Provincial and municipal objectives, ensuring a clear and consistent policy framework, particularly for an area projected to experience significant growth in the coming years.

8.0

Conclusion

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

We conclude the following:

- » The proposed development, OPA, and ZBA are consistent with the Provincial Planning Statement, 2024;
- » The proposed development, OPA, and ZBA conform to the City of Mississauga Official Plan, including regional policies, the Port Credit Local Area Plan, and the Port Credit Built Form Guide;
- » The proposed development will not result in significant adverse impacts on the surrounding area; and
- » The proposed development can be appropriately serviced by existing and planned regional and municipal infrastructure.

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

Respectfully submitted,



David Sajecki
RPP, MCIP, LEED AP
Partner
Sajecki Planning Inc.

Appendix A:

DARC Submission Requirements Checklist

Submission Requirements Checklist

Type of Application:

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

Planning and Building
Department
Development and Design Division
300 City Centre Drive
Mississauga, ON L5B 3C1
Tel: 905-896-5511
www.mississauga.ca
plans.devdes@mississauga.ca



General Information		
Address / Legal Description of Site 12 & 26 Park St E.	Ward No. 1	Meeting Date Mar. 31, 2026
Description of Proposal 26 storey residential building		
Applicant Name Sajecki Planning - Morgan	Planner Name L. Petricca	Pre-Application Meeting No. DARC 26-45 W1

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

☐ Urban Design Advisory Panel	when a site is: • in the City Centre • all major proposed development in Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors, Major Transit Stations, Special Purpose Area • all major mixed use and high-density residential development applications
☒ Hydrogeological Report	when underground parking is proposed
☐ Slope Stability Study / Top of Bank Survey	when site is near Hazards Lands
☐ Environmental Impact Statement – Type (i.e. minor or major) to be determined following site visit prior to application submission	when site has environmental significance
☐ Heritage Impact Assessment	when the property is listed or designated as Heritage significance
☐ Parkland Dedication Study	when Parks and Culture Planning Section confirms a need for unencumbered park on the property
Other Site Specific Requirements	Notes/Explanation
☒ Wast Management Plan Drawing	
☒ Draft Reference Plan	

Other Information

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

Preparing Drawings & Documents for an ePlans Submission

Drawing Standards

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

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

Sheet Size	Approval Stamp Size / Location
36” x 48”	• 3” width x 2” height • ¾” from edge of sheet in both directions
24” x 36”	• 3” width x 2” height • ¾” from edge of sheet in both directions
18” x 24”	• 3” width x 2” height • ½” from edge of sheet in both directions
11” x 17”	• 3” width x 2” height • ½” from edge of sheet in both directions

File Naming Standards for Drawings

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

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

The chart below for are examples of file naming conventions.

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

File Naming Standards for Documents

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

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

File Type Standards

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

File Size Restrictions

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

Appendix B:

Draft Official Plan By-law Amendment

The Corporation of the City of Mississauga
By-law Number _____

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

WHEREAS in accordance with the provisions of section 17 or 22 of the *Planning Act*, R.S.O 1990, c.P.13, as amended, (“Planning Act”) Council may adopt an Official Plan or an amendment thereto;

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

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan by amending Map 14-2.7.1 of Port Credit Local Area Plan and Protected Major Transit Station Areas (PMTSA), Schedule 8n (Hurontario 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. XX to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this ____ day of _____, 2026.

Signed _____ MAYOR Signed _____ CLERK

Amendment No. XX

To

Mississauga Official Plan

The following text and Maps “A” and “B” attached constitute Official Plan Amendment No. XX.

PURPOSE

The purpose of this Amendment is to amend Map 14-2.7.1, Port Credit Growth Node Character Area Heights and Schedule 8n (Hurontario LRT-Mineola, Port Credit), by increasing the height limit to permit a 26-storey apartment building.

LOCATION

The lands affected by this Amendment are located at 12 and 26 Park Street East in Ward 1, north of Park Street East. The subject lands are located in the Port Credit Growth Node Character Area, as identified in Mississauga Official Plan.

BASIS

Mississauga Official Plan 2051 came into effect on March 24, 2026, as approved with modifications by the Minister of Municipal Affairs and Housing.

The subject lands are designated Residential High-Rise, located within the Port Credit Growth Node and Port Credit PMTSA of the Mississauga Official Plan which permits apartment buildings that are at least two storeys and up to a maximum of 15 storeys.

An Official Plan Amendment is required to amend Map 14-2.7.1, Port Credit Growth Node Character Area Heights and Schedule 8n (Hurontario LRT-Mineola, Port Credit) to permit a maximum height of 26 storeys on the subject site.

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 Planning Statement, which promote a range and mix of housing options as well as redevelopment of underutilized lands within built up areas that are well served by transit and existing infrastructure.
2. The policies and objectives of the Mississauga Official Plan 2051 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 proposed development is consistent with the PMTSA and Land Use Designation policies as it provides for appropriate and context-sensitive density within the Port Credit Growth Node.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Map 14-2.7.1, Port Credit Growth Node Character Area Heights, of Mississauga Official Plan, is hereby amended by changing the height limits, as shown on Map "A" of this Amendment, from "2 to 15" to "2 to 26".
2. Protected Major Transit Station Areas (PMTSA), Schedule 8n (Hurontario LRT-Mineola, Port Credit), of Mississauga Official Plan, is hereby amended by changing the height limits, as shown on Map "B" of this Amendment, from "2 to 15" to "2 to 26".

IMPLEMENTATION

Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, the 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 the Mississauga Official Plan 2051 dated March 24, 2026.

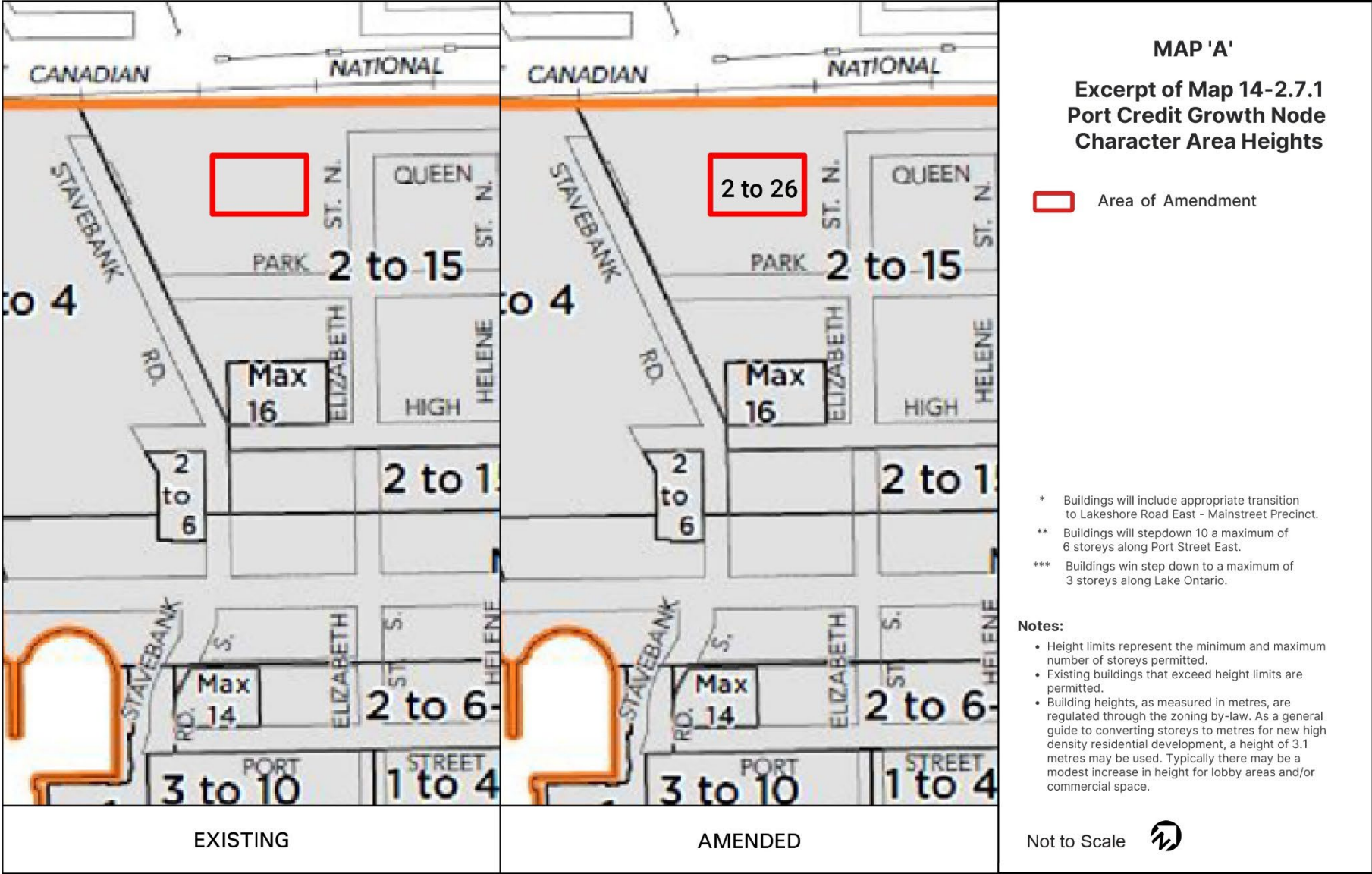
INTERPRETATION

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

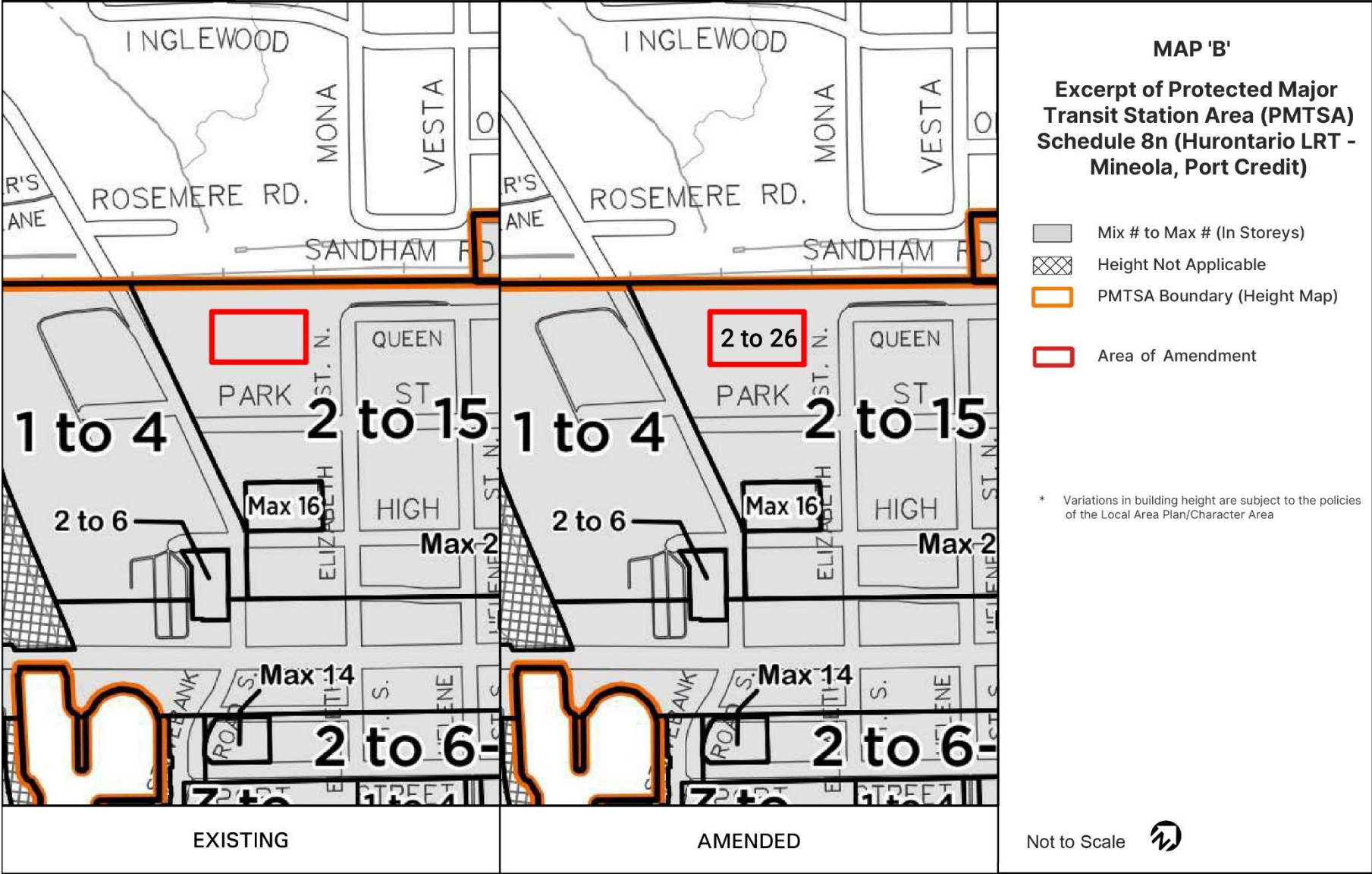
This Amendment supplements the intent and policies of the Mississauga Official Plan.

DRAFT

Map “A”



Map “B”



Appendix C:

Draft Zoning By-law Amendment

THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER XXX-2026

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

WHEREAS pursuant to Section 34 and 36 of the Planning Act, R.S.O. 1990, c.P.13, as amended, the Council of a local municipality may pass a zoning by-law;

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

1. The lands subject to this By-law consist of Part of Brock Street (Closed by By-Law No. 738), Registered Plan PC-1 Port Credit and Lots 10 & 11 North side of Park Street East, East of Credit River, and Part of Lot 1, North side of Park Street East, East of Stavebank Road, Registered Plan PC-2 Port Credit, City of Mississauga, as shown on Schedule “A” and “B” attached hereto, and that Schedule “A” and “B” form part of this By-law.
2. By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by rezoning the lands subject to this By-law from “RA2-6” to “RA5-XX” on ‘Parcel 1’, and from “RA2-6” to “RA2-XX” on ‘Parcel 2’ and ‘Parcel 3’, as shown on Schedule “B” of this By-law, with the following exceptions:

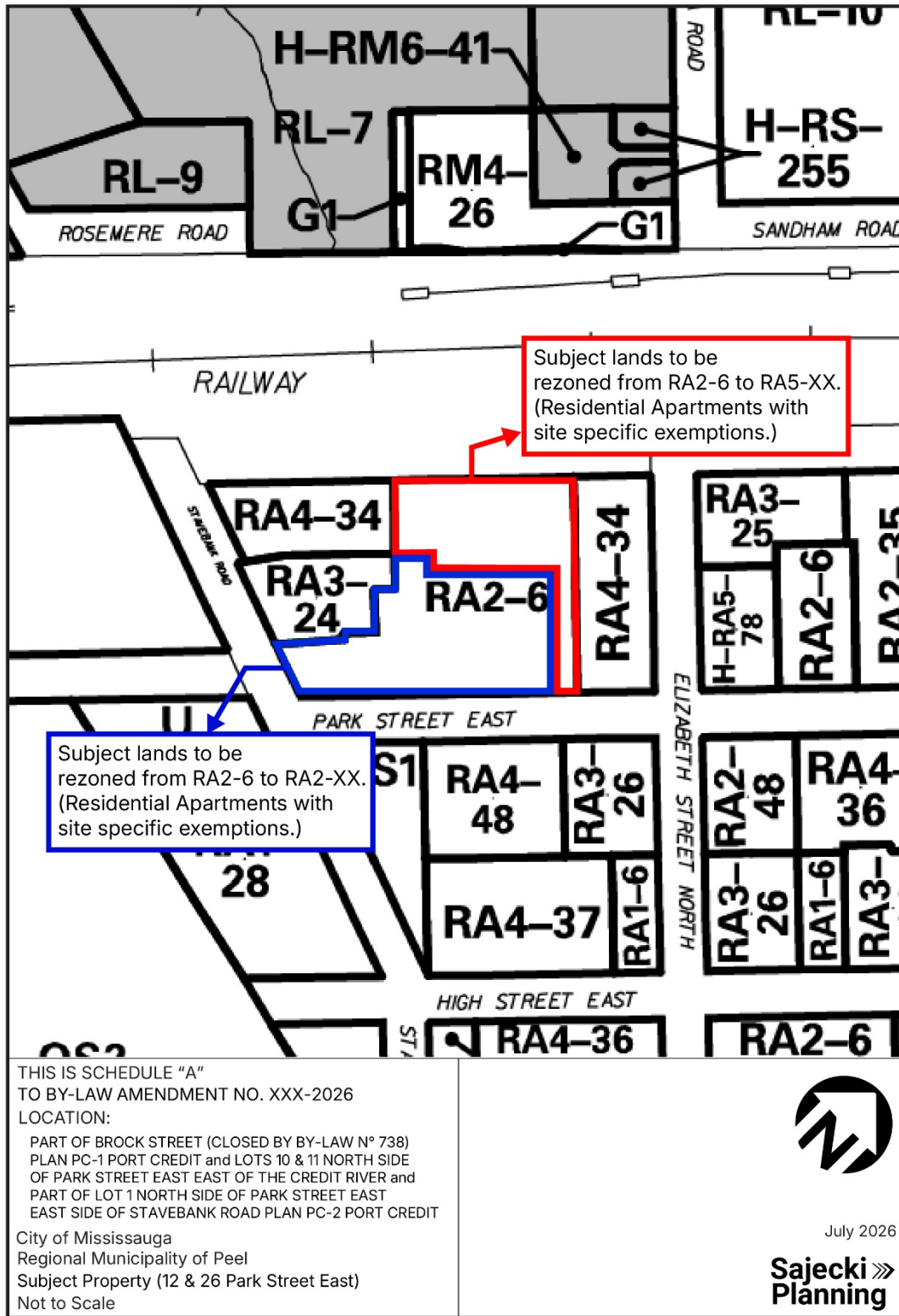
4.15.6.XX	Exception RA5-XX	Map #XX	By-law: XXX-2026
In a RA5-XX zone the permitted uses and applicable regulations shall be as specified for a RA5 zone except that the following uses/regulations shall apply:			
Regulations			
4.15.6.XX.1	Notwithstanding Article 2.1.1.3 of this By-law a physical service and utilities structure for providing transformer shall not be subject to the zone regulations		
4.15.6.XX.2	Notwithstanding Article 2.1.10 of this By-law, the reduction of a lot in area, either by the conveyance or alienation of any portion thereof, so that the area covered by buildings or structures on the lot exceeds the maximum permitted by this By-law and/or the yards provided are less than the minimum permitted by this By-law for the zone in which the lot is situated, is permitted.		
4.15.6.XX.3	Minimum aisle width		5.2 m
4.15.6.XX.4	Notwithstanding Article 3.1.1.2.1 and Article 3.1.6.2.1 of this By-law, all parking spaces and Class B bicycle parking spaces can also be located on Parcel 2 and Parcel 3 identified on Schedule “B” of this Exception, with required access easements.		
4.15.6.XX.5	Minimum Lot Frontage		7.9 m
4.15.6.XX.6	Maximum Floor Space Index – Apartment Zone		5.6
4.15.6.XX.7	Maximum height		84.95 m and 26 storeys

4.15.6.XX.8	Minimum interior side yard where an interior side lot line, or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment, or Utility Zone, or any combination of zones thereof	0.0 m
4.15.6.XX.9	Minimum rear yard for that portion of the dwelling with a height less than or equal to 20.0 m	0.0 m
4.15.6.XX.10	Minimum rear yard for that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m	5.0 m
4.15.6.XX.11	Minimum rear yard for that portion of the dwelling with a height greater than 26.0 m	6.0 m
4.15.6.XX.12	Maximum projection of a balcony located above the first storey measured from the outermost face or faces of the building from which the balcony projects	1.4 m
4.15.3.XX.13	Minimum above grade separation between buildings for that portion of dwelling with a height less than or equal to 13.0 m	0.5 m
4.15.6.XX.14	Minimum setback from a surface parking spaces or aisles to any other lot line	0.0 m
4.15.6.XX.15	Minimum setback from a parking structure above or partially above finished grade to any lot line	0.0 m
4.15.6.XX.16	Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to any lot line	0.9 m
4.15.6.XX.17	Minimum landscaped area	3%
4.15.6.XX.18	Minimum depth of a landscaped buffer along any other lot line	0.0 m
4.15.6.XX.19	All site development plans shall comply with Schedule “C” of this Exception	

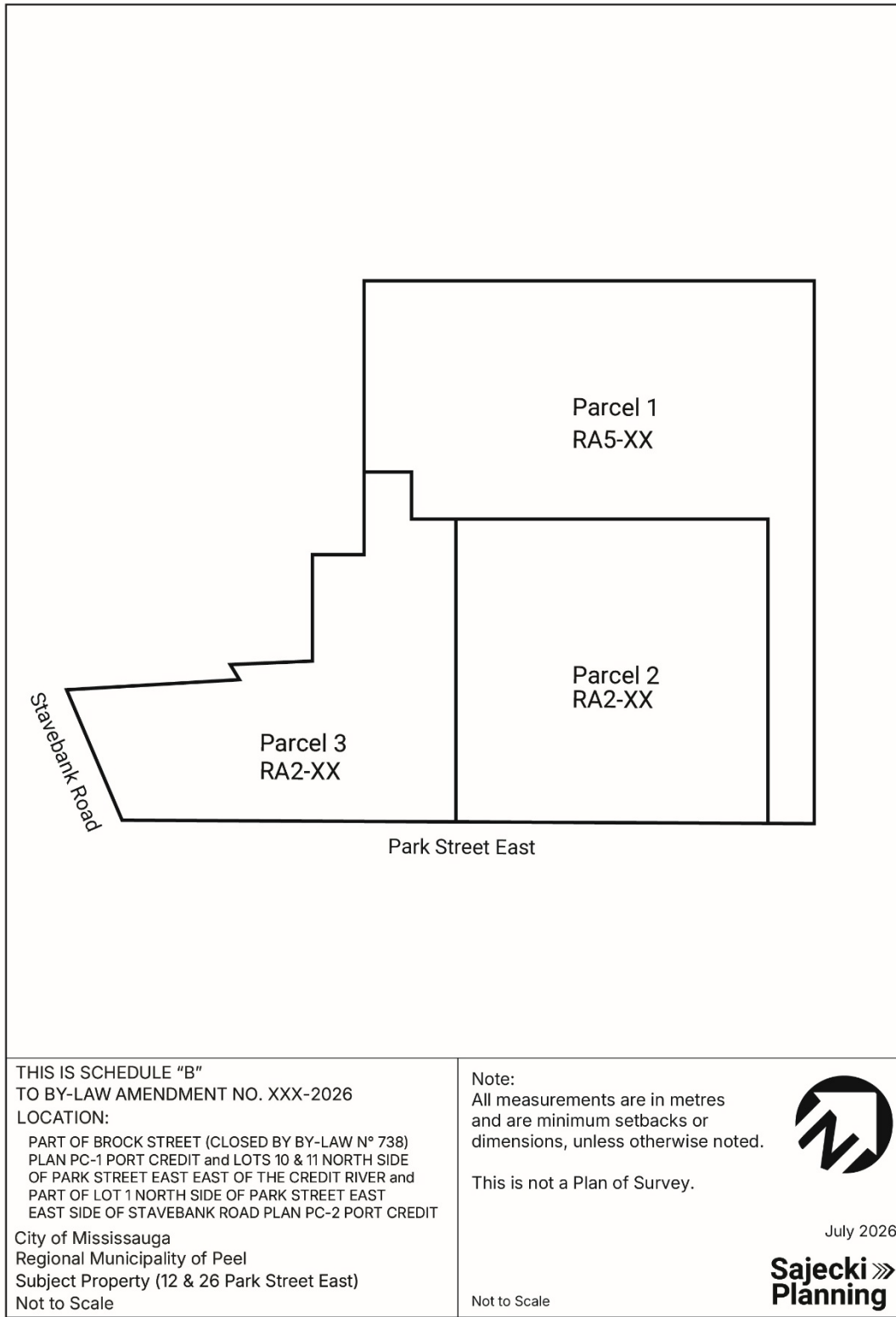
4.15.3.XX	Exception RA2-XX	Map #XX	By-law: XXX-2026
Regulations			
4.15.3.XX.1	Notwithstanding Article 2.1.10 of this By-law, the reduction of a lot in area, either by the conveyance or alienation of any portion thereof, so that the area covered by buildings or structures on the lot exceeds the maximum permitted by this By-law and/or the yards provided are less than the minimum permitted by this By-law for the zone in which the lot is situated, is permitted.		
4.15.3.XX.2	Minimum aisle width		5.2 m
4.15.3.XX.3	Minimum width of a bicycle parking space in Parcel 2 identified on Schedule “B” of this Exception		0.4 m
4.15.3.XX.4	Notwithstanding Regulation 4.1.5.3 of this By-law, a porch or deck , located at and accessible from the first storey or below the first storey of the dwelling inclusive of stairs, and is located in an interior side yard may encroach a maximum of 1.71 m provided that the interior side yard is a minimum of 1.2 m in Parcel 3 identified on Schedule “B” of this Exception.		
4.15.3.XX.5	Minimum Lot Frontage of Parcel 3 identified on Schedule “B” of this Exception		24.8 m
4.15.3.XX.6	Maximum Floor Space Index – Apartment Zone of Parcel 2 identified on Schedule “B” of this Exception		2.3
4.15.3.XX.7	Maximum Floor Space Index – Apartment Zone of Parcel 3 identified on Schedule “B” of this Exception		2.1
4.15.3.XX.8	Minimum front yard for that portion of the dwelling with a height less than or equal to 26.0 m in Parcel 2 identified on Schedule “B” of this Exception		7.2 m
4.15.3.XX.9	Minimum front yard for that portion of the dwelling with a height less than or equal to 20.0 m in Parcel 3 identified on Schedule “B” of this Exception		6.2 m
4.15.3.XX.10	Minimum interior side yard where an interior side lot line, or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment, or Utility Zone, or any combination of zones thereof in Parcel 3 identified on Schedule “B” of this Exception		3.4 m
4.15.3.XX.11	Minimum rear yard where a rear lot line, or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment, or Utility Zone, or any combination of zones thereof in Parcel 2 identified on Schedule “B” of this Exception		1.7 m
4.15.3.XX.12	Minimum rear yard where a rear lot line, or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment, or Utility Zone, or any combination of zones thereof in Parcel 3 identified on Schedule “B” of this Exception		3.6 m
4.15.3.XX.13	Maximum encroachment of a balcony located above the first storey , sunroom, window, chimney , pilaster, cornice, balustrade or roof eaves into a		1.5 m

	required yard in Parcel 2 identified on Schedule “B” of this Exception	
4.15.3.XX.14	Maximum encroachment of a balcony located above the first storey , sunroom, window, chimney, pilaster, cornice, balustrade or roof eaves into a required yard in Parcel 3 identified on Schedule “B” of this Exception	1.5 m
4.15.3.XX.15	Minimum setback from a surface parking spaces or aisles to any other lot line in Parcel 2 identified on Schedule “B” of this Exception	0.0 m
4.15.3.XX.16	Minimum setback from a surface parking spaces or aisles to any other lot line in Parcel 3 identified on Schedule “B” of this Exception	0.0 m
4.15.3.XX.17	Minimum landscaped area in Parcel 2 identified on Schedule “B” of this Exception	25%
4.15.3.XX.18	Minimum amenity area in Parcel 3 identified on Schedule “B” of this Exception	0.0 m ²
4.15.3.XX.19	Minimum percentage of total required amenity area to be provided in one contiguous area in Parcel 3 identified on Schedule “B” of this Exception	0%
4.15.3.XX.20	Minimum amenity area to be provided outside at grade in Parcel 3 identified on Schedule “B” of this Exception	0.0 m ²
4.15.3.XX.21	All site development plans shall comply with Schedule “C” of this Exception	

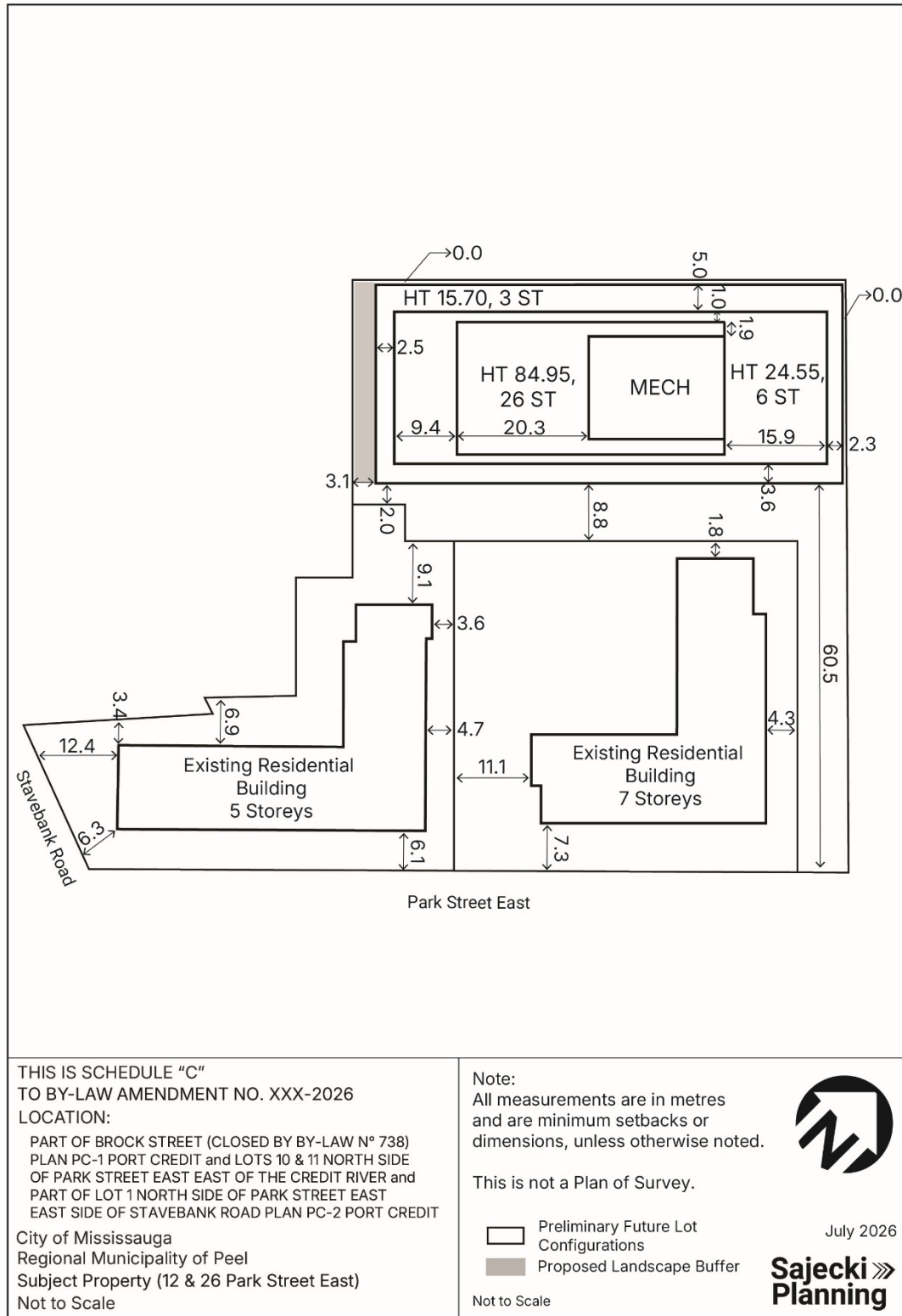
SCHEDULE "A"



SCHEDULE “B”



SCHEDULE "C"



S|P

2026