

42-46 Park St E & 23 Elizabeth St
City of Mississauga

HOUSING REPORT

04/2020



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Port Credit
GO Station



Park St E

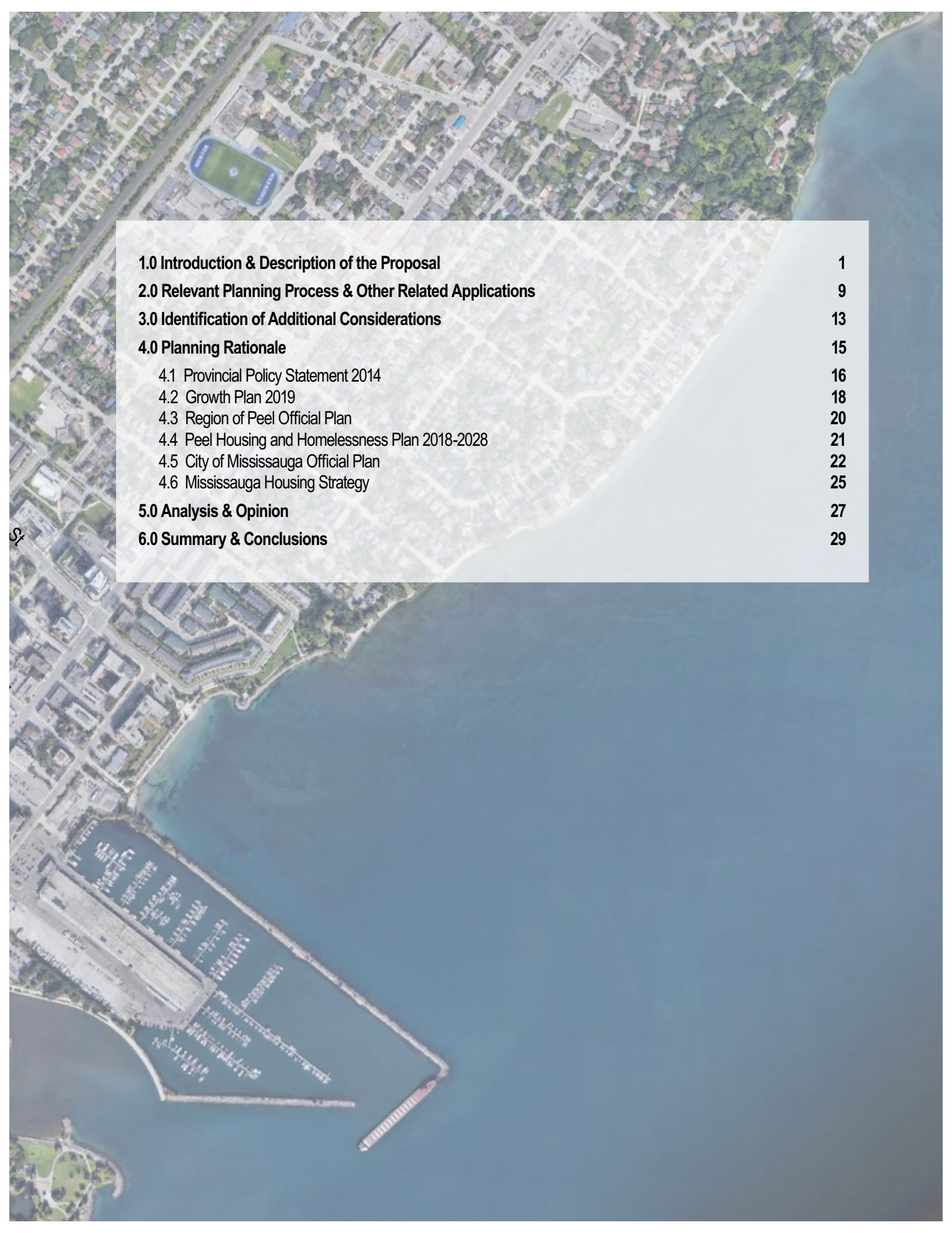
Helene St N

Elizabeth St N

Lakeshore Rd E

Credit River

S | P



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1.0 INTRODUCTION & DESCRIPTION OF THE PROPOSAL

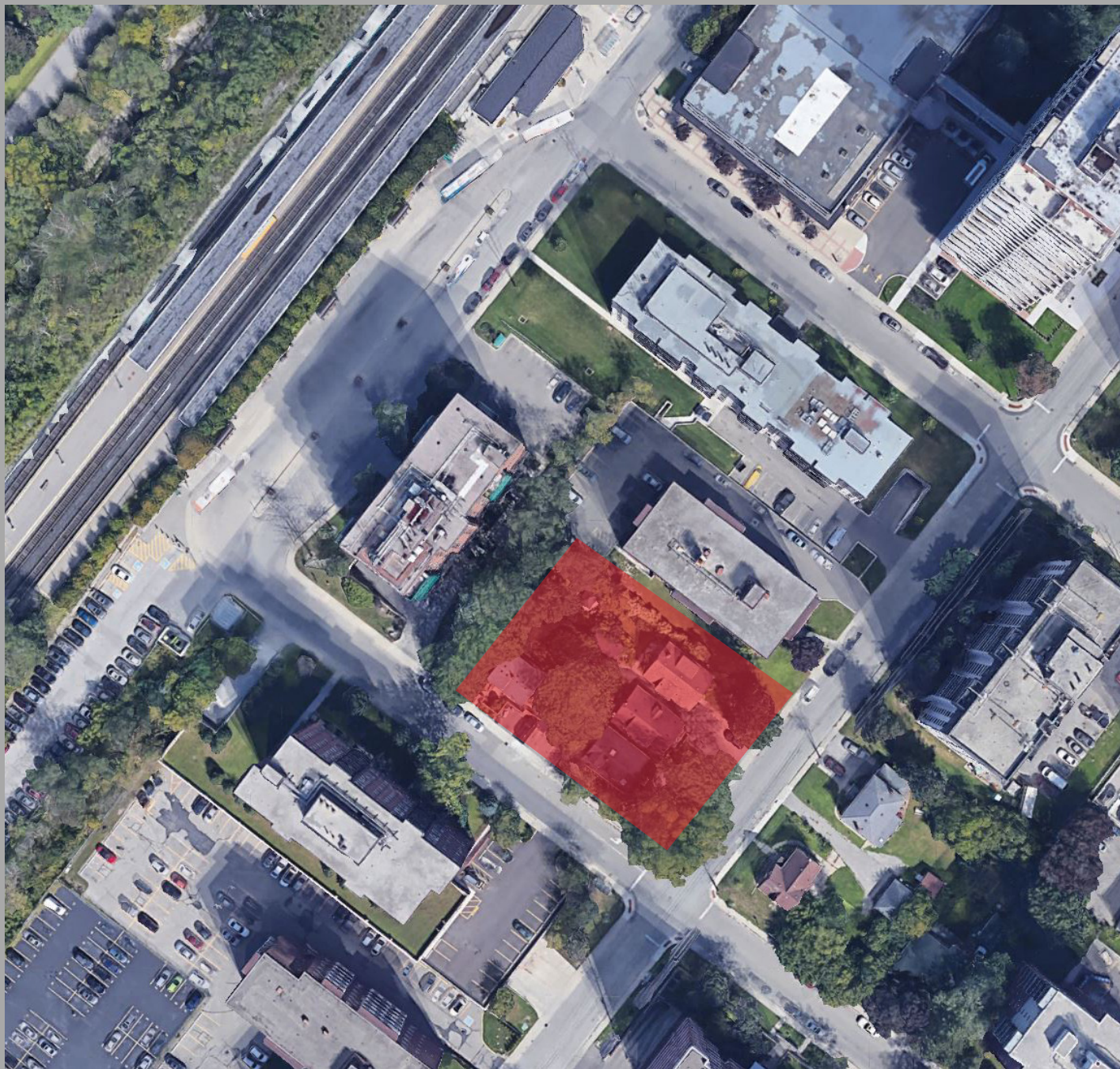


Figure 1 - Aerial Image

Sajecki Planning Inc. has been retained by Edenshaw Elizabeth Developments Limited to assist in securing planning approvals to support the redevelopment of the properties municipally known as 42-46 Park Street East and 23 Elizabeth Street North in the City of Mississauga (the “subject lands”).

This Housing Report has been prepared in support of applications to amend the City of Mississauga Official Plan and the City of Mississauga Zoning By-law 0225-2007 to permit a 22-storey residential building on the subject lands.

The subject lands are located on the northeast corner of the Park Street East and Elizabeth Street North intersection.

The purpose of this Housing Report is to:

- Provide a description of the proposal;
- Identify the relevant planning process;
- Identify the proposed affordable housing strategy to be incorporated into the development;
- Provide a planning rationale based on the Provincial, Regional and Municipal housing policies and objectives; and
- Provide an analysis and opinion of how the housing proposal represents good planning and addresses the housing targets and objectives of the City of Mississauga and Region of Peel.



Subject lands looking north east along Elizabeth St N (north-west perspective from the Park and Elizabeth St intersection)



Existing dwelling at 46 Park St E



Existing dwelling at 44 Park St E



Existing dwelling at 42 Park St E



Existing dwelling at 23 Elizabeth St N

Building Design and Orientation

Edenshaw Elizabeth Development Limited proposes to develop the subject property with a 22-storey residential building with 258 residential units. The proposed building will have a total height of **79.24** metres (73.24 metres excluding the mechanical penthouse). The subject lands have a site area of 1,792.1 m² (0.44 acres). The total gross floor area is approximately 16,000 m² resulting in a FSI of 8.96 times the lot area.

There are 6 levels of underground parking with a total of 200 parking spaces. 202 bicycle parking spaces will be provided at the P1 mezzanine level, including 21 spaces for short term parking and 181 spaces for long term parking.

The building is setback 4.5 metres along both street frontages, 4.5 metres from the property to the north and 1.1 metres from the property to the east.

The tower portion of the building has been oriented to the southern portion of the subject lands to maximize the separation distance between the proposed building and the existing 11-storey building to the north.

There are six two storey grade-related townhouse units with separate entrances located along the Elizabeth St. N frontage. The residential entrance, lobby and access to underground parking comprise the Park St. frontage. The seventh storey is proposed to be made up entirely of amenity space including 498.8 m² of indoor space and 383.1 m² of outdoor space.

The total number of residential units proposed is 258. 162 of these units are proposed to be one-bedroom or one-bedroom plus den, resulting in approximately 62.8% of the total unit count. 96 units are proposed as two-bedroom or two-bedroom plus den, representing 37.2% of the total unit

count. The units will range between approximately 45 m² to 90 m². The six grade-related townhouse units are proposed to be two storeys in height with floor areas ranging between 698 m² to 781 m².

Landscape and Streetscape

Elizabeth Street

No further road widening is required along Elizabeth St, the municipal right-of-way is currently comprised of two south-bound lanes directing traffic away from the GO Station to the north. Along this frontage there is proposed 4.5 metres of landscape area.

Park Street

No further road widening is required along Park St, the municipal right-of-way is currently comprised of two lanes, one for each direction. There is on-street parking adjacent to the subject lands. A 4.5 metre landscape buffer is proposed. This street frontage will be comprised of the residential lobby and access to underground parking.

Seventh Storey Amenity

The entirety of the seventh storey is proposed to be comprised of amenity space. This includes 531 m² of indoor space connected directly to 501 m² of outdoor terrace space. The programming of this area is still underway and will be determined through the Site Plan Approval process.

Access Points & Pedestrian and Vehicular Circulation

Access points into the building include lobby access off Park Street, one (1) private entrance into each of the grade-related townhouses along Elizabeth St and a service access located at the rear of the proposed building. The service entrance located to the north from Elizabeth St connects to the parcel



Figure 2 - Development Rendering (along Elizabeth St N)



Figure 3 - Development Rendering



Figure 4 - Development Rendering (podium and townhouse entrances along Elizabeth St N)

room, garbage room and loading area. There are also two exit points from the building directed to this area.

Access to the underground parking is located off Park St.

The following tables outline the housing breakdown for all residential units.

At this point in the development approvals process, the ultimate breakdown of residential units has not been confirmed or finalized. It is intended that a majority of residential units will be of ownership tenure and sold at a market price. A percentage of units will be ownership and sold as affordable. The affordable ownership units will likely be bachelor and one-bedroom units. As the number and breakdown of units are finalized through the development approvals process, the tables will be updated.

| Proposed Development – Housing Breakdown (All Units) * | | |
|--|--|---------------|
| Ownership Units | | |
| Ownership Units to be Sold at Market Prices | | Qty. of Units |
| Bachelor | | 0 |
| 1 bedroom | | 0 |
| 2 bedroom | | 0 |
| 3+ bedroom | | 0 |
| Ownership Units to be Sold as Affordable | Proposed Affordable Sale Price of Unit | Qty. of Units |
| Bachelor | \$0 | 0 |
| 1 bedroom | \$0 | 0 |
| 2 bedroom | \$0 | 0 |
| 3+ bedroom | \$0 | 0 |
| Unit Transfer | | |
| Ownership Units to be Dedicated to City/Region | Market Value of Unit | Qty. of Units |
| Bachelor | \$0 | 0 |
| 1 bedroom | \$0 | 0 |
| 2 bedroom | \$0 | 0 |
| 3+ bedroom | \$0 | 0 |
| Secondary Suites | | |
| Private Ownership Secondary Suites | | Qty. of Units |
| Bachelor | | 0 |
| 1 bedroom | | 0 |
| 2 bedroom | | 0 |
| 3+ bedroom | | 0 |
| Land | | |
| Land Dedicated to City/Region | Market Value of Land Per Acre | Acres |
| | \$0 | 0 |
| Financial Contribution to Affordable Housing Offsite | | |
| | Amount | |
| | \$0 | |

* As noted in the above section, it is intended that a majority of residential units will be of ownership tenure and sold at a market price. A percentage of units will be ownership and sold as affordable. The affordable ownership units will likely be bachelor and one-bedroom units. As the number and breakdown of units are finalized through the development approvals process, the tables will be updated.

| Proposed Development – Housing Breakdown (All Units) | | |
|--|--|---------------|
| Purpose Built Rental Units* | | |
| Bachelor | Proposed Rents in 2019 Dollars (excluding parking and utilities) | Qty. of Units |
| | Less than \$922/month rent | 0 |
| | Between \$922 and \$1153/month rent | 0 |
| | Between \$1153 and \$1383/month rent | 0 |
| | Between \$1383 and \$1614/month rent | 0 |
| | More than \$1614/month rent | 0 |
| 1 bedroom | Proposed Rents in 2019 Dollars (excluding parking and utilities) | Qty. of Units |
| | Less than \$1233/month rent | 0 |
| | Between \$1233 and \$1541/month rent | 0 |
| | Between \$1541 and \$1850/month rent | 0 |
| | Between \$1850 and \$2158/month rent | 0 |
| | More than \$2158/month rent | 0 |
| 2 bedroom | Proposed Rents in 2019 Dollars (excluding parking and utilities) | Qty. of Units |
| | Less than \$1396/month rent | 0 |
| | Between \$1396 and \$1745/month rent | 0 |
| | Between \$1745 and \$2094/month rent | 0 |
| | Between \$2094 and \$2443/month rent | 0 |
| | More than \$2443/month rent | 0 |
| 3+ bedroom | Proposed Rents in 2019 Dollars (excluding parking and utilities) | Qty. of Units |
| | Less than \$1590/month rent | 0 |
| | Between \$1590 and \$1988/month rent | 0 |
| | Between \$1988 and \$2385/month rent | 0 |
| | Between \$2385 and \$2783/month rent | 0 |
| | More than \$2783/month rent | 0 |

2.0 RELEVANT PLANNING PROCESS & OTHER RELATED APPLICATIONS

Official Plan and Zoning By-law Amendments are required to permit the proposed development.

Official Plan Amendment

The City of Mississauga Official Plan (MOP) designates the subject lands Residential High Density and within a Community Node (Schedule 10 - Land Use Designations). Residential High Density permits land uses such as residential dwellings, apartment dwellings, townhomes and uses permitted in the Convenience Commercial designation. The proposed development conforms to the permitted uses for the Residential High Density land use designation.

The subject lands are identified within the Port Credit Community Node (Schedule 9 - Character Areas). General policies for Community Nodes identify that development applications may be required to demonstrate how the proposed development contributes to the achievement of resident and job density targets (Policy 14.1.1.1). The proposed development will add 258 residential units to the Port Credit community, further contributing to the achievement of their density targets.

The Port Credit Local Area Plan identifies a maximum permitted height of 15 storeys for the subject lands. As such, an Official Plan Amendment is required to achieve a height of 22-storeys.

The proposed development is supportive of policies outlined in the MOP. The subject lands are located in an area of the City that is anticipated to experience growth and intensification, particularly in the form of high-density buildings. The subject lands are extremely well serviced by existing and proposed public transportation routes, therefore supporting a multi-modal transportation system and reducing the reliance on private automobiles.

Consistent with the various land uses and building types in the surrounding area, the proposed development will contribute to the range of housing to support different household sizes and incomes. The building design and performance standards have been proposed to support public transit, create a pedestrian friendly environment, minimize adverse impacts on surrounding buildings and be compatible with the surrounding area.

Zoning By-law Amendment

The subject lands are zoned Residential Apartment 2 with site-specific exception #48 (RA2-48) according to Zoning Map 08. The maximum building height is 26.0 metres or 8 storeys and maximum floor space index is 0.5. Permitted uses include apartments, long-term care buildings and retirement buildings. Exception RA2-48 permits additional uses including a detached dwelling, duplex or triplex legally existing on the date of passing of the By-law as well as accessory buildings and structures.

Even though the proposed use is permitted under the current permissions, a Zoning By-law Amendment is required to permit site-specific amendments to facilitate the proposed development. These include amendments related to height, density and other performance standards including setbacks and parking ratios.

The subject lands are less than a block away from the Port Credit GO Station and MiWay bus terminal and a close walk to the future Hurontario LRT. The proposed development will incorporate 258 residential units and include a reduced parking ratio supporting multi-modal transportation options, including existing and planned infrastructure.

The proposed development supports the provision of diverse housing options through the incorporation of various unit

sizes that will accommodate different household incomes and sizes. Furthermore, the proposed development will contribute to achieving the density targets outlined for the City of Mississauga by the Province of Ontario and Region of Peel.

Other Related Applications

At the appropriate time during the development approval process, Site Plan Approval and Draft Plan of Condominium applications will be required to facilitate the proposed development.



Port Credit GO Station, looking south east on Elizabeth St N towards subject site



Bus bay at the Port Credit GO Station (one block north of subject lands)

3.0 IDENTIFICATION OF ADDITIONAL CONSIDERATIONS

The City of Mississauga requests the provision of affordable middle-income housing units at a minimum rate of 10%. This rate is not applied to the first 50 units of a building. Considerations for the incorporation of affordable housing units to meet this objective include:

- Inclusion of supportive housing;
- Financial or land contributions towards affordable housing;
- Innovative rent-to-own models;
- Site constraints; and
- Proposed demolition or conversion of existing rental units.

The proposal is intended to provide an additional 258 residential units into the housing market adjacent to planned higher order rapid transit and the existing Port Credit GO Station. The high-density built form will contribute to the mix and range of housing options in this area of the City.

The proposed development is intended to provide 100% ownership units with many being sold at market rates. Affordable units will be directed towards bachelor and one-bedroom units around \$420,000. At this time, the total number and breakdown of units has not yet been determined and details remain part of a working process. Edenshaw has expressed their commitment to work with the City to provide affordable housing directed to middle-income households.

The following sections outline applicable Provincial, Regional and Municipal policies concerning housing and how the proposal is consistent with and conforms to these policies.

4.0 PLANNING RATIONALE

4.1 Provincial Policy Statement 2014

The Provincial Policy Statement (PPS) is issued under Section 3 of the Planning Act and is a consolidated statement of provincial governments policies on land use planning. All decisions affecting land use planning matters “shall be consistent with” the PPS.

Section 1.0 of the PPS outlines policies for building strong healthy communities. It states that healthy, liveable and safe communities are sustained by promoting efficient development and land use patterns, accommodating an appropriate range and mix of residential uses (including second units, affordable housing and housing for older persons) that utilize existing land and infrastructure supported by existing public service facilities (Policy 1.1.1). **The proposed development is within an existing built-up area surrounded by other residential buildings and in proximity to a variety of other uses, infrastructure, community services and amenities representing a cost-efficient development pattern.**

Growth is to be focused within settlement areas, and land use patterns within settlement areas must efficiently use land and resources, efficiently use infrastructure and public service facilities, minimize environmental impacts, support active transportation and be transit-supportive (Policy 1.1.3.1 and 1.1.3.2). **The subject lands are located within the Built-up Area according to Schedule D4 of the Region of Peel Official Plan. The proposal will also make efficient use of underutilized land, is serviced by existing infrastructure and public facilities, and is transit supportive due to its proximity to the Port Credit GO Station, MiWay Bus Terminal and future Hurontario LRT.**

Section 1.4 provides policy guidance related to housing and requires a range and mix of housing types and densities to

meet requirements of current and future residents (Policy 1.4.1). This includes maintaining the ability to accommodate residential growth for a minimum of 10 years through residential intensification and redevelopment and servicing capacity sufficient to provide at least a three-year supply of residential units (Policy 1.4.1).

Policy 1.4.3 states the following:

“Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:

- a. establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;*
- b. permitting and facilitating:*
 - 1. all forms of housing required to meet the social, health and well-being requirements of current and future residents, including special needs requirements; and*
 - 2. all forms of residential intensification, including second units, and redevelopment in accordance with policy 1.1.3.3;*
- c. directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*

- d. promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; and*
- e. establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.”*

The City of Mississauga has identified a guideline for a minimum target for the provision of affordable housing as outlined in the Terms of Reference for this Report. At the municipal level, the City of Mississauga Housing Strategy (further outlined in Section 4.6) notes that the focus is to provide affordable housing for the middle-income bracket.

Summary

The proposed development contributes to the range and mix of residential unit types in the surrounding area. It supports the achievement of maintaining the ability to accommodate 10-years of residential growth and has access to existing municipal services with capacity to support the development, therefore also supporting the achievement of maintaining three-years of servicing capacity.

The proposal is also consistent with the criteria outlined in Policy 1.4.3. On the basis of this Report, it is intended that affordable housing for moderate or middle-income households will be accommodated within the unit breakdown. Exact figures and breakdown on the type of units are currently being developed and will be identified at a later stage of the development approvals process.

The proposed development is located in proximity to a variety of building types including single detached homes south of the subject lands and mid- to high-rise apartment buildings to the south, east, west and north. While second units can not be achieved through the proposed built form, the proposal contributes to a combination of housing forms that help to meet the needs of current and future residents. Specifically, the housing form accommodates a large number of dwelling units on a smaller land parcel within an Intensification Corridor, Community Node, Mobility Hub and two Major Transit Station Areas. This form also provides a suitable alternative for households looking to age in place. Finally, this housing form provides both indoor and outdoor amenity spaces serving numerous purposes for direct and shared access to all residents.

As outlined in the Planning Justification Report, the subject lands are well connected to existing infrastructure and public service facilities, including Metrolinx's Lakeshore West GO Line. The subject lands' proximity to the Port Credit GO Station offers a high level of transit accessibility (train and bus), including a proposed station servicing the future Hurontario LRT at Park Street East (will be located less than 350 metres from the subject lands or a 5-minute walk).

As outlined in the Functional Servicing Report (FSR), the proposal can be connected to the existing municipal services.

The proposed density and other performance standards such as parking ratios and bicycle parking are supportive of the use of public and active transportation, minimize the cost of development and facilitate a compact built form. For these reasons, it is our opinion that the proposed development is consistent with the policies of the PPS with respect to housing.

4.2 Growth Plan 2019

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan) provides a plan for growth and development in a way that supports economic prosperity, protects the environment, and helps communities achieve a high quality of life. The Growth Plan establishes a long-term framework for where and how the region will grow.

Section 1.2.1 outlines the Growth Plan's guiding principles, which include:

“Support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households.”

In the case of housing, the Growth Plan defines affordable as the least expensive of (Section 7.0):

“i. housing for which the purchase price results in annual accommodation costs which do not exceed 30 per cent of gross annual household income for low and moderate income households; or

ii. housing for which the purchase price is at least 10 per cent below the average purchase price of a resale unit in the regional market area;”

Low and moderate income households mean “households with incomes in the lowest 60 per cent of the income distribution for the regional market area” and regional market area means “an area, generally broader than a lower-tier municipality that has a high degree of social and economic interaction. In the GGH, the upper- or single-tier municipality will normally serve as the regional market area” (Section 7.0).

Section 2.2.6 provides policy guidance related to housing. Policy 2.2.6.1 outlines the use of land use planning tools such

as intensification, density targets, and official plan policies and designations and zoning by-laws to implement support for housing choices and establishing targets for affordable housing.

The achievement of complete communities is supported through a diverse range and mix of housing options. These include second units and affordable housing intended to accommodate all stages of life and the needs of all household sizes and incomes (Policy 2.2.1.4 c). The support of complete communities is achieved through planning to accommodate forecasted growth and achieving the minimum intensification and density targets set out by the Province, while considering a range and mix of housing options and densities of existing housing to diversify the housing stock (Policy 2.2.6.2).

According to Policy 2.2.6.3, the municipal implementation of tools is required for multi-unit residential developments to incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

Policy 2.2.6.4 states that:

“Municipalities will maintain at all times where development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units. This supply will include, and may exclusively consist of, lands suitably zoned for intensification and redevelopment.”

Summary

The proposal aims to contribute to the diversity of housing in the surrounding area to accommodate the needs of all household sizes, incomes, ages and abilities. To the north is an 11-storey apartment building and the Port Credit GO Station; to the east is a 6-storey apartment building and a

newer 8-storey apartment building; to the south are two 2-storey residential dwellings and a 14-storey apartment building; and to the west is a 13-storey apartment building and two surface parking lots.

With access to existing transportation routes and connections the future Hurontario LRT, in addition to various community services including the Port Credit Library, Arena and Memorial Park Playground (among others), the proposed development on the subject lands support the achievement of a complete community by placing new residential units in walking distance to a variety of uses.

The proposal includes a range of residential units including one-bedrooms, one-bedrooms plus dens, two-bedrooms and two-bedroom plus dens. The six grade-related townhouses provide larger units and separate entrances with frontage along Elizabeth St N, which offer the features of a typical street townhouse while allowing access to the internal amenities provided within the condominium building.

The proposed development can be accommodated by existing servicing capacities on Elizabeth St N and Park St E.

For the reasons outlined in this Section, it is our opinion that the proposed development conforms to the policies of the Growth Plan with respect to housing.



11 storey apartment building located immediately north of the subject lands



Immediately east of the subject lands (north side of Park St E)



Apartment building west of the subject lands (west side of Elizabeth St N)



Single detached dwellings south of the subject lands (south side of Park St E)

4.3 Region of Peel Official Plan

The Region of Peel Official Plan (ROP) establishes a long-term strategic policy framework for guiding regional growth and development. The primary objectives include protecting the environment, managing resources and directing balanced growth, and setting the basis for providing services in an efficient and effective manner.

Table 3 outlines Population, Household and Employment Forecasts for the Region of Peel and identifies a population of 805,000 and 270,000 households projected for the City of Mississauga by 2031. The ROP maintains the same definition for Affordable Housing as used in the Growth Plan (See Section 4.2 of this report).

Section 5.8 of the ROP provides policy guidance with respect to housing for the Region. A fundamental influence on the quality of life for residents is the provision of housing to meet a full range of needs. The Region is committed to achieving a supply of housing that varies in types, sizes, densities and tenures to meet the existing and projected demographic and housing market requirements for current and future residents. This supply will include affordable, accessible and appropriate housing units.

Consistent with the PPS and Growth Plan, the ROP aims to maintain the ability to accommodate residential growth for a minimum of ten years through intensification and redevelopment of land with servicing capacity sufficient to provide a minimum three-year supply of residential units (Policy 5.8.2.1). Municipalities are encouraged to support residential development in areas with sufficient existing or planned infrastructure, cost-effective development standards and a range of densities and forms of housing affordability to ensure that residents can remain in their communities (Policy

5.8.2.2 and 5.8.2.3).

The ROP supports the increase in supply of affordable rental and ownership housing and to assist and encourage area municipalities to implement incentives (e.g., waivers, deferrals or grants in-lieu of development charges or other fees and charges) or create alternative development and design standards to facilitate the provision of affordable housing (Policy 5.8.3.2.1 and 5.8.3.2.3).

Policies related to energy efficient housing are outlined in Section 5.8.5, promoting energy conservation and technologies that lead to energy efficient housing. These policies include the encouragement of area municipalities to offer incentives through planning approvals to implement additional green standards that will increase the energy efficiency of homes (Policy 5.8.5.2.3).

Section 5.8.7 outlines policies related to barriers for accessing housing. Transportation is identified as one of these barriers. As such, new developments are encouraged to be in proximity to transportation options with improved access to services and amenities.

Section 7.7. outlines Regional Planning Initiatives. These include:

*“Continue to support cost-effective development standards for new residential development or redevelopment”
(Policy 7.7.2.18).*

Summary

According to the Functional Servicing Report prepared by WSP for the proposal, there is servicing capacity to support the proposed development. The proposed development is also extremely well-served by existing and planned public and active transportation routes that allow for connections to

the surrounding area, adjacent municipalities and numerous community services and facilities. The proposal will contribute to the range of housing in the surrounding area providing additional options for current and future residents based on household size and incomes.

The building will pursue LEED certification, which supports policies concerning energy efficient housing. The proposed parking ratio promotes cost-effective development standards and encourages residents to use other means of transportation, rather than relying on private automobiles, which can also be more cost-effective. For these reasons, it is our opinion that the proposed development conforms to the policies of the ROP related to housing.

4.4 Peel Housing and Homelessness Plan 2018-2028

The Home For All: The Region of Peel's Housing and Homelessness Plan (PHHP) sets direction for the Region of Peel and its partners over the next 10 years to make affordable housing available and to prevent homelessness for all Peel residents. Addressing the outcomes contained in this Plan involve coordination between many stakeholders including local municipalities, other levels of government, private developers, non-profit housing providers, community agencies and residents.

Based on a review of affordable housing needs in Peel Region, 70% of low-income households (\$59,156 per year or less) are living in housing that is not affordable (i.e. represents over 30% of income) and 29% of middle-income households (\$59,156 to \$106,002 per year) are living in housing that is not affordable. Only 50% of the demand for supportive housing is met. Annual housing targets were identified for the Region as a whole, categorized by each local municipality. The City

of Mississauga's targets include 400 low income units, 520 middle income units and 2,860 middle income (or greater) units per year.

The Plan identifies five Complete Solutions that align with the Region's Official Plan. These include:

- Ensure efficient use of existing infrastructure;
- Create densities that support transit and affordable housing;
- Minimize financial impact to residents and businesses;
- Protect environmental and agricultural resources; and
- Develop a long-term employment strategy.

The proposed development for Park and Elizabeth promotes the first two solutions based on the existing infrastructure with available capacity, while the proposed density supports the surrounding infrastructure and intends to support affordable housing by incorporating a percentage of units to be sold below market value.

Strategies identified to meet short-term outcomes of the PHHP include increasing the capacity for affordable housing development, reduce costs of development and encourage the market to produce purpose-built rental and affordable homes through a program of incentives and tools.

Summary

The proposal team, including Edenshaw, is supportive of the provision for affordable housing to be implemented in the Region of Peel and more specifically through the City of Mississauga. The team will work with regional and municipal staff to implement a program of incentives and tools to ensure affordable housing is provided to meet

the required demands in support of the PHHP. While the proposal does not intend to include any purpose-built rental units, some of the ownership units will be sold as affordable.

4.5 City of Mississauga Official Plan

The City of Mississauga Official Plan (MOP) is the policy framework guiding the City's growth and development to the year 2031. The MOP provides the basis for the City's land use designations and urban design policies and sets the context for the review and approval of development applications.

Chapter 4: Vision

Section 4.4 outlines the Guiding Principles for the MOP, including:

"Mississauga will plan for a wide range of housing, jobs and community infrastructure resources so that they are available to meet the daily needs of the community through all stages of life".

Chapter 7: Complete Communities

Section 7.2 outlines policy guidance related to housing. Much of the housing built in the last 3-4 decades has been geared to the needs of families and as these households mature, existing dwellings and neighbourhoods may no longer meet their needs. Creating opportunities for aging-in-place or alternative housing within the community will assist households as individuals move through the lifecycle.

Future additions to the housing stock are expected to be in higher density forms (particularly apartments). The creation of new housing is encouraged in the Downtown, Major Nodes and Community Nodes to meet the needs of a diverse population. While housing in the downtown is expected to

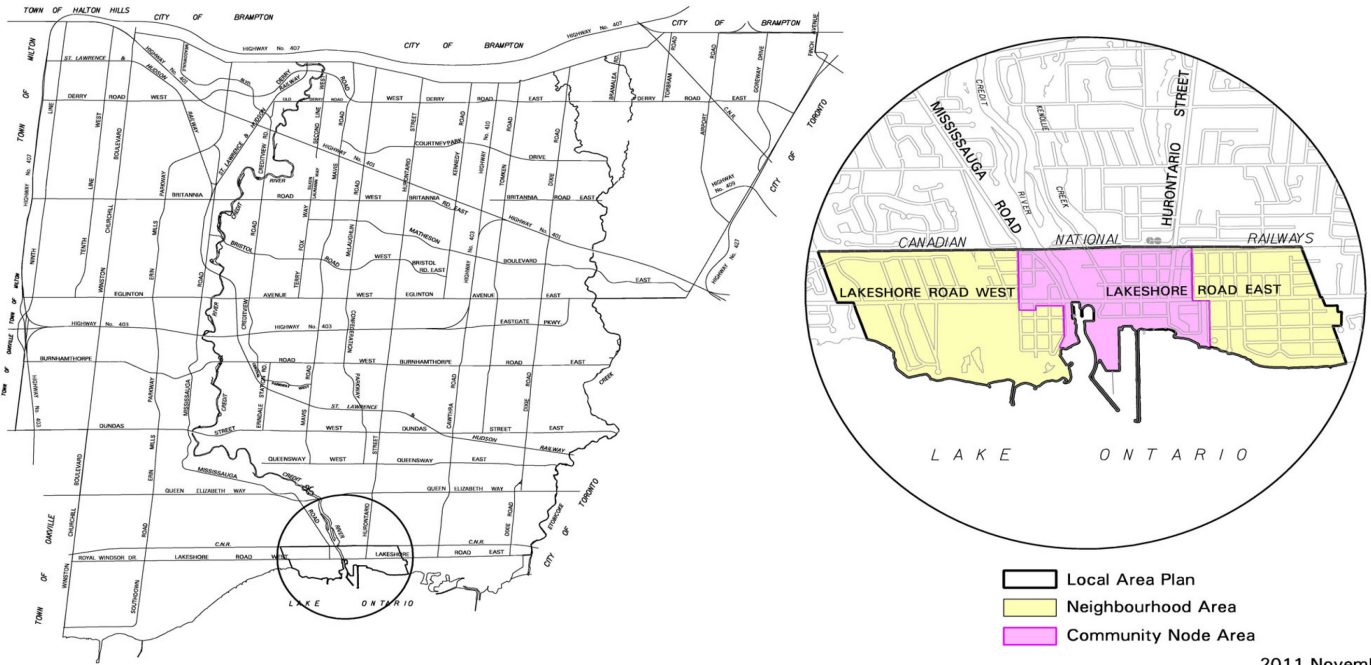


Figure 5 - Figure 1: Port Credit Local Area Plan, Mississauga Official Plan

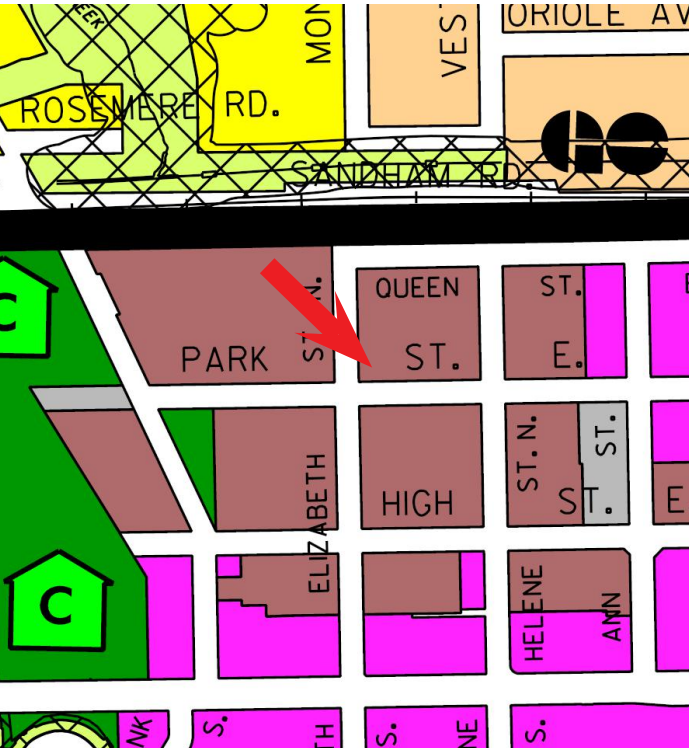


Figure 6 - Schedule 10 - Land Use Designations, City of Mississauga Official Plan

LAND USE DESIGNATIONS

- Residential Low Density I
- Residential Low Density II
- Residential Medium Density
- Residential High Density
- Mixed Use
- Convenience Commercial
- Motor Vehicle Commercial
- Office
- Business Employment
- Industrial
- Airport
- Institutional
- Public Open Space
- Private Open Space
- Greenlands
- Parkway Belt West
- Utility
- Partial Approval Area

attract young and older adults, the inclusion of housing that accommodates families is encouraged.

Policy 7.2.1 states:

“Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents.”

Opportunities for the development of a range of housing types, a variety of affordable dwelling types and housing for those with special needs are encouraged in the City of Mississauga (Policy 7.2.2). In regards to planning decisions, housing must be provided in a manner that fully implements the intent of provincial and regional policies and it is the responsibility of the applicant to address these requirements (Policy 7.2.3 and 7.2.5).

The quality and quantity of the existing housing stock is to be maintained (Policy 7.2.4). Housing in the Downtown, Major Nodes and Community Nodes is encouraged to meet the needs of young adults, older adults and families (Policy 7.2.9).

The following policies outline the City of Mississauga’s objectives for encouraging the provision of affordable housing:

7.2.6 Mississauga will consider the contribution that can be made to current housing needs by housing programs of other levels of government and will seek to maximize the use of those programs that meet the City’s housing objectives.

7.2.10 Mississauga will encourage the Region to provide social housing in appropriate locations to meet the needs of the local population.

7.2.11 Mississauga will work with the Region to develop a housing strategy that will establish and implement affordable housing targets.

Summary

The proposed development conforms to the guiding principle identifying a wide range of housing as the general surroundings include numerous mid- to high-rise buildings in addition to low-rise single detached and multi-family dwellings. The subject lands are located within an area that is anticipated to experience growth and intensification, particularly in the form of high-density buildings.

The MOP anticipates that the majority of future development within the City will be in higher-density formats, such as apartment buildings. The proposed built form is consistent with this and is expected to be attractive to young adults and older adults due to the existing (and planned) transportation routes servicing the property. Six grade-related townhouse units have been proposed, which offer access to a variety of indoor and outdoor amenities provided within the building. The terrace amenity space will be programmed to accommodate a range of lifestyles and abilities that will suit young adults, older adults and families.

The proposed development provides for 258 new residential units in an area identified for growth and intensification. This also results in new residential units in a slightly different form from the surrounding area, therefore providing ample opportunities for existing residents to stay in the area as they move through the stages of life. Edenshaw has indicated that they are supportive of the City’s policies related to the provision of affordable housing and will coordinate with the City to ensure that the proposed development works towards these goals.

4.6 Mississauga's Housing Strategy

Making Room for the Middle: A Housing Strategy for Mississauga ("Making Room Strategy") include a range of action items for achieving an appropriate range of housing types and tenures, including retaining middle-income households, protecting existing, good quality rental stock and reconsidering existing funding including the provision of new sources.

Housing is considered affordable when it costs less than 30% of the annual gross household income. Middle-income households earn between \$55,000 and \$100,000 per year. Objectives outlined in the Making Room Strategy are to remove barriers, close the missing middle gap, champion system reforms and increase accountability.

The first goal of the Housing Strategy is to remove barriers to affordable housing. Strategies include a streamlined process to reduce risk and establish clear requirements that support cost reductions for developers, of which savings can be passed on to tenants and homeowners. Strategies to achieve this goal include:

- Amend OP policies supporting affordable home ownership, rental housing and the development of family size units;
- Review development standards (e.g., parking standards, Section 37 contributions);
- Implement tools such as pre-zoning, inclusionary zoning and a development permit system at appropriate locations to allow built form and densities needed to produce affordable housing; and
- Review zoning of region-owned lands for development opportunities.

The second goal is to close the missing middle gap. This includes households that do not qualify for subsidized housing but have limited housing choices. This goal is intended to be achieved through the implementation of effective strategies and programs that provide necessary support for these households. Strategies to achieve this goal include:

- Region should consider deferral of Development Charges on a portion of affordable units;
- Property tax deferral program; and
- Explore incentives for inclusionary zoning.

Championing system reform is the third goal in the City's Housing Strategy. This includes a system change at all levels and an environment for housing developers to provide housing that is affordable across the continuum with a focus on middle-income households. Options to be considered to achieve this goal include:

- Secure additional financial sources;
- Affordable housing reserve using Section 37 and other municipal revenues to finance affordable housing and purpose-built rental housing incentives;
- Explore tax credits and exemptions for affordable housing, income tax credit for second unit owners, land transfer tax exemptions and land value capture tools;
- Senior levels of government to provide financial backing/insurance to affordable housing developers; and
- Making surplus land available for affordable housing.

The fourth and final goal is be accountable. This goal includes measuring progress and keeping the provision of affordable housing top of mind through:

- Establishing interim and long-term targets;
- Monitoring and reporting; and
- Regularly engaging with housing development stakeholders.

Affordable ownership is a priority and the City needs an increasingly diverse housing stock, particularly with dwelling types often referred to as the missing middle.

The City's housing targets are expected to be achieved through a supply of units below \$400,000 (note this is a 2017 report and the target is now \$420,000); large family-size units with indoor and outdoor amenity space (that support a variety of ages and activities); units with alternative mortgage funding; new second units; vacant public lands with units that support ownership for middle-income households.

Summary

The proposal team is supportive of the goals and actions outlined in the City of Mississauga's Housing Strategy. We are looking forward to working with City Staff to discuss the action items outlined within this Strategy to accommodate affordable housing units within the proposed development. At this time, the proposal remains in the development process with possibilities for changes through these discussions.

Units below the current market value will be provided and the proposal intends to include both indoor and outdoor amenity space that will feature a range of activity spaces to support a variety of age groups. Second units are not feasible within a condominium building and the subject lands do not include vacant public lands.

5.0 ANALYSIS AND OPINION

In terms of the housing policy framework at the Provincial, Regional and Municipal levels it is our opinion that the proposed development represents good planning and addresses the housing targets for the following reasons:

- It will add 258 new residential units to the housing stock;
- It will provide new housing supply through infill and make better use of a underutilized property;
- The new housing supply is being directed to the Central Residential Precinct within the Port Credit Community Node, which is intended to experience growth, particularly in the form of high-rise apartment buildings;
- The new housing supply will be appropriately serviced by existing infrastructure, including existing and planned public and active transportation routes;
- The proposed tower represents an upgraded built form with energy efficient design standards;
- The proposed built form will contribute to the range of housing options in the City of Mississauga and the Port Credit area; and
- The proposal will provide affordable ownership units.

6.0 SUMMARY AND CONCLUSIONS

The proposed development appropriately addresses and complements the relevant housing policies outlined in the PPS, Growth Plan, ROP and MOP. The proposal directs new housing within an area identified for residential growth and intensification, serviced by existing infrastructure and community amenities.

The proposed built form is compact, transit supportive and contributes to the range and mix of housing in the surrounding area. The proposal is located within an Intensification Corridor, Mobility Hub and MTSA. For these reasons it is our opinion that the proposal also represents good and sound planning.

Our team is dedicated to working with the City of Mississauga to incorporate affordable housing units within the proposal. The total amount and type of units to be sold as affordable will be determined and confirmed at a later time in the development approvals process, through close coordination with City Staff.